NYBPM 2010 Base Update

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NYBPM kick-off MEETING
April 24, 2012
Organization of Project Tasks by Tracks

- Track A: Coordination, Integration and Final Reporting
- Track B: Data Update & Development
- Track C: Highway Network Conflation, Updates, and Refinement
- Track D: Transit Network Integration, Updates, and Refinement
- Track E: Improved NYBPM Procedures and Development
- Track F: Calibration, Validation, and Model Delivery
Major features and objectives

- Based on the latest NYBPM-2G with the new TransCAD 6.0 GUI by Caliper,
- Incorporate the features implemented by PB for the PANYNJ’s Trans-Hudson Travel Demand Forecasting Model (TH-TDFM), done on top of the TransCAD 5.0/CENTRAL 2005 NYBPM,
- Include an improved conflation of the highway and transit networks to true geography, and the development of consistent other NYBPM GIS-based layers, including TAZs and walk networks
- Incorporate NJTPA modeling data and networks for improved NJ representation, including identification of linkages for maintenance and future updates.
Track A: Coordination, Integration and Final reporting

- Review TH-TDFM and Specify Update Approach
- Coordination, Administration and meetings
  - Monthly status meeting
  - Agenda, meeting notes, Tech Memo
  - Basecamp for data cataloging and sharing
  - NYBPM 2010 Base Update Final report
  - Invoicing Terms
Track B: Data Development and Updates

- Update of SED Zonal level
  - Base Year 2010
  - Future year -2040 with five-year intervals
  - Development an automated process to convert the SED forecasts at TAZ level into needed inputs for the NYBPM.
  - SED derived from NJTPA zonal forecasts shall be incorporated to NYBPM
Data Development and Update

- Update Screenline Traffic Counts
  - Collection, assembly, reconciliation, and incorporation of existing traffic data into the updated NYBPM
  - Reconcile the 2005 and 2010 Screenline Database
  - Update NYBPM Screenline Database
- Update Vehicle Classification Counts
- Update Transit Counts
Track C: Highway Network Conflation, Updates and Refinements

- Base Year highway network conflation, Corrections and Improvements
  - Update of highway network coding by NJTPA
  - Update of highway network coding by NYMTC
  - Corrections and improvements by Users
  - Update NYBPM Screenline Database
- Update Bus Vehicles on the highway network
- Update of Truck routes -28 County Regional network
- Update NYBPM Costs Inputs, including tolls, to 2010
Track D: Transit network Integration, updates and refinements

- Transit Network Update: rail service Update to current
- Bus network and Service Update to Current
- Update of Transit fares to 2010
Track E: Improvement of NYBPM procedures

- Restructure/Modify Specified NYBPM Procedures
  - Trip tables by purpose in addition to the results by mode
  - Ability to run the MDSC by individual purpose or combinations of purposes
  - Ability to calibrate the model at a finer level
  - Development of scenario/file management system for transit coding
  - Incorporating the ITS project coding and highway scenario/file management system into NYBPM-2G
  - Review of FTA forecasting guideline to improve consistency and compatibility of the NYBPM with FTA new Starts program
Improvement of NYBPM procedures

- Model Refinement: Update Truck and Commercial Vehicles model
Track F: Calibration, Validation, and model delivery

- NYBPM re-calibration
  - Conduct base Year 2010 calibration tests
    - Trip Table evaluation
    - Initial Core Model Adjustments
    - Evaluation and adjustment the 2005 set of parameters
    - Re-Set Calibration Targets-2010
    - Assignment Tests
  - Model Results for Base Year 2010
  - Document and Archive NYBPM 2010 Updates
Track F: Calibration, Validation, and model delivery (cont.)

- Model Delivery, Acceptance Testing and Reasonableness Checking
- Develop a final testing plan for NYMTC staff
- Set of complete set Base Year Run
- Set of complete Future Year Run
The End