Intercity Passenger Forecasting: Purpose and Need

Presented to
Transit and Rail Committee

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Background

- Past/Present Statewide Models
  - FDOT statewide model
  - Turnpike statewide model
  - Intercity models supporting HSR

- SPO charged with creating and supporting statewide forecasting ability

- Need is motivated by High-Speed Rail visibility, but

- Many other needs exist
Motivation for a Comprehensive Intercity Passenger forecasting model

- We are beyond the need for just external volumes
- Need to forecast a multi-modal environment, including
  - Auto
  - Passenger Rail
  - Air
  - Freight
- Statewide Planning is More Complex today!

Desirable Performance Characteristics

- Sensitivity to markets
  - Trip Purpose
  - Travel Party Size
  - Travel Party Composition
  - Auto Availability
  - Income
  - Geography

- Results shown graphically and exportable
Desirable Performance Characteristics continued

- Easy to use – good documentation
- Statewide scope
- Compatible with current software platform
- Easy to perform routine calibration and validation
- This is not available in current statewide models, or through combinations of urban models

Focus is End Products, Not Tools

- It’s all about forecasts, not the model
- Features and enhancement tied to need
- Performance-based, not tied to a favorite methodology
The Statewide Model Vision

- Reliable forecasts
- Defensible methodology
- Sensitivity to markets
- Multi-modal