



Intercity Passenger Forecasting: Purpose and Need

presented to
Transit and Rail Committee

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FLORIDA
MODEL
TASK
FORCE



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!

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Desirable Performance Characteristics

- Sensitivity to markets
 - Trip Purpose
 - Travel Party Size
 - Travel Party Composition
 - Auto Availability
 - Income
 - Geography
- Results shown graphically and exportable

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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

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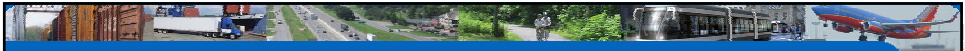


Focus is End Products, Not Tools

- Its all about forecasts, not the model
- Features and enhancement tied to need
- Performance-based, not tied to a favorite methodology

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The Statewide Model Vision

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

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