TBM v6.3 Subregional Model Development Tool

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SCAG Modeling Task Force Meeting
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Agenda

• Current Subregional model
• Objective of the Subregion model development
• Development update and issues
• Demonstration
Current Subregional Model

- Runs on TransCAD 6.0
- Used regional model for core model
  - Inside subregion – disaggregation, outside – aggregation
  - Added models for aggregation/disaggregation
- Developed for San Bernardino County, Imperial County, and Palmdale
- Mix of TBM 6 and TBM 5
  - TBM 6: networks, trip generation, time of day, assignment
  - TBM 5: skimming, trip distribution, mode choice, truck
Model Development Objective

• Full compatibility with TBM 6.3
• Support for:
  – Updated networks
  – Destination choice
  – Mode choice
  – Truck model
  – Skimming
  – Assignments and Tolling
• Code compatibility
  – Common master code for both TBM and Subregion model
  – Easy extraction of both model types
Development Update

• Stage 1: Regional Model Conversion – Complete
• Stage 2: Integration of updated TBM 6.3 models – Complete
• Stage 3: Test run of 2012 Base year – Complete
• Stage 4: Test run of future year – Ongoing
• Stage 5: Results checking – Ongoing
• Stage 6: Tests of all optional features – Ongoing
• Stage 7: Documentation
Development Issues

- **Compatibility issues with current TBM**
  - Subregion model based on TBM from 2012/2013
  - Incompatibility issues with both code and datasets

- **Zone numbering is fixed in TBM 6.3 but variable in subregional model**
  - 11,267 zones in TBM, variable in Subregional model
  - Destination, mode choice model uses internal zone numbering that must now be mapped to subregional zones
  - Some configuration files use fixed values

- **Some models were purely designed only for TBM (Truck)**

- **Moving target (small changes in TBM 6.3 are still occurring)**
Demonstration