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***(Prof. Alvis Wuckert)***

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 100 pages. Original publisher: Washington, D. C. : Transportation and Regional Programs Division, Office of Transportation and Air Quality, U. S. Environmental Protection Agency, 2005 OCLC Number: (OCoLC)70253456 Subject: Commuting -- United States -- Computer simulation. Excerpt: . . . The decision to build a new modeling tool, rather than simply modifying and adopting the FHWA TDM model, was based on the following factors: C The FHWA TDM model was not designed to calculate emissions. C The FHWA TDM model, while much simpler than the four-step models, was still designed primarily to work with trip tables, and was also seen as more complex than some members of the target audience would be able to work with. C The FHWA TDM model lacked a modern Windows -type user interface, meaning the user would not be able to use a mouse or other convenience procedures to ease application. C It was seen as desirable to recheck and, as necessary, update or enhance the calculation procedures or impact values coded into the TDM model. The resultant COMMUTER model has the structure and general features pictured in Figure 2-2. It is essentially a three-step procedure: 1. The user establishes a baseline by supplying essential information on local conditions. 2. An analysis scenario is selected from among available options. 3. Impacts on vehicle trip making, VMT, and its distribution between peak and off-peak travel periods are calculated and used to estimate the change in emissions of volatile organic compounds ( VOC ), carbon monoxide ( CO ), oxides of nitrogen ( NOx ), carbon dioxide ( CO2 ), particulate matter ( PM2. 5 ), and six air toxics. Each of these steps is described briefly below, simply to provide an introduction to how...



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