

Demographic Microsimulator for Integrated Urban Systems: Adapting Panel Survey of Income Dynamics to Capture the Continuum of Life

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ABSTRACT CASE STUDY IN SAN FRANCISCO BAY AREA PANEL STUDY OF INCOME DYNAMICS Observed vs Predicted Individuals To test the DEMOS framework, a case study was carried out using data from the Most of the synthetic population generators are cross sectional in nature and do not account for households' and individuals' life PSID is one of the world's longest-running national representative longitudinal surveys, collecting longitudinal data from San Francisco (SF) Bay Area, California progression which has been proved to have impact on short- and long-term transportation decisions 1968 - current on a wide range of socioeconomic, demographic, health, and attitudinal characteristics 8.00 The 2010 base-year synthetic population for SF Bay Area used in this study This paper proposes a demographic microsimulator (DEMOS) to capture the 'continuum of life' by accounting for lifecycle events In PSID, household- and individual-level information is recorded annually or once every two years comprises =7M individuals residing in = 2.6M households Panel Study of Income Dynamics (PSID) Survey - one of the world's longest running longitudinal surveys - is leveraged to develop The dataset used for this study is from the years 1997-2017, which had information from 13,900 households and 41,506 individuals DEMOS sub-models The DEMOS sub-models detailed in the previous section are applied to the synthetic population in order to simulate the combined effect of the interactions The PSID data show consistent trend for Birth and Fertility. Mortality, and Marriage rates as data from Center for Disease Control among all lifecycle events DEMOS considers key lifecycle events which are influenced by host of demographic variables. The framework is applied to evolve the and Prevention (CDC), which gives confidence in using the PSID data for Demographic evolution modeling synthetic population of San Francisco (SF) Bay Area over a 9-year horizon Birth and Fertilty Rates Marriage Rate Mortality Rate The synthetic population was evolved over a 9-year timespan with 2010 as year 't Findings show DEMOS can effectively capture the linkage between household-level and individual-level evolution, highlighting the · Are and a start of a It can be observed that evolution of total number of households in the region importance of a structural evolution framework to capture population trends accurately (across the simulation time horizon) is captured well RESEARCH MOTIVATION However 1867 1868 2007 2013 2006 2007 2008 2011 2013 2015 200 Activity-based models (ABMs) usually require a region's population and its composition as a key input. Such models often rely on DEMOS is seen to systematically underpredict the number of synthetic 1997 1998 2001 2003 2005 2007 2009 2011 2013 2015 201 1967 1969 2001 2003 2006 2007 2009 2011 2013 2016 201 cross-sectional synthetic population data to forecast travel demand and evaluate transportation policies individuals in the study region. This results from: Using cross sectional information limits the ability of ABMs to capture people's travel related decisions impacted by lifecycle events (a) The single-to-X sub-model predicting a higher proportion of individuals staving DEMOS MICROSIMULATION PROCESS (e.g., a newborn event influences household vehicle purchasing decisions and utilization) single, compared to those who chose to get married The demographic evolution process starts with the ageing While some demographic evolution models were proposed in the past few years, most of them rely on cross-sectional survey (b) Increase in single person households creating a cascading impact on Synthetic Population for time model and updates the age of all agents in the base-year data which do not capture household dynamics (i.e., timing and sequence of important lifecycle events) childbirth synthetic population The lessons learned from this exercise can inform ways to better implement and DEMOS models key lifecycle events using PSID data and evolves the demographic characteristics by capturing the interact household- and individual-level evolution mechanisms Out-migration, in-migration, and mortality models Out-Migration Model: interdependencies between short and long-term lifecycle events Ageing model: Chserved (Source: CA Department of of Public Health) Predicted (DEM) determine the agent population that needs to progress to the Simulate moving out Update Individual Age next simulation time-step households/individuals DEMOS FRAMEWORK CONLUSIONS AND IMPLICATIONS Birth event is considered as a household-level decision, and females aged 14-45 years are considered likely to give birth In-Migration model: The demographic simulator (DEMOS) proposed in this paper covers the entire spectrum of household- and individual-level Mortality Model: Synthetic Population Migration Module Simulate household/individuals lifecycle events and is powered, by data from the Panel Survey of Income Dynamics (PSID), which is one of the world's longest Individual Mortality Simulation for time "t" Emigration Model Immigration Model Initiate with a base-year (t) synthetic population Education enrollment model is applied to individuals above moving-in running longitudinal household surveys which is advanced through a host of key lifecycle 16 years to predict whether (or not) they would continue to events ----receive education Star DEMOS captures a host of lifecycle events including migration, individual-level events (e.g., education attainment, marriage, Birth Model: mortality), and household-level events (e.g., childbirth, family formation/dissolution) Enroliment Model: Households and individual-level characteristics are Household restructuring module considers single-to-X Simulate households with Households moving louseholds remaining New households and Simulate individuals in School updated and provided as inputs to subsequent model, cohabitation-to-X model, and married to-X model to out of region in the region individuals in region Newborn Model results indicate that gender, age, education attainment, household size, and income influence key lifecycle events such as vear's (t+1) population evolution capture marital status change Synthetic cohabitation, marriage, childbirth, and adult children moving out Population This process is repeated to evolve the population Child Leaving Household: Household Restructuring: for time "t+1" Leaving parental home covers the situation of adult The DEMOS framework was tested by applying its sub-models to evolve a synthetic SF Bay Area population from 2010-2019; this initial of a study region over a span of 10-30 years Simulate Child Leaving Simulate and match married children (a) continuing to stay at parental home or (b) moving test captured household evolution trends well, but underestimated evolution of the total number of people in the SF Bay Area Individual-level evolution and Sub-models Household individual out to be a household head and/or to form a cohabitation or Mortality Getting married Education enrolment. Child leaving home Each module in the DEMOS framework comprises a marriage relationship Lessons learned from this effort underscore the importance of household restructuring in the evolution process and led to reseries of sub-models to predict the changes in evaluation of the model sequencing in DEMOS as an alternate to model causal structure may impact population evolution trends demographic characteristics of synthetic Most of the models are estimated using the logit structure Household Income: households and individuals while a few are implemented using a rate-based approach Update household income DEMOS enables travel demand models to evaluation the impact of different demographically sensitive policy and technology Household-level evolution and Sub-models evolution scenarios, such as adoption and utilization of automated vehicles, electric vehicles, micromobility trends, and shared mobility Cohabitation Divorce Newborn Income Relocation services This work was authored in parts by the National Renewable Energy Laboratory (NREL), operated by Alliance for Sustainable Energy (LDC for the U.S. Department of Energy (DOE) under Contract No. DE-AC36-08GO28308, Funding was provided by the DOE Vehicle Technologies Office (VTO) under the Systems and Modeling for Accelerated Research in Transportation (SMART) Mobility Laboratory Consortium, an initiative of the Energy Binarona Sun: Binarona.Sun@nrel.aov Efficient Mobility Systems (EENS) Program. 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