2012 MTP/SCS Highlights

- Do more with less
- Per capita VMT, GHG, and heavy congestion declines
- Sweet spot for transit
  - (Service levels and Housing & Job Density)
- Rural Urban Connections Strategy
- Research commitments to further improve future plans
My definitions for this discussion

• **Implementation of SB375** means development of RTP/SCSs at MPOs with partnerships with city/county/transit operators/Caltrans and stakeholders.
  – Not implementation of the RTP/SCS (policies and investments over the life of the RTP/SCS).
• Travel demand models are discussed here.
• Other models are important to SCSs.
  – Land use scenario planning, Economic land use-transportation, Regional economic and demographic forecasting, Vehicle emissions, Health outcomes, RHNA allocations.
What is the state of the models?

• Tour-based models implemented in larger MPOs are a significant improvement.
• Trip-based models still used in other regions are improved but have inherent limitations.
• Forecasting vs. policy-driven aspirational nature of the models.
Are they capable of representing & quantifying demand side policies?

- Pricing is not in SACOG SCS.
- **Good to better examples**
  - Household travel choices that consider road and transit systems, demographics, land use growth patterns.
- **Rudimentary/poor examples**
  - TDM used published effectiveness rates with post-processing.
  - Household economics (jobs-housing fit, housing choice, location, costs).
  - Interregional travel.
- **Additional considerations**
  - Supply side - transportation technologies in rapid flux
  - Beyond SB375: freight and commercial demand are rudimentary at best.
Are they capable of assessing costs/benefits of SB375 implementation?

- No. SB375 is transportation and land use impacts.
- The set of models and data in the SCS process is not sufficient.
- Transportation has early costs and later benefits, residential and commercial development even more, analysis must include a stream of costs & benefits.
- Transportation is a supporting, not determining factor in economic growth and land use growth pattern.
What does the state of modeling mean for state/regional/local agencies that use them to inform policy decisions?

- The quality of the answers may finally be up to the quality of the questions.
- Better models can answer most policy oriented questions at varying geographic scales.
- Better models provide useful data and information on impacts of packages of investments.
  - Depends on a significant set of assumptions are known and agreed upon.
- Investment in data, tools, analytical abilities pays off in integrated plans and policies.
What further model development is needed and who is doing this?

• Dynamic networks (DTA).
• Economic land use-transportation models.
  – Big 4 MPOs are developing and testing.
• Vehicle Choice.
Do the models have a role to play in public education?

- Yes, with caveats. If as much attention is paid to communication and outreach as to data, models, analysis.
Thank You.

Questions?
An absolute reduction in the amount of heavy congestion typical residents will experience in their daily lives.
Share of new homes and jobs near high-frequency transit

- 2008 Homes near 2035 transit: 157,216
- New homes near 2035 transit: 114,466
- 2008 Homes near transit: 126,694
- 2008 Jobs near 2035 transit: 240,013
- New homes near 2035 transit: 139,674
- 2008 Jobs near and transit: 261,662

Total: 641,349