Base Year for SCAG 2024 RTP/SCS

Transportation Conformity Working Group

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Inform and Discuss:

Year 2019 as base year for SCAG’s 2024 RTP/SCS
SCAG’s next Regional Transportation Plan

Base Year of a RTP
• Starting year of a RTP
• Typically, plan adoption year of previous RTP
• Should be year 2020 if no pandemic
RTP Analysis
- Evaluate plan Improvement from base year

Model Validation
- Base year data is used as target data for model validation and calibration
- Validated transportation model reflects base year condition
The influence of Covid-19 pandemic on travel pattern is well understood
  • Mode use on transit and vehicles
  • Telework, online shopping, distance learning
  • VMT impact

It’s not appropriate to use travel data in 2020 to validate and calibrate SCAG model for the 2024 RTP.
  • VMT, Mode Share, Transit boarding
Weekday VMT (Jan 2019 – Sep 2020)
Applicable EPA Regulation and Guidance re. Base Year

- “Network-based travel models must be validated against observed counts ... for a base year that is not more than 10 years prior to the date of the conformity determination” [CFR 93.122(b)(1)(i)]

- “Areas are strongly encouraged to review and update planning assumptions at least every five years.” (EPA’s Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations)
Propose 2019 as Base Year for 2024 RTP

- Year 2019 as base year for the 2024 RTP
- SCAG Model will be validated to data collected and analyzed for year 2019
- RTP analysis will start in 2019
- The decision needs to be made soon, due to schedule plan for next RTP:
  - Base year network and socioeconomic data development, model validation data collection & analysis
Concurrence of SCAG’s Modeling Task Force

- Proposed base year 2019 was discussed at SCAG Modeling Task Force on September 23rd, 2020

- Consensus by members of the Task Force
Thank you

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