

Final Transportation Forecasts



**PRESENTED TO:
CTP 2040 POLICY ADVISORY COMMITTEE**

**PREPARED BY:
RON WEST, CAMBRIDGE SYSTEMATICS**



October 27, 2015

Transportation Scenarios



- **CSTDM re-run with updated transportation scenario 2 assumptions**
- **Documentation updated for all transportation scenarios (1, 2, 3) updated**
 - Including technical appendix

Changes to Scenarios 2 and 3: CSTDM

Relative to Scenario 1



- **Mileage-based auto fees (GHG Reduction)**
 - Draft: Increased auto operating costs by (16 cents a mile)
 - Final: Mileage fee and urban congestion pricing
 - ✦ Statewide VMT fee (8 cents a mile) and
 - ✦ Congestion pricing for urban counties (8 cents a mile)
- **Transit Improvements**
 - Draft: Transit speeds (and service levels) doubled
 - Final: Transit speeds increased by 50%
 - ✦ Transit service levels still doubled
 - ✦ No changes to other transit assumptions
 - Free fares, timed transfers and HSR fares reduced by 50%)

Final DRAFT CTP

Assumptions: Pricing



	Draft CTP Assumption	Evaluation Method: Source	Policy or Objective	Draft CTP VMT Reduction (estimated)	Changes for Final CTP Forecasts
Variable User Pricing Strategy	16 cents a mile increase in auto operating cost	CSTDM	Policy	-17%	Reduce rural auto operating costs; combination of Mileage fee + congestion fee in urban areas

Final DRAFT CTP Assumptions: Transportation Alternatives



	Draft CTP Assumption	Evaluation Method: Source	Policy or Objective	Draft CTP VMT Reduction (estimated)	Changes for Final CTP Forecasts
Telecommute/ Work at Home	2.1% increase in work at home rate	Off-Model: SACOG	Objective	-0.39%	Retain
Increased carpoolers	5% increase in carpool vehicles	Off-Model: Calculated using CSTDM data	Objective	-2.9%	Retain
Increased Car Sharing	Net 5% increase in adoption rates -- short distance travel	Off-Model: MTC, CARB Draft Policy Brief	Objective	-1.1%	Retain

Final DRAFT CTP

Assumptions: Mode Shift

	Draft CTP Assumption	Evaluation Method: Source	Policy or Objective	Draft CTP VMT Reduction (estimated)	Changes for Final CTP Forecasts
Transit Service Improvements	Transit services & Speeds doubled , free fares, timed transfers	CSTDM	Policy	-6%	Transit speeds now 50% faster
High Speed Rail	HSR fares reduced by 50%	CSTDM	Policy		Retain
Bus Rapid Transit	Convert some Local Bus Routes to BRT	Off Model: TCRP 118, CSTDM Data	Policy	-0.07%	Retain
Expand Bike	Doubled bicycle shares	Off Model: CSTDM Data	Objective	-0.41%	Retain
Expand Walk	Double walk shares	Off Model: CSTDM Data	Objective	-0.43%	Retain
Carpool Occupancy	Change 2+ occupancy to 3+	CSTDM	Policy	-0.80%	Retain
HOV Lanes	Fill missing gaps (mixed flow → HOV)	Off-Model	Policy	TBD	Retain

Final DRAFT CTP Assumptions: Operational Efficiency

	Draft CTP Assumption	Evaluation Method: Source	Policy or Objective	Draft CTP VMT Reduction (estimated)	Changes for Final CTP Forecasts
Incident/ Emergency Management	Caltrans System Management and Operations Plan	Off Model: Caltrans	Policy	-1.0%	Retain
Caltrans' (TMS) Master Plan	TMS Master Plan	Off Model: Caltrans	Policy	-1.2%	Retain
ITS/TSM	ITS/TSM strategies	Off Model: SACOG	Policy	-0.62%	Retain
Eco-driving	Changes in driving habits	Off Model: ARB Policy Brief	Objective	-0.23%	Retain

Scenario 2 VMT Changes – Draft and Final

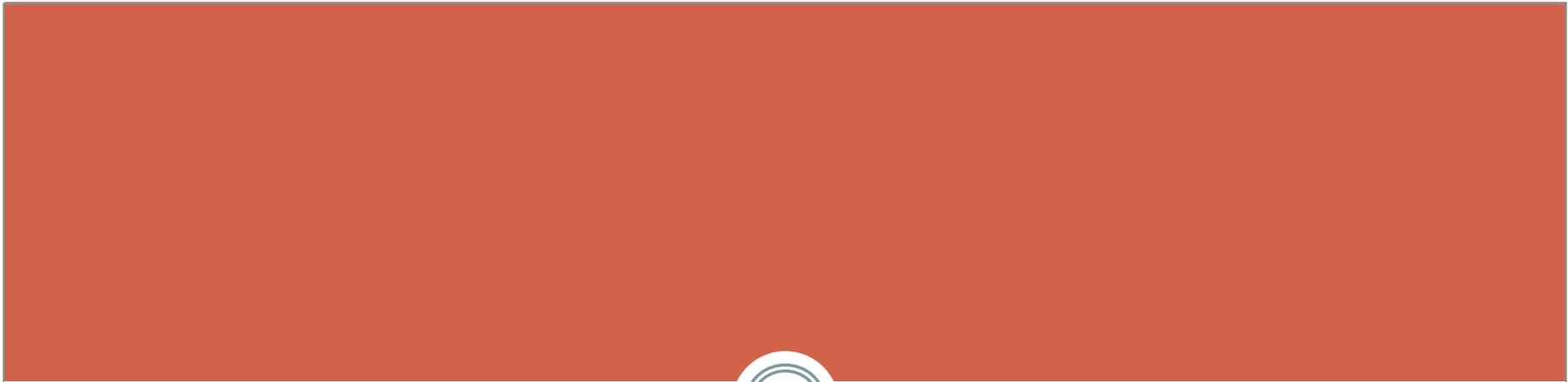


	Draft	Final	Notes
Statewide Transportation Strategies – 2040 VMT Reductions			
CSTDM	-24.3%	-22.6%	<i>Auto operating cost increase and transit improvements</i>
Off-Model Adjustments	-9.2%	-10.2%	<i>Final includes 1.0% VMT reduction for car pool lanes</i>
	-33.5%	-32.8%	
Additional Statewide VMT Adjustments			
San Joaquin Valley Land Use		-11.6%	<i>Reduced VMT for SJ Valley Counties due to lower projected growth under current SCSs</i>
Rural County Auto Operating Costs		+8.7%	<i>Increased VMT for rural counties (Non-MPO counties, plus Butte and Shasta)</i>

Calculating Auto Operating Costs



Included:	AAA	CSTDM
Fuel	✓	✓
Maintenance	✓	✓
Tires	✓	
Insurance	✓	
License, Registration and Taxes	✓	
Depreciation	✓	
Finance	✓	
Auto Operating Cost	59 cents/mile	25 cents / mile



Additional Off-Model VMT Changes



- **Off Model VMT Reductions = -10.2%**
 - Includes 1.0% for carpool lanes
- **VMT reductions applied only to personal vehicles**
 - Draft analysis applied reductions to all vehicles
- **San Joaquin Valley Adjustments: -11.6%**
 - Lower population growth assumptions
- **VMT increases for Rural Counties: +8.7%**
 - Lower increase in auto operating costs
 - ✦ No simple way to assess urban/rural auto operating cost differential