

# Base Year for SCAG 2024 RTP/SCS

Transportation Conformity Working Group

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# Objective



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 Base Year



## 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

# Covid-19 Pandemic



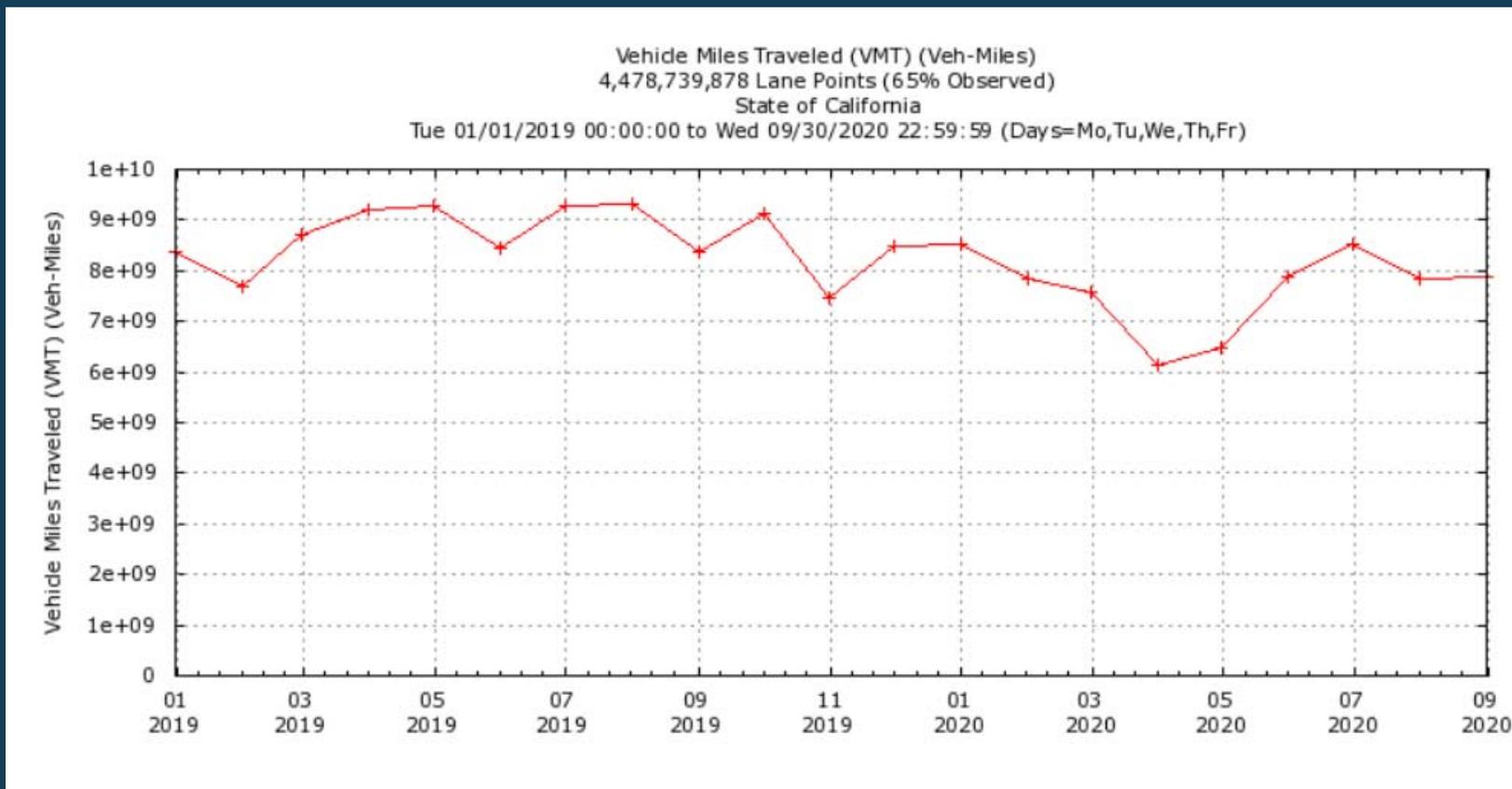
The influence of Covid-19 pandemic on travel pattern is well understood

- 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 23<sup>rd</sup>, 2020
- Consensus by members of the Task Force

# Thank you

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