

SB 375 Target Setting: Description of Alternative Scenarios

MPO: Kern COG

Revenue Forecast: Draft 2011 RTP, Fiscally constrained

Fuel Price Assumption: No adjustment made yet.

Scenario Categories		Methodology	RCAP Analysis	Level of Deployment	Scenario A: RTP Baseline Current Trends	Scenario B: Spreadsheet Based Balance Land Use	Scenario C: No Build (Future growth on 2015 road network)	Scenario D: * Infill/Density Using Land Use Model
System Efficiency								
1	2 Major capacity projects to reduce out of direction travel	Coding in Model Network	Reduces out of direction travel by 60% through Center of Community	Under construction	Test	Test		Test
3	Signal synchronization in urban area	Coded signal spacing in model along with DTIM script to predict future spacing		Throughout Metro Area	Test	Test	Test	Test
4	511 Traveler Information	not modeled		Countywide				
5								
TDM								
1	San Joaquin Valley Air Pollution Control District Indirect Source Review Rule	Use 4D post processor to reduce trips by 6% for diversity, 4% for Density and 2% for Design in TAZs where land use changed.		The program only applies to the Valley portion of Kern. Requires developers to pay fee or mitigate health based emissions by increasing walkability, transit access, etc	Test	Test	Test	Test
2	Vanpool/Car share	Reflected in higher vehicle occupancy rates in model base year		Informal van pools and online rideshare/education program	Test	Test	Test	Test
3	San Joaquin Valley Air Pollution Control District Rule 9410 (employer-based trip reduction program)	not modeled		The program only applies to employers with 100 or more employees in Kern (valley ptn.)				
Land Use								
1	Land use policy: balancing and intensification infill development along major corridors and in the downtown areas	Use 4D post processor to reduce trips by 6% for diversity, 4% for Density and 2% for Design in TAZs where land use changed.		Moved approximately 1% of employment and 2% of households countywide to infill areas in the two largest urban centers		Test		Test
2	Land use policy: Infill and intensification in urban areas	Use UPLAN Land Use Model and 4D post processor to reduce trips by 6% for diversity, 4% for Density and 2% for Design in TAZs where land use changed.	Changes made by model were not consider realistic by Task Force.	Moved an estimated 2% of employment and 10% of households countywide to infill areas and higher densities				Test
System Improvements								
1	Exentsion of transit service area, improved headways, and circulator bus routes	update tansit network in the 4-step model		Increases of frequencies and reduction of headways, and improvement of operation on the key transit corridors in Fresno County	Test	Test		Test
2	Addition of 750 park & ride spaces (not modeled)							
Pricing								
1	Fuel Pricing	Available but not modeled yet						
2	Parking Pricing	Available but not modeled yet						

Bundled Results (CO2 Per Capita) (No Pavley / LCFS)

Base Year (2005)			
2020		2020	
2035			

Bundled Results (CO2 Per Capita) (Pavley + LCFS)

Base Year (2005)			
2020		2020	
2035			

Recession Projection									
Pre		Post		Pre		Post		Post	
	14.30	-	14.30	-	14.30	-	14.30		14.30
	14.20		14.10		14.10				14.80
	15.80		15.70		16.00			13.60	16.10
Pre		Post		Pre		Post		Post	
	14.30	-	14.30	-	14.30	-	-		
	10.40	-	10.30		10.30				
	10.20	-	10.10		10.30				

*Scenario D Baseline Land Use Model (UPLAN)

This information is provided to initiate discussions with SANDAG's MPO partners around the state regarding the opportunity to propose SB 375 targets to ARB.

Note: The CO2 percapita values provided do not include the exemptions proposed by Kern COG including 100% of military, 50% wind energy areas, and 50% prisons.

*Scenario D used the land use model from our Blueprint process. The stakeholder Task Force felt the model was not providing intuitive results and chose to go with the manual spreadsheet method for developing alternative B.