


<b>UTC Project Information</b>	
Project Title	Active Travel Co-Benefits of Travel Demand Management Policies that Reduce Greenhouse Gas Emissions (Former title: Active Travel due to Increased Transit Service in California: Performance Measures from an Activity-Based Travel Model)
University	San José State University Mineta National Transit Research Consortium
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Funding Source(s) and Amounts Provided (by each agency or organization)	Research and Innovative Technology Administration University Transportation Centers Program (\$30,742)  California Department of Transportation Office of Research—MS42 (\$30,742)
Total Project Cost	\$61,484
Agency ID or Contract Number	DTRT12-G-UTC21
Start and End Dates	June 2012 – April 2014
Brief Description of Research Project	There is increasing evidence that improved health outcomes may be significant co-benefits of land use plans and transport policies that increase active transport (or walking and biking for purposeful travel) and reduce greenhouse gas emissions (GHGs) from vehicle miles traveled (VMT). A greater understanding of these benefits may broaden the constituency for regional planning that supports local and national GHG reduction goals. In this study, California's activity-based travel demand model (ABM) is applied to (1) demonstrate how this new generation of travel models can be used to produce the active travel data (age and sex distributions) required by comparative risk assessment models to estimate health outcomes for alternative land use and transport plans and to (2) identify the magnitude of change in active travel that may be possible from land use, transit, and vehicle pricing policies for California and its five major regions for a future 2035 time horizon. The results of this study suggest that distance-based vehicle pricing may increase walking by about 10% and biking by about 17%, and concurrently GHG from VMT may be reduced by about 16%. Transit expansion and supportive development patterns may increase active travel by about 2% to 3% for both walk and bike modes while also reducing VMT by about 4% on average. The combination of all three policies may increase time spent walking

	<p>by about 13% and biking by about 19%, and reduce VMT by about 19%.</p>
<p>Describe Implementation of Research Outcomes (or why not implemented)</p>	<p>Linsech, Nicholas, Rodier, Caroline Jane, and Lee, Richard. "Using an Activity Based Travel Demand Model to Estimate Health Co-Benefits of Land Use and Transportation Plans." Presentation at the TRB Innovation in Travel Modeling, Baltimore, MD, April 30, 2014.</p>
<p>Place Any Photos Here</p>	 <p>The map shows California divided into five color-coded regions: Sacramento (brown), San Francisco (red), San Joaquin Valley (blue), Los Angeles (green), and San Diego (purple). The rest of the state is colored yellow.</p> <p>Map of California and Five Major Regions</p>
<p>Impacts/Benefits of Implementation (actual, not anticipated)</p>	

Web Links <ul style="list-style-type: none"><li>• Reports</li><li>• Project Website</li></ul>	Final report (MNTRC Website): <a href="http://transweb.sjsu.edu/project/1109.html">http://transweb.sjsu.edu/project/1109.html</a>  Final report (TRB Website): <a href="http://trid.trb.org/view/2014/M/1307327">http://trid.trb.org/view/2014/M/1307327</a>