

Preliminary Scenario Planning Matrix

To help facilitate policy discussions during the development of the draft Regional Transportation Plan/Sustainable Communities Strategy, SCAG will develop one baseline and three additional scenarios to evaluate how each performs in terms of sustainability, mobility and other performance metrics. In response to stakeholder input, scenarios A and B include expanded policy concepts to target health, social equity and reflect advancements in technology. The policy concepts refer to visioning for new land use, transportation, or housing decisions.

POLICY DRIVERS/PERFORMANCE METRICS: ACCESSIBILITY | CLIMATE RESILIENCE & ADAPTATION | ECONOMY | ENVIRONMENTAL JUSTICE | MOBILITY | PUBLIC HEALTH | SOCIAL EQUITY | SUSTAINABILITY

POLICY INPUTS

PLAN ELEMENTS - DATA INPUT CATEGORIES

Land Use Socio-Economic Data (SED) & Housing

Farm & Natural Lands Conservation

Highway/Roadway Network (includes freight)

Transit/High-Speed Rail

Active Transportation

Technology/Innovation

Finance Pricing/Incentives

Transportation Demand Management (TDM) & Transportation System Management (TSM)

1 NO BUILD/BASELINE No build network and trend SED

Trend Baseline

Protect resource areas (farmlands and natural lands) based on local input

Baseline

Baseline

Baseline

No new inputs

Baseline

Baseline

2 UPDATED 2012 PLAN/LOCAL INPUT Updated growth forecast

Local input

Protect resource areas (farmlands and natural lands) based on local input

2012 plan amendment 2 + New County Transportation Commission (CTC) input for 2016 plan

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3 POLICY A Update 2012 Policies for Active Transportation, public health, Environmental Justice (EJ), technology, millennials. Balance GHG, air, livability benefits with transportation capacity efficiency

Scenario 2 + 2012 land use (LU) policy updated. Emphasize multi-family. Target 70/30 Multi-Family (MF)/Single-Family (SF) housing type for new development. Focus on rail corridors and HQTAs.

Protect resource areas (farmlands and natural lands) based on local input

Scenario 2 + 25% increase in system preservation

Scenario 2 + Add additional high quality (HQ) transit corridors based on feedback from transit operators + Livable Blvd/Complete Corridors (transit + Active Transportation (AT) + LU Strategy)

Scenario 2 + Focus on AT for regional trips. Expanded Regional Corridors. First/last Mile implementation. Livable Blvd/Complete Corridors (transit + AT + LU Strategy).

Assume a modest rate/depth of penetration of new transportation innovations; Primarily private investment; Minimal supportive public policy

Scenario 2 + Any further modifications reflecting recent economic trends and legislative initiatives

2012 plan amendment 2 + Assume additional (modest) benefits - e.g. 1-2% reduction home-based work (HBW) trips; 5% speed, capacity increase

4 POLICY B "Push the envelope." Comprehensive "short trip" strategy. Maximize GHG, air quality, livability public health, EJ, affordability benefits. Assume profound technology effects

Scenario 3 + Target 70/30 MF/SF housing type for new development

Scenario 3 + Avoid critical sea-level rise, natural hazard areas + Exclude unprotected, high quality habitat areas

Scenario 3 + Strategic plan projects

Scenario 3 + Assume 20% decrease headway, reduced/eliminated fares (funded from increased VMT fee/finance innovation)

Scenario 3 + Comprehensive "short trip" strategy, including AT + shared-use, Neighborhood Electric Vehicle (NEV), etc.

Assume an aggressive rate/depth of penetration of new transportation innovations; Public & private investment; More supportive public policy

Unconstrained

2012 plan amendment 2 + Assume additional (aggressive) benefits - e.g. 2-3% reduction HBW trips; 7% speed, capacity increase

PERFORMANCE METRICS