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	1 NO BUILD/BASELINE No build network and trend SED	2 UPDATED 2012 PLAN/LOCAL INPUT Updated growth forecast	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	4 POLICY B "Push the envelope." Comprehensive "short trip" strategy. Maximize GHG, air quality, livability public health, EJ, affordability benefits. Assume profound technology effects
Land Use Socio-Economic Data (SED) & Housing	Trend Baseline	Local input	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.	Scenario 3 + Target 70/30 MF/SF housing type for new development
Farm & Natural Lands Conservation	Protect resource areas (farmlands and natural lands) based on local input	Protect resource areas (farmlands and natural lands) based on local input	Scenario 2 + encourage land preservation techniques including Transfer of Development Rights and preservation easements within and across jurisdictions	Scenario 3 + Support new development in areas not vulnerable to sea-level rise + Avoid natural hazard areas + Exclude unprotected, high quality habitat areas
Highway/Roadway Network (includes freight)	Baseline	2012 plan amendment 2 + New County Transportation Commission (CTC) input for 2016 plan	Scenario 2 + 25% increase in system preservation	Scenario 3 + Strategic plan projects
Transit/High-Speed Rail	Baseline	2012 plan amendment 2 + New CTC input for 2016 plan	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 3 + Assume 20% decrease headway, reduced/eliminated fares (funded from increased VMT fee/finance innovation)
Active Transportation	Baseline	2012 plan amendment 2 + New CTC input for 2016 plan	Scenario 2 + Focus on AT for regional trips. Expanded Regional Corridors. First/last Mile implementation. Livable Blvd/Complete Corridors (transit + AT + LU Strategy).	Scenario 3 + Comprehensive "short trip" strategy, including AT + shared-use, Neighborhood Electric Vehicle (NEV), etc.
Technology/Innovation	No new inputs	2012 plan amendment 2 + New CTC input for 2016 plan	Assume a modest rate/depth of penetration of new transportation innovations; Primarily private investment; Minimal supportive public policy	Assume an aggressive rate/depth of penetration of new transportation innovations; Public & private investment; More supportive public policy
Finance Pricing/Incentives	Baseline	2012 plan amendment 2 + New CTC input for 2016 plan	Scenario 2 + Any further modifications reflecting recent economic trends and legislative initiatives	Unconstrained
Transportation Demand Management (TDM) & Transportation System Management (TSM)	Baseline	2012 plan amendment 2 + New CTC input for 2016 plan	2012 plan amendment 2 + Assume additional (modest) benefits - e.g. 1-2% reduction home-based work (HBW) trips; 5% speed, capacity increase	2012 plan amendment 2 + Assume additional (aggressive) benefits - e.g. 2-3% reduction HBW trips; 7% speed, capacity increase

PERFORMANCE METRICS