Draft 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.

2016 / 2040 RTPSCS

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

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 (based on market research). Target 60/40 Multi-Family (MF)/Single-Family (SF) housing type. Focus on rail corridors and key HQTAs.	Scenario 3 + Target 70/30 MF/SF housing type
Farm & Natural Lands Conservation	Protect resource areas (farmlands and natural lands) based on existing General Plan designations	Protect resource areas (farmlands and natural lands) based on existing General Plan designations	Protect resource areas (farmlands and natural lands) based on existing General Plan designations	Scenario 3 + Avoid critical sea-level rise, natural hazard areas + Exclude unprotected, high quality habitat areas identified by Combined Habitat Assessment Protocols (CHAP) tool
Highway/Roadway Network	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 transport 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