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

<table>
<thead>
<tr>
<th><strong>Policy Inputs</strong></th>
<th><strong>Performance Metrics</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Elements - Data Input Categories</strong></td>
<td><strong>Policy A</strong></td>
</tr>
<tr>
<td>Land Use Socio-Economic Data (SED) &amp; Housing</td>
<td>Update 2012 Policies for Active Transportation, public health, Environmental Justice (EJ), technology, millennials. Balance GHG, air, livability benefits with transportation capacity efficiency</td>
</tr>
<tr>
<td>Farm &amp; Natural Lands Conservation</td>
<td>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 HOTAs.</td>
</tr>
<tr>
<td>Highway/Roadway Network (includes freight)</td>
<td>Scenario 2 + 25% increase in system preservation</td>
</tr>
<tr>
<td>Transit/High-Speed Rail</td>
<td>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)</td>
</tr>
<tr>
<td>Active Transportation</td>
<td>Scenario 2 + Focus on AT for regional trips. Expanded Regional Corridors. First/last Mile implementation. Livable Blvd/Complete Corridors (transit + AT + LU Strategy).</td>
</tr>
<tr>
<td>Technology/Innovation</td>
<td>Assume a modest rate/depth of penetration of new transportation innovations; Primarily private investment; Minimal supportive public policy</td>
</tr>
<tr>
<td>Finance Pricing/Incentives</td>
<td>Scenario 2 + Any further modifications reflecting recent economic trends and legislative initiatives</td>
</tr>
<tr>
<td>Transportation Demand Management (TDM) &amp; Transportation System Management (TSM)</td>
<td>2012 plan amendment 2 + Assume additional (modest) benefits - e.g. 1-2% reduction home-based work (HBW) trips; 5% speed, capacity increase</td>
</tr>
</tbody>
</table>

**1. No build/Baseline**
- No build network and trend SED
- Trend Baseline
- Protect resource areas (farmlands and natural lands) based on local input
- Baseline
- No new inputs
- Baseline
- Baseline
- 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
- 2012 plan amendment 2 + New CTC input for 2016 plan
- 2012 plan amendment 2 + New CTC input for 2016 plan
- 2012 plan amendment 2 + New CTC input for 2016 plan

**3. Policy A**

**4. Plan 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.

Scenario 3 + Assume an aggressive rate/depth of penetration of new transportation innovations; More supportive public policy

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

Unconstrained