
2020 MTP / SCS Update

Discussion Scenario Results

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Objectives

- 01** Where are we in the update process?
- 02** Discussion Scenario land use pattern & transportation investments
- 03** Discussion Scenario performance results
- 04** Progress on meeting state greenhouse gas targets
- 05** Next milestone (December Framework)

Major Steps in the Update Process

**December
2017**

**Policy
Framework
& Growth
Forecast**

*Board Action

**April
2018**

**Land Use
Inputs**

**September
2018**

**Transportation
Inputs &
Discussion
Scenario
Results**

**December
2018**

**Preferred
Scenario
Framework**

*Board Action

**April
2019**

**Preferred
Scenario**

*Board Action

**February
2020**

Adopt Plan

*Board Action

The Discussion Scenario set out to answer two main questions:

- 1) Does a scenario that is focused on maintaining or improving the existing plan's performance achieve the SB 375 GHG reduction target & other objectives?
- 2) How can land use, transportation, revenue, pricing, and technology/innovation assumptions affect performance?

Discussion Scenario at a glance

Growth Forecast



270,000 jobs



260,000 homes



Land Use Pattern

61%

Established & Center/Corridor Communities

38%

Developing Communities

74%

Small-Lot & Attached Homes

26%

Large-Lot Homes & Rural Residential



Transportation Investments



\$6B road expansion
1,240 new lane miles



4,400 added hours of transit service

How does the Discussion Scenario perform?

Compared to the current MTP/SCS, the Discussion Scenario is:

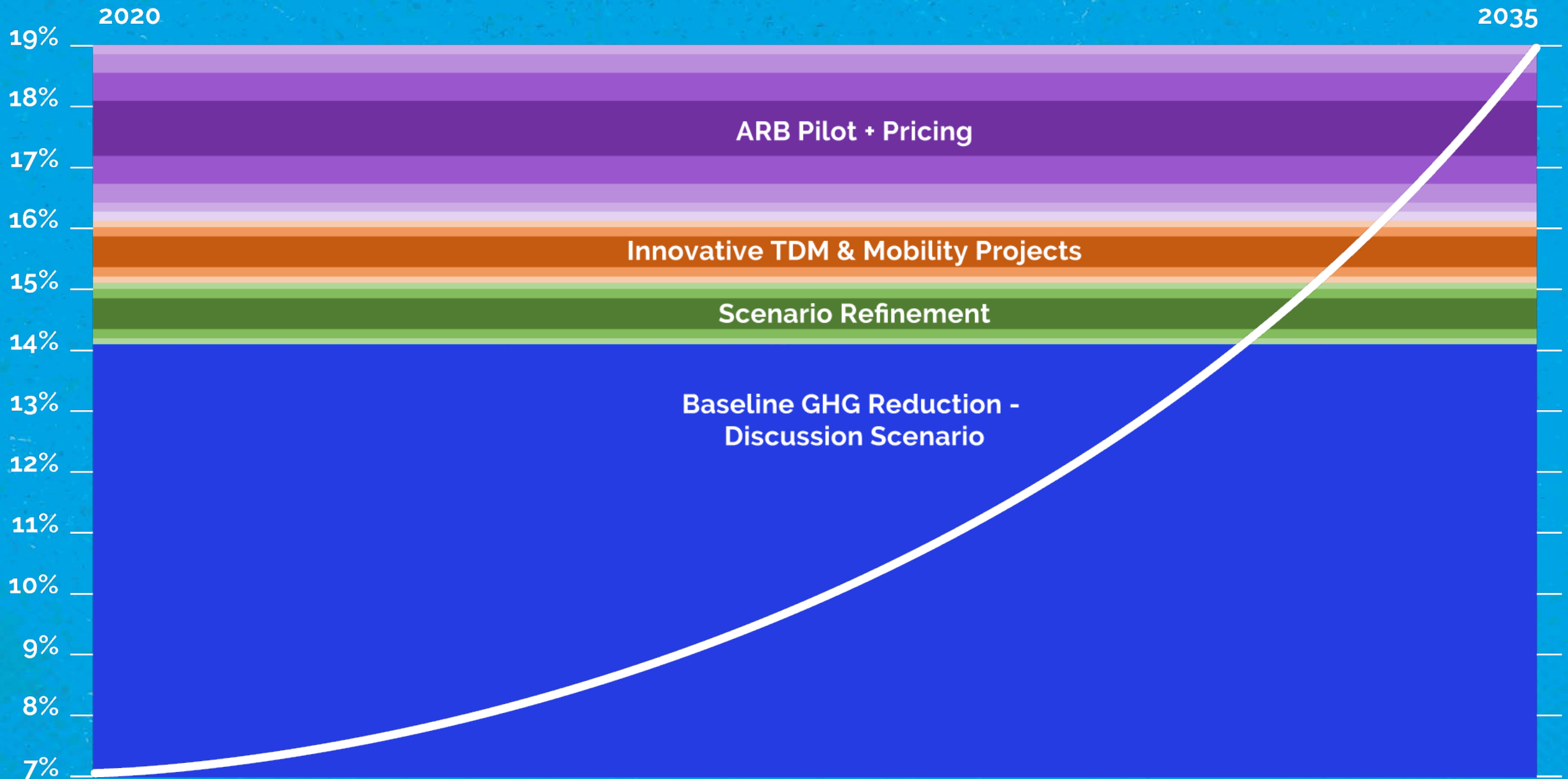
- Slightly higher on combined bike, walk & transit share (12% compared to 11%)
- Comparable in auto & transit accessibility to jobs
- Comparable on VMT per capita for household travel (about 18 miles per person per weekday)
- Lower on total VMT (78 million miles per weekday, compared to 81 million)
- About the same on overall roadway congestion level (6% of all vehicle travel in heavy congestion for both)
- Comparable on the SB 375 GHG reduction target: 14 percent

Meeting State Greenhouse Gas Targets

7

- Q: Why does current MTP/SCS only get to 14 percent GHG reduction?
 - A: We re-assessed current MTP/SCS with updated assumptions on future auto costs (lower)
- Q: 14 percent is a long way from 18 or 19 percent--can we make up this difference
 - A: We knew the higher targets would be a challenge. Additional GHG reductions can come from several sources:
 - Scenario refinement (changes made to Discussion Scenario between now and plan adoption)
 - Accounting for GHG reduction capability of innovative programs
 - ARB Pilot
 - Pricing

Meeting State Greenhouse Gas Targets



Next Milestone | Preferred Scenario Framework⁹

TOPIC

POLICY CHOICES & ASSUMPTIONS

POLICY DIRECTION

Land Use Pattern

- Infill vs greenfield split
- Housing product mix (small-, large-lot, attached)

Example: Maintain land pattern and housing splits of Discussion Scenario

Transportation Budget

- New revenue assumptions

Investment Priorities

- System expansion vs system preservation focus
- Prioritize investments that align with land use pattern

Example: Prioritize fix-it-first investments on existing system before expansion.

System Pricing

- Facility (e.g., tolls) & mileage (VMT fees) pricing or not
- Pricing as a management strategy or not

TDM & New Mobility

- Innovative programs & technology
- State pilot program partnership

Example: Pursue an electrification pilot project with the state

Economic Prosperity

- Sub-regional jobs-housing balance
- Priority for projects that create access to jobs/job centers

Performance Targets

- Achieve state greenhouse gas reduction targets
- Maintain or improve performance over current plan for VMT, congestion, mode shares, and air quality

Example: Preferred scenario should achieve at least 18% GHG reduction

2018

October

- Budget Assumptions
 - New Mobility Strategies
 - System Maintenance Needs (Board Luncheon)
-

2018

November

- Pricing Strategies
 - Project Level Performance Assessment (Board Luncheon)
-

2018

December

- Board action on a Preferred Scenario Framework
-

2018

Jan-March

- Final performance and financial analyses
-

2019

April

- Board action on a Draft Preferred Scenario