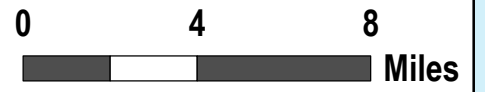


PM Volume-to-Capacity (V/C) Ratio*

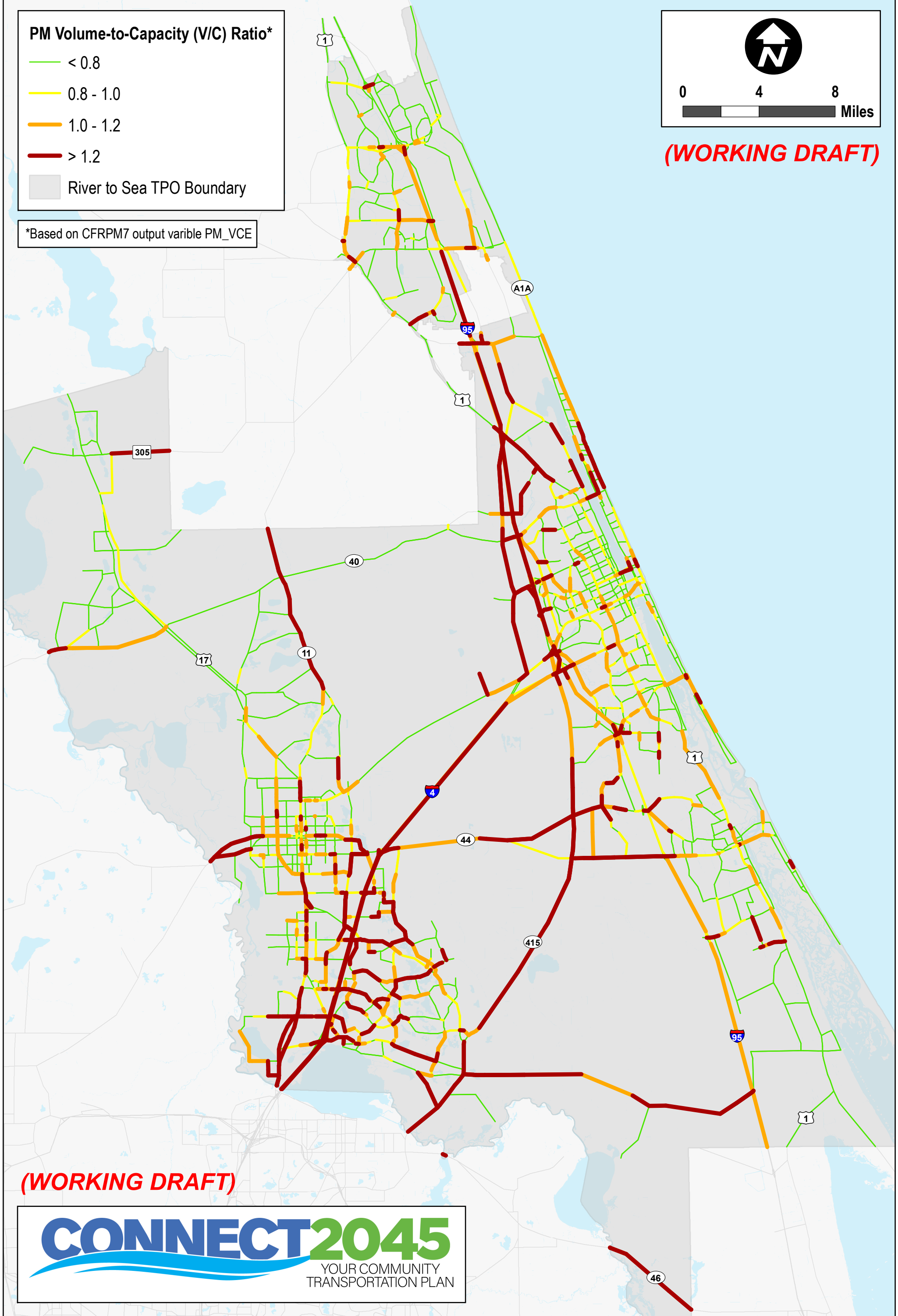
- < 0.8
- 0.8 - 1.0
- 1.0 - 1.2
- > 1.2

River to Sea TPO Boundary

*Based on CFRPM7 output variable PM_VCE



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ACES Scenario 1 | Slow Roll

Minimum plausible change - Nothing beyond currently available technology and investments already in motion is adopted. (Baseline for comparison)

PM Volume-to-Capacity (V/C) Ratio*

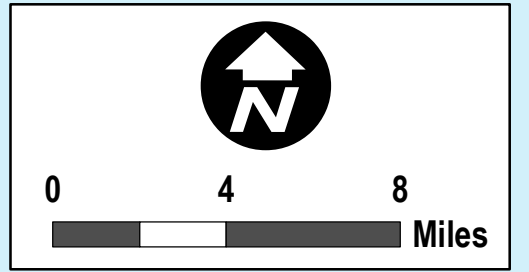
< 0.8

0.8 - 1.0

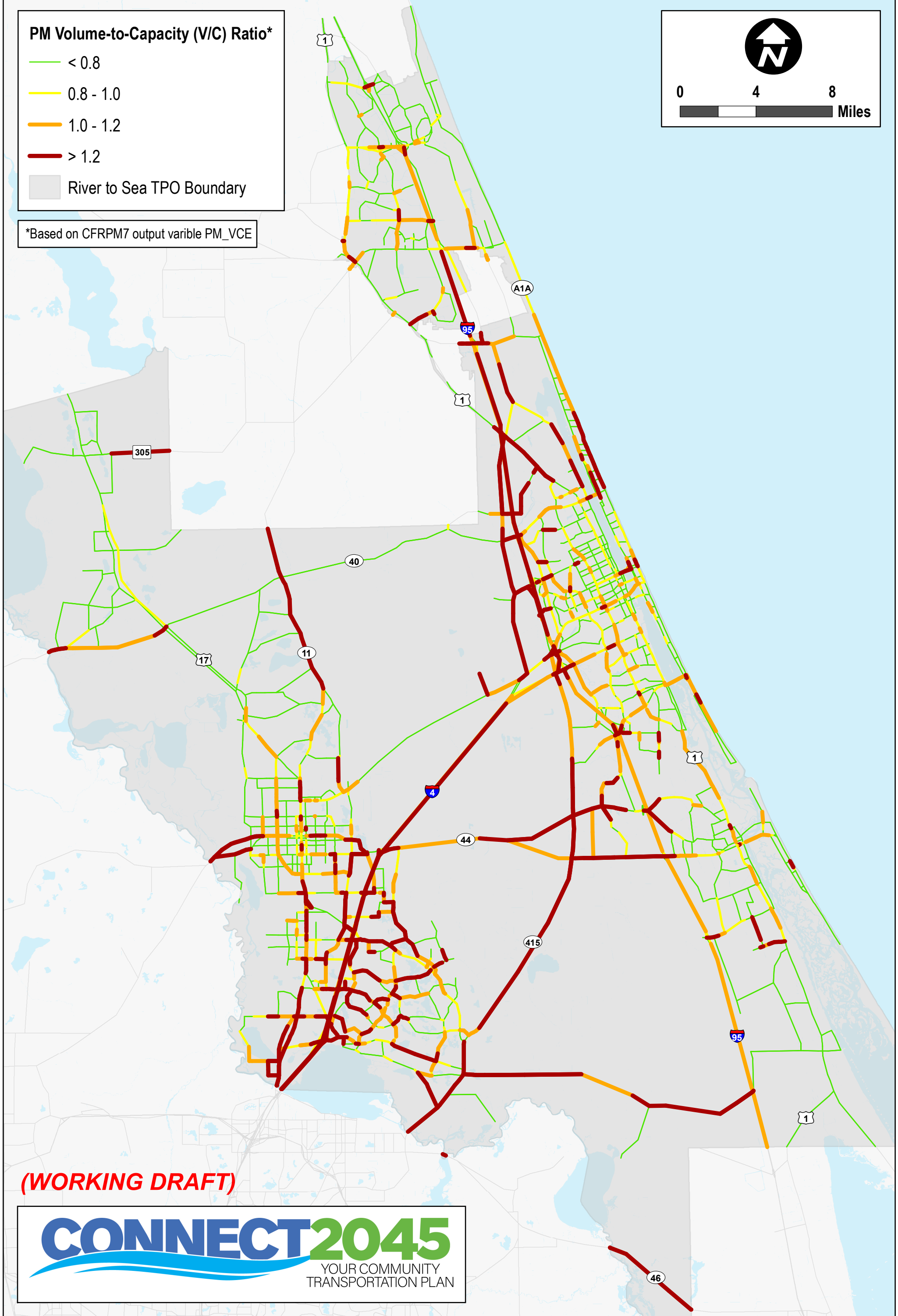
1.0 - 1.2

> 1.2

River to Sea TPO Boundary



*Based on CFRPM7 output variable PM_VCE



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ACES Scenario 2 | Niche Service Growth

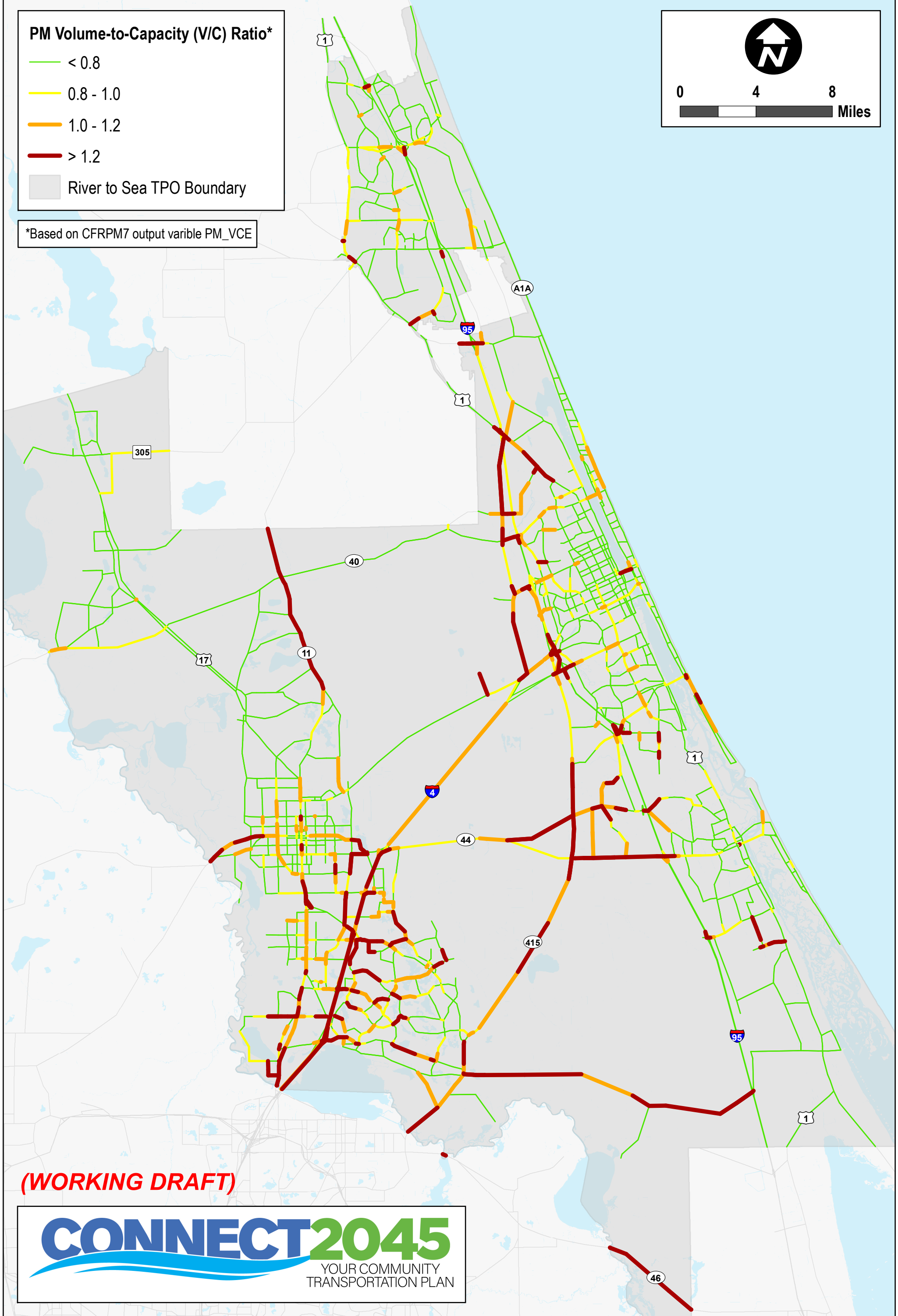
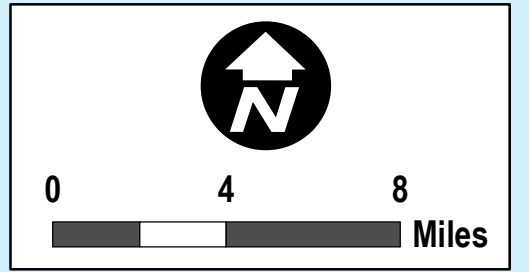
Innovation proliferates, but only in special purpose or "niche" AV zones, including retirement communities, campuses, transit corridors, urban cores, and ports.

PM Volume-to-Capacity (V/C) Ratio*

- < 0.8
- 0.8 - 1.0
- 1.0 - 1.2
- > 1.2

River to Sea TPO Boundary

*Based on CFRPM7 output variable PM_VCE



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ACES Scenario 3 | Ultimate Traveler Assist

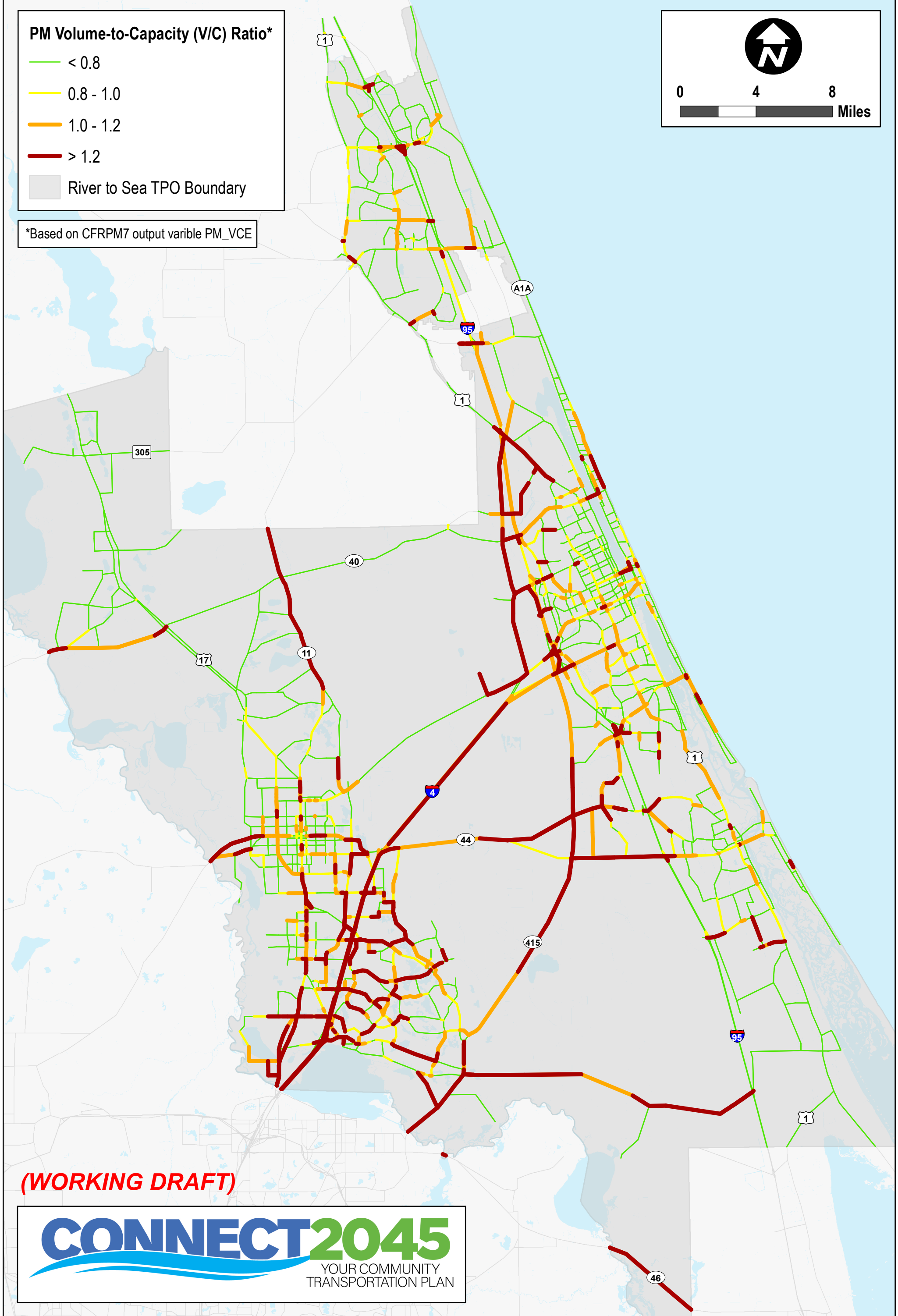
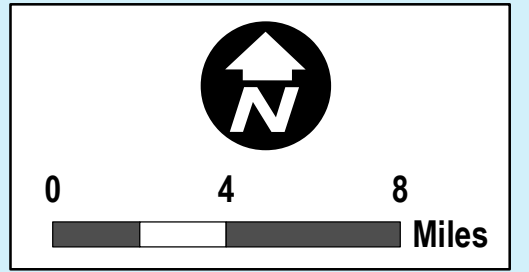
CV technology progresses rapidly, but AV stagnates - 85% of vehicles have V2X capability by 2035 due to NHTSA mandate allowing DOTs to manage congestion aggressively.

PM Volume-to-Capacity (V/C) Ratio*

- < 0.8
- 0.8 - 1.0
- 1.0 - 1.2
- > 1.2

River to Sea TPO Boundary

*Based on CFRPM7 output variable PM_VCE



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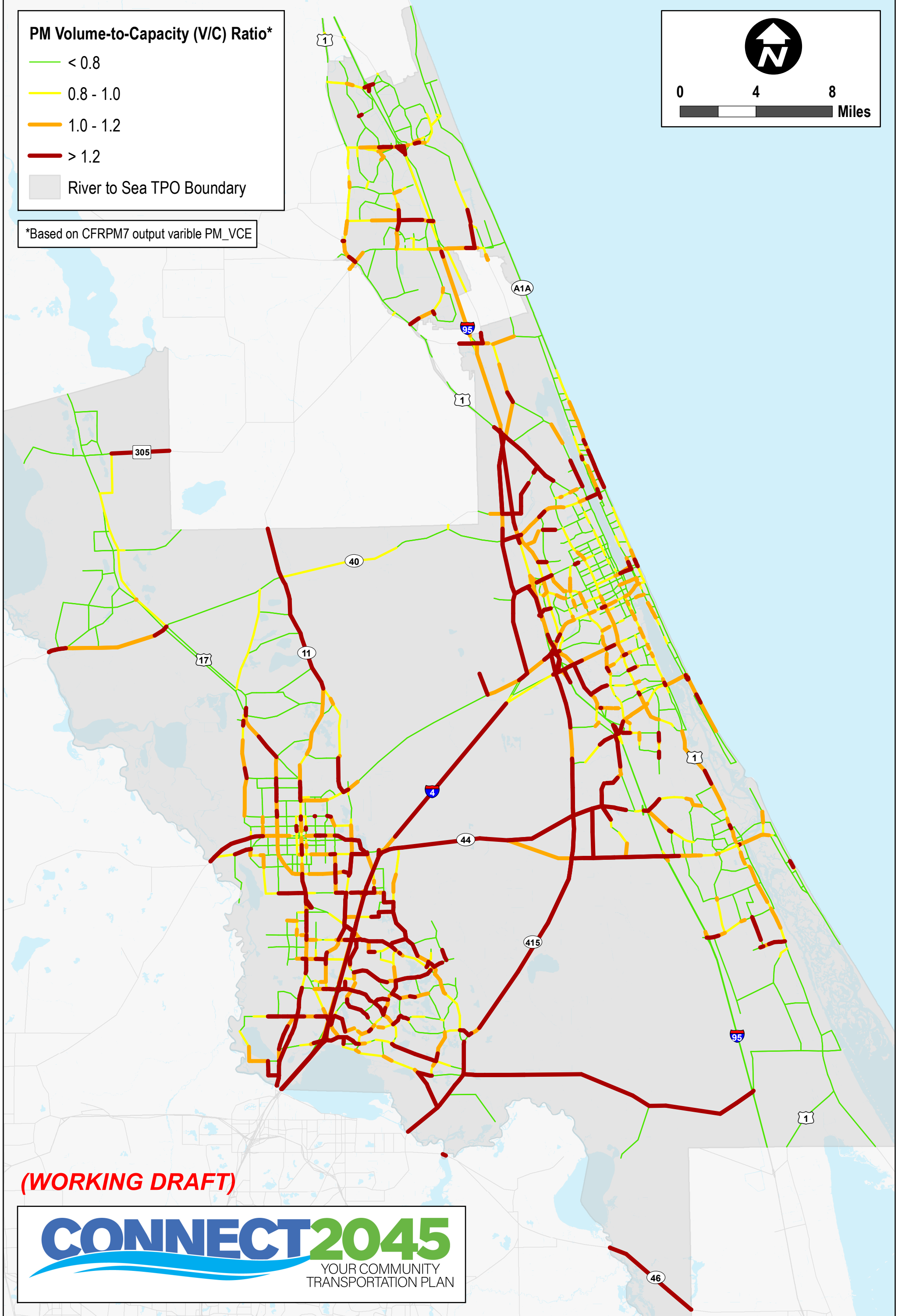
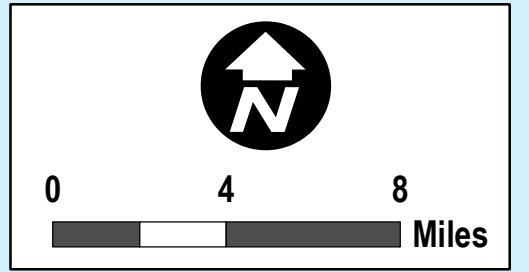


PM Volume-to-Capacity (V/C) Ratio*

- < 0.8
- 0.8 - 1.0
- 1.0 - 1.2
- > 1.2

River to Sea TPO Boundary

*Based on CFRPM7 output variable PM_VCE



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ACES Scenario 5 | Competing Fleets

Automated TNC-like services proliferate rapidly, but do not operate cooperatively. VMT doubles due to induced demand and empty vehicle repositioning.

PM Volume-to-Capacity (V/C) Ratio*

< 0.8

0.8 - 1.0

1.0 - 1.2

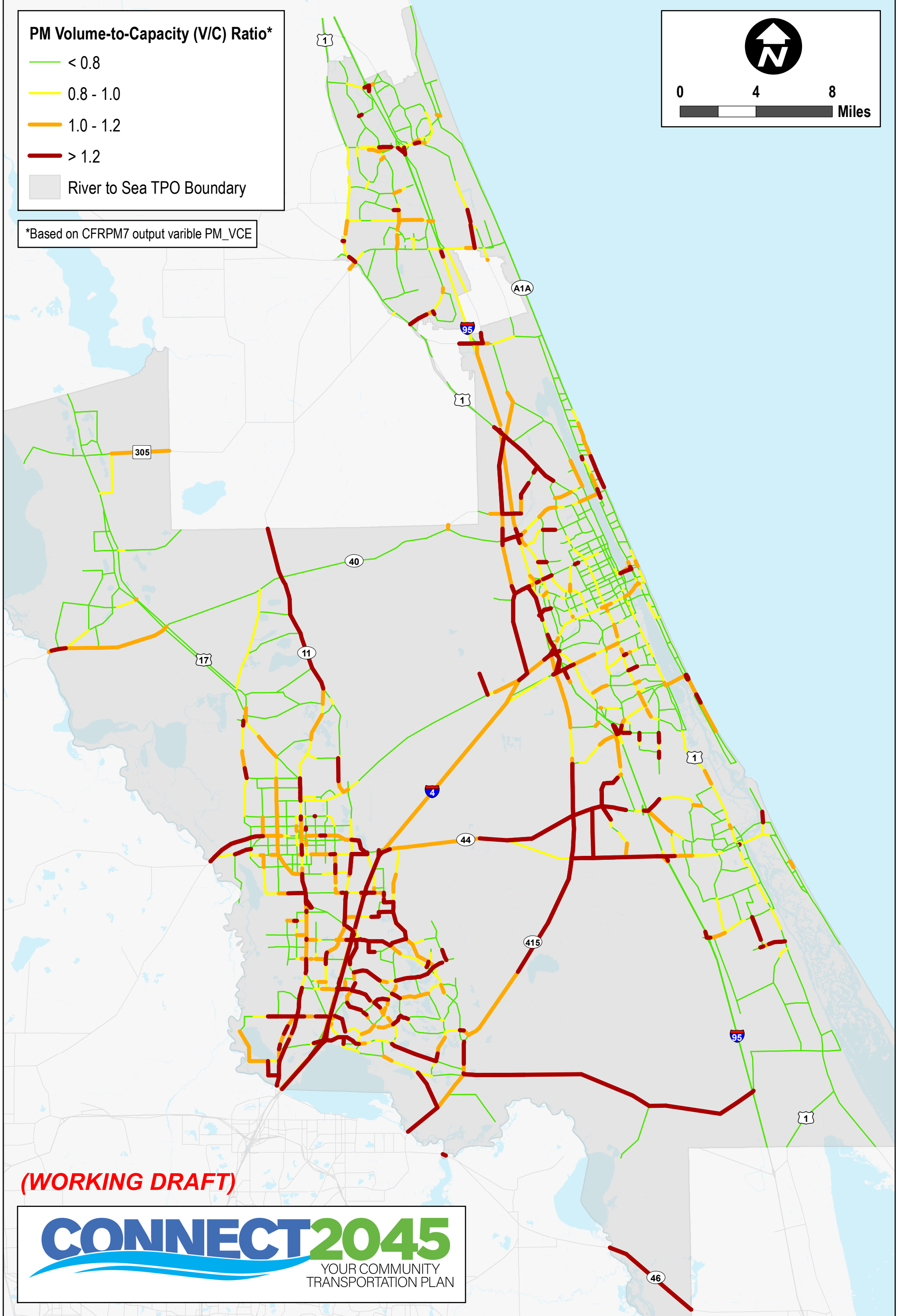
> 1.2

River to Sea TPO Boundary

*Based on CFRPM7 output variable PM_VCE



0 4 8 Miles



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ACES Scenario 6 | Robo Transit

On-demand shared services proliferate and integrate with other modes via cooperative data sharing, policies, and infrastructure.