



Oregon

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May 10, 2013

TO: Land Conservation and Development Commission

FROM: Robert Cortright, Scenario Planning Coordinator

SUBJECT: **Agenda Item 10, May 23, 2013, LCDC Meeting**

STATUS REPORT AND COMMISSION FEEDBACK ON METRO SCENARIOS PLANNING PROJECT

I. AGENDA ITEM SUMMARY

The commission will receive an update from Metro officials and staff on work by the Portland metropolitan area to develop and evaluate alternative land use and transportation scenarios to meet state-adopted targets for reducing greenhouse gas emissions from light vehicle travel. This update provides an informal opportunity for the commission to provide comments and suggestions for Metro to consider as it moves forward with scenario planning work. The commission is responsible for reviewing and approving Metro's preferred scenario, which is scheduled to be adopted in December 2014.

If you have questions about this report please contact Bob Cortright, Scenario Planning Coordinator, at 503-373-0050 extension 241 or bob.cortright@state.or.us.

II. SUMMARY OF RECOMMENDED ACTION

No formal action by the commission is required or recommended at this time. The department recommends that the commission:

- (1) provide informal comments to Metro about current work (i.e. alternative scenarios and evaluation criteria; and
- (2) identify next steps for commission involvement or engagement with Metro's Climate Smart Communities Scenarios project.

III. BACKGROUND

House Bill (HB) 2001, adopted by the 2009 Legislature, requires Metro and local governments in the Portland metropolitan area to prepare and cooperatively select a preferred land use and transportation scenario for achieving greenhouse gas emission reductions. The commission is responsible for reviewing and approving Metro's preferred scenario. Once the scenario is approved by the commission, Metro and area local governments are required to amend regional and local plans to carry out the preferred scenario. The process for development, evaluation,

approval and implementation of a preferred scenario is guided by administrative rules adopted by the commission in November 2012.

Land use and transportation scenario planning by the Portland metropolitan area is part of a broader effort by the state; in cooperation with metropolitan areas, to evaluate changes to land use and transportation plans and policies to significantly reduce GHG emissions from light vehicle travel and to help meet statewide goals to reduce GHG emissions to 75 percent below 1990 levels by the year 2050. Related state efforts to support scenario planning required by HB 2001 and SB 1059 are described in Attachment 1.

Commission's Role

HB 2001, adopted by the 2009 Legislature, assigns the commission several roles and responsibilities related to scenario planning for the Portland metropolitan area.

- Target-setting and review: In 2011, the commission adopted greenhouse gas (GHG) reduction targets for state's metropolitan areas, including the Portland metropolitan area. Targets represent the reduction in GHG emissions from light vehicle travel that each metropolitan area is to achieve through scenario planning efforts. Targets set the per capita reduction to be achieved by year 2035. The adopted target calls for the Portland metropolitan area to achieve a 20 percent reduction in light vehicle emissions per capita below year 2005 levels. Target reductions are in addition to reductions in emissions that are from expected improvements in vehicle technology and fuels and changes to the vehicle fleet. The commission has committed itself to review and evaluate the GHG targets by the year 2015 – i.e. at roughly the same time the commission will be reviewing Metro's adopted preferred scenario.
- Review and approval of Metro's preferred scenario: HB 2001 charges the commission with reviewing and approving Metro's preferred land use and transportation scenario. In November 2012, the commission adopted rules to guide Metro in the evaluation, selection and implementation of a preferred land use and transportation scenario. The rule requires Metro to adopt the preferred scenario by December 2014. The rule also identifies factors that Metro is to consider as it develops alternatives. The commission is to review and approve the preferred scenario "in the manner of periodic review."
- Review and approval of changes of Metro Functional Plan amendments to implement the preferred scenario: Within one year of commission's approval of its preferred scenario, Metro is required to adopt amendments to regional functional plans to implement its preferred scenario, including as necessary requirements guiding changes to local comprehensive plans and transportation system plans. The commission is responsible for review and approval of the new or amended functional plans.
- Reviewing Metro's progress in implementing the preferred scenario: Metro is required to adopt performance measures to track implementation of the preferred scenario.

The key steps in selecting and implementing a preferred scenario – and the commission’s role in each step – are summarized in Table 1 on the following page.

Table 1: Portland Metropolitan Area Scenario Planning¹

STEP ->	Selection of Preferred Scenario	Regional Implementation	Local Implementation		Monitoring	Update of Preferred Scenario
Responsible Agency	Metro		Cities & Counties		Metro	
Action	Amendment to Regional Framework Plan; Growth Concept	Adopt or amend Functional Plans, including the Regional Transportation System Plan	Update / Amend Comprehensive Plans and Transportation System Plans (TSPs)	Other Plan Amendments	Performance Measure Report to LCDC	Amendment to Regional Framework Plan
Timing (Estimated)	By December 2014	Within 1 year of LCDC Approval of Preferred Scenario (Early 2016)	Within two years of Metro adoption of Functional Plan amendments or as otherwise specified in Metro’s Functional Plans (Early 2018)	Starting 1 year from Metro adoption of preferred scenario (December 2015)	Every two years (December 2017)	In conjunction with Urban Growth Report, UGB review (2020)
Standards	Land use and transportation concept map, policies programs that achieves GHG reduction targets; sets performance measures and targets for implementation	Amendments consistent with and adequate to implement relevant parts of the preferred scenario including requirements and timelines for local comp plan and TSP amendments	<u>Comp Plans</u> Consistent with and implements preferred scenario, including <ul style="list-style-type: none"> - population and employment by design types - plan and zone changes to implement design types <u>TSPs</u> Implement relevant regional policies for transportation: <ul style="list-style-type: none"> - street connectivity - street design - parking management - TDM - Transit 	Consistent with preferred scenario	<ul style="list-style-type: none"> - Evaluates progress in implementing preferred scenario and performance measures - Assesses whether additional or corrective actions are needed 	<ul style="list-style-type: none"> - Revise preferred scenario to meet updated targets for new planning period - Focus on additional actions and programs to implement growth concept in the preferred scenario
Review	By LCDC “in manner of periodic review”		Local amendments reviewable as provided by Metro in functional plans and to LUBA		Reports to LCDC	
Link to existing regional process	Scenario planning is new, but Regional Framework Plan is to be updated every 7 years.	Functional plans are Metro’s method to implement framework plan, provide direction to locals	Process and timeline for local implementation corresponds with existing arrangement for implementation of functional plan amendments		Expands scope of report currently required by ORS 197.301	Ties review and update of preferred scenario to UGB monitoring and update required by ORS 197.299

¹ This table summarizes requirements in OAR 660-044 that guide scenario planning for the Portland Metropolitan area as required by HB 2001.

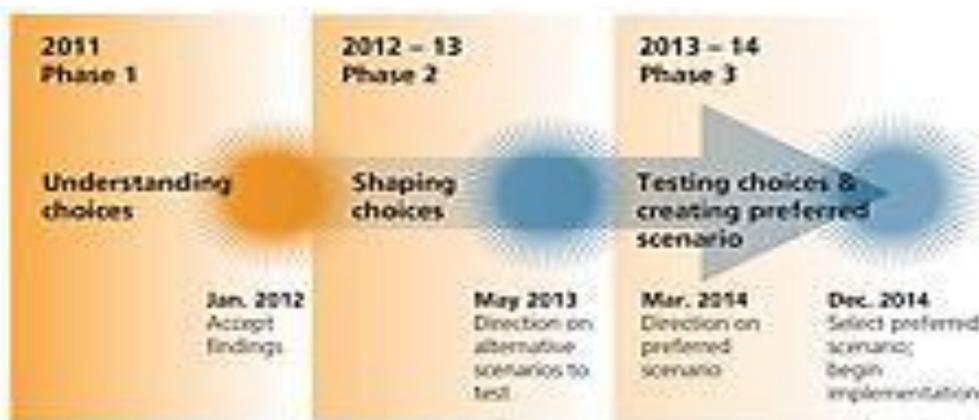
IV. DEPARTMENT ANALYSIS

The requirements for Metro to conduct scenario planning for GHG emission reduction and for the commission to review and approve a preferred scenario are new for both Metro and the commission. While the scenario planning process is designed to build upon and be integrated into the existing process for regional planning in the Portland metropolitan area, “scenario planning” is new and different enough that it warrants close attention by the commission as Metro conducts its work, especially as it approaches key decision points.

This is one in a series of updates that Metro has agreed to provide to the commission as it conducts scenario planning. This update is an opportunity for Metro and commission to identify questions or issues that should be considered further as scenarios are developed and evaluated. Below the department summarizes the status of Metro’s work and outlines proposed feedback to Metro on its proposed scenarios and evaluation criteria.

A. Status of Metro’s Work

Metro is currently in Phase 2 of a three phase process to develop and cooperative select a preferred land use and transportation scenario.



In Phase 1, Metro tested a broad range of strategies to identify the types of policies and actions likely to be effective in reducing emissions. In Phase 2, Metro is working to develop three detailed scenarios (A, B and C) to help shape choices to be addressed in a preferred scenario. Attachments 1 & 2 summarize Metro’s Phase 2 efforts and status.

Materials submitted by Metro (Attachments 2 & 3) describe the current status of Metro’s Phase 2 work. Additional information about Metro’s Climate Smart Communities Scenarios project is available on Metro’s website at <http://www.oregonmetro.gov/index.cfm/go/by.web/id/36945>.

B. Proposed Feedback

The purpose of this update is for Metro to informally “check in” with the commission and for the department and commission to comment on whether work so far is “on track” towards meeting rule requirements. While formal department and commission review occurs later – once Metro adopts a preferred scenario – this update provides an opportunity for department and commission to comment on Metro’s progress and to identify issues or concerns and provide suggestions to Metro for its consideration as it moves forward with scenario planning.

Overall, the department believes that Metro is on schedule and is making reasonable progress toward the development of a preferred scenario that will meet targets and scenario planning rule requirements.

The key questions at this time relate to the scope of alternative scenarios under consideration and Metro’s proposed evaluation criteria. Below the department has suggested proposed feedback to Metro on each of these topics.

1. Scope and Detail of Alternative Scenarios

Are the three alternatives that Metro is evaluating sufficiently broad in scope to meet rule requirements?

Summary of Rule Requirements:

Metro is required to develop, evaluate and compare at least two alternative scenarios for meeting GHG reduction targets, in addition to a reference case scenario based on existing plans.

Metro is required to coordinate assumptions about state and federal policies and programs expected to be in place in 2035 with the responsible state agencies. (For example, Metro is to coordinate with ODOT regarding assumptions about state and federal transportation policies, programs and actions, including the Statewide Transportation Strategy.)

Status:

Metro is evaluating three alternatives, one of which represents a reference case (Alternative A) and two additional scenarios (Scenarios B & C). Metro estimates that Alternatives B & C will meet GHG reduction targets.

Proposed Feedback:

Metro’s three alternative scenarios provide a reasonable range of alternatives that should enable Metro to develop a preferred scenario that meets the GHG targets.

As Metro conducts its evaluation of these alternatives it should:

1. Clarify how land use patterns and outcomes are expected to vary among the three scenarios.

In Phase 1, Metro found that existing plans allow patterns of development and travel that will come close to meeting GHG reduction targets. In developing the three Phase 2 alternatives, Metro has concluded that additional changes to zoning may not be needed to meet GHG emission targets. This is the case because plans and zoning have sufficient “zoned” capacity to allow land use outcomes that could meet the targets. That is, if development occurs at or near planned densities, and the amount of infill and redevelopment that occurs in various centers or along high capacity transit corridors, then targets would likely be met. The development and travel patterns that actually occur over next 25 years will be shaped by policies, programs and investments that affect what development is actually built. Consequently, Metro’s alternative scenarios propose differing sets of investments, policies and programs that are expected to result in different land use, travel and emissions outcomes.

Metro’s approach is reasonable. The department agrees that existing plans and zoning allow for development patterns that would likely meet the targets. The department also notes that the region has broad discretion on the combination of elements that it chooses to include in its preferred scenario. (So long as the target reduction is achieved, Metro may select whatever combination of local and regional actions that it chooses.) While the region’s decision to assume existing zoning has sufficient capacity to allow targets to be met is a reasonable starting point, Metro should be open to consideration of additional land use/zoning changes as it conducts its evaluation. It is possible that the alternatives evaluation will identify areas where additional development, beyond what is allowed by zoning, is desirable for meeting local and regional objectives and effective in reducing GHG emissions.

2. Coordinate assumptions about state policies, programs and actions expected to be in place with affected state agencies.

Scenario planning is primarily about evaluating possible local and regional policies, programs and actions that would be needed to achieve GHG emission reduction targets. However, scenarios also include assumptions about state and federal policies that are expected to be in place over the planning period (i.e. by the year 2035) that would help reduce emissions. The scenario planning rule requires that Metro coordinate assumptions about state (and federal) policies expected to be in place with the responsible state agencies.²

“In preparing and selecting a preferred land use and transportation scenario Metro shall Make assumptions about state and federal policies and programs expected to be in effect over the planning period, including the Statewide Transportation Strategy, in coordination with the responsible state agencies.” OAR 660-044-0040(2)(e). The preferred land use and transportation scenario shall include.... Planning assumptions upon which the preferred scenario relies ...including assumptions about state and federal policies and programs. OAR 660-044-0040(3)(d).”

Metro’s evaluation framework includes assumptions about state and federal policies and programs. Of note, Metro has incorporated assumptions about state policies from the draft Statewide Transportation Strategy developed by ODOT, and is coordinating its evaluation with ODOT. Because state policies, actions and programs are likely to play an important role in helping meet emission reductions (i.e., state funding for transit, state programs and incentives for travel alternatives) it is important that Metro’s scenario evaluation be carefully coordinated with ODOT and other state agencies.

2. Evaluation Criteria

Are Metro’s proposed evaluation criteria adequate to inform development and selection of a preferred scenario that is likely to meet rule requirements?

Summary of Rule Requirements

The scenario planning rule requires that Metro “develop and apply evaluation criteria that assess how alternative land use and transportation scenarios compare with the reference case in achieving important regional goals and outcomes.” (OAR 660-044-0040(2)(h)). The purpose of evaluation criteria is to “encourage Metro to select a preferred scenario that achieves greenhouse gas emissions reductions in a way that maximizes attainment of other community goals and benefits. The rule does not require the use of specific evaluation criteria. The rule lists examples of categories of evaluation criteria that Metro might use, including: public health, air quality, household spending on energy or transportation; implementation costs, economic development; access to parks and open space; and equity. (OAR 660-044-0040(5)(a))

Status

Metro has developed a set of six “desired regional outcomes” to help guide its scenario planning work. In addition, the region has developed a series of evaluation criteria and evaluation measures that it will use to measure and compare different options. (See Attachment 2, Evaluation Framework and Criteria) Metro and ODOT have also developed detailed analytical tools to help estimate outcomes for each criteria and compare differences between alternatives.

Proposed Feedback

Metro’s proposed evaluation criteria capture a broad range of possible outcomes that are relevant and should be useful in refining and developing a preferred land use and transportation scenario.

As part of its evaluation of alternatives, Metro should evaluate how alternative scenarios affect development patterns, commuting and travel from nearby areas and communities.

During the development of HB 2001 and the target rulemaking, several stakeholders expressed concern that efforts to reduce GHG emissions from light vehicle travel in metropolitan areas would have the unintended effect of pushing development to outlying areas; and that this would result in increased travel and emissions from outlying areas. HB 2001 and the targets rule include provisions to address this issue:

- HB 2001 requires that the Commission and ODOT provide a report and recommendations to the 2014 Legislation on whether scenario planning requirements should be extended to other areas, including cities near but outside metropolitan areas that “have significant levels of commuting trips to destinations within * * * the metropolitan area.”³
- Targets apply to “light vehicle travel within a metropolitan area” which includes the portion of trips from nearby areas and through trips that occurs within the metropolitan area.⁴ Consequently, in order to calculate GHG emissions, Metro will need to estimate how its proposed scenarios affect the amount of travel from outside metropolitan areas.⁵
- The targets rule requires the commission to evaluate the targets for metropolitan areas in 2015. Among the factors the commission is to consider is “the share of light vehicle travel within a metropolitan area not attributable to residents of that area.”⁶

The effect of alternative scenarios on development and travel from nearby areas outside of the Portland metropolitan areas is an important factor to be addressed in scenario planning. Metro needs to explicitly evaluate and consider these effects as it reviews alternative scenarios and develops a preferred scenario.

C. Decision-Making Criteria and Procedures

No formal commission action is required at this time.

The purpose of this status report is to for the commission to learn about the current status of Metro’s work and for the commission to provide informal feedback to Metro.

The commission will review Metro’s preferred alternative in early 2015. The commission will conduct this review in “manner of periodic review.” The process and criteria for conducting this review and making a decision are set forth in OAR 660, Division 044 and summarized in Table 1 above.

³Section 38(3), of HB 2001 requires the Commission and ODOT to provide: “...recommendations as to how the planning requirements of section 37 of this 2009 Act should be extended to metropolitan planning organizations serving areas with populations of more than 200,000 or to cities located outside the boundaries of metropolitan planning organizations that have significant levels of commuting trips to destinations within the boundaries of a metropolitan planning organization.”

⁴ Targets Rule, OAR 660-44-0005(13).

⁵ Because alternative levels of investment are proposed in Metro’s three alternatives the scenario planning rule directs Metro to: “Consider effects of alternative scenarios on development and travel patterns in the surrounding area (i.e. whether proposed policies will cause change in development or increased light vehicle travel between metropolitan area and surrounding communities compared to reference case.” OAR 660-044-0040(2)(i))

⁶ Targets Rule, (OAR 660-044-0035(2))

D. Department Recommendation

As noted above, no formal commission action is recommended or required at this time.

The department recommends that the commission:

- (1) endorse the department's proposed feedback to Metro regarding the scope of alternative scenarios and proposed evaluation criteria;
- (2) identify other issues or questions that it would like Metro or the department to consider further as Metro conducts scenario planning;
- (3) designate one of its members as a liaison to work with the department and Metro to informally monitor the Climate Smart Communities Scenarios planning process; and
- (4) schedule another status report on Metro's scenario planning work for the November 14-15, 2013, LCDC meeting.

ATTACHMENTS

1. Summary of HB 2001/SB 1059 Provisions for Scenario Planning
2. Metro, Climate Smart Communities "Choices for the Future"
3. Metro, Climate Smart Communities Engagement Timeline

Attachment 1: Summary of HB 2001/ SB 1059 Provisions for Scenario Planning

Land use and transportation scenario planning by the Portland metropolitan area is part of a broader effort by the state; in cooperation with metropolitan areas, to evaluate changes to land use and transportation plans and policies to significantly reduce GHG emissions from light vehicle travel and to help meet statewide goals to reduce GHG emissions to 75 percent below 1990 levels by the year 2050. Other efforts include:

- Advising the 2014 Legislature about extending scenario planning requirements to other areas
HB 2001 directs the commission and ODOT to report to the House and Senate Transportation Committees about status of scenario planning in early 2014. The report must describe the status of Metro’s efforts to conduct scenario planning and make recommendations about extending requirements for scenario planning to other larger metropolitan areas, as well as to communities within the “commute shed” of metropolitan areas.⁷
- Eugene-Springfield Metropolitan Area Scenario Planning
HB 2001 requires that the Eugene-Springfield (Central Lane) metropolitan area conduct land use and transportation scenario planning. While the region is required to conduct scenario planning and select a preferred scenario, the region is not required to implement the preferred scenario. Instead, the region is required to provide a report and recommendation to the 2014 Legislature about possible implementation options.
- Support for Scenario Planning by Other Metropolitan Areas
Through the OSTI program – described below – DLCD and ODOT are working to provide technical assistance and funding to enable the state’s other four metropolitan areas (Salem-Keizer, Rogue Valley, Corvallis and Bend) to undertake scenario planning. As a key first step, metropolitan areas are being encouraged to conduct a “strategic assessment” of their existing plans using ODOT’s GreenSTEP model to produce a high-level estimate of GHG emissions and other outcomes.
- Oregon Sustainable Transportation Initiative (OSTI)
The OSTI program is a partnership among state agencies – ODOT, DLCD, DEQ and the Oregon Department of Energy - to coordinate efforts to implement HB 2001 and SB 1059. A major focus of the partnership is preparing information to support efforts by other metropolitan areas to enable other metropolitan areas to conduct scenario planning. OSTI products to support scenario planning include:
 - Scenario Planning Guidelines

⁷ Section 38(3), of HB 2001 requires: “On or before February 1, 2014, the Land Conservation and Development Commission and the Department of Transportation shall report to the House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario described in section 37 of this 2009 Act. The report must include:

- (a) The rules adopted pursuant to section 37(8) of this 2009 Act;
- (b) A description of the completed planning and work remaining to be completed; and,
- (c) Recommendations as to how the planning requirements of section 37 of this 2009 Act should be extended to metropolitan planning organizations serving areas with populations of more than 200,000 or to cities located outside the boundaries of metropolitan planning organizations that have significant levels of commuting trips to destinations within the boundaries of a metropolitan planning organization.

- GHG Reduction Toolkit
- Public Education and Information Plan
- Statewide Transportation Strategy

SB 1059 directs the Oregon Transportation Commission (OTC) to adopt a Statewide Transportation Strategy to set a broad, statewide approach to achieve GHG emission reductions from the transportation sector. The strategy is to be adopted as part of the Oregon Transportation Plan (OTP). In March, 2013, the OTC endorsed a draft Statewide Transportation Strategy (STS) that outlines vision for policies and actions that can be taken at state level to reduce transportation GHG emissions that are worthy of further consideration by ODOT, OTC and other agencies. The strategy calls for ODOT to work with affected agencies to develop an “implementation plan” over the next year. The STS includes several strategies that relate to land use, including:

 - Limiting expansion of urban growth boundaries
 - Significant increase in the amount of walkable, mixed use development in urban areas
 - Substantial expansion of transit service in metropolitan and other larger urban areas
 - Significant increases in share of shorter trips in urban areas that are made by walking, cycling, transit
 - Expanded parking management to promote efficient land use and use of alternative modes of transportation
 - Siting of industrial uses and freight facilities to improve transportation system efficiency

ODOT staff has indicated that they plan to coordinate with the department and commission about possible next steps to explore or carry out these land use related actions.

Recommended Phase 2 Evaluation Criteria

Evaluation criteria	Questions to answer	Evaluation measure	Estimation Method/Tool
 Social equity	<i>How will our choices affect the region's most vulnerable populations?</i>	Highlighted evaluation measures will be measured across population groups (e.g., income, age and ethnicity) to identify whether disproportionate impacts may occur to vulnerable populations in the region. Vulnerable populations are defined to include: low-income households, communities of color, older adults, children, households with limited english proficiency and people with disabilities.	
 Jobs and housing	<i>How will our choices affect where we work and live?</i>	Number and distribution of housing (by type, cost and location)	MetroScope output
		Number and distribution of jobs (by type and location)	MetroScope output
		Housing and job growth captured inside urban growth boundary compared to growth captured in nearby areas	MetroScope output
		Employment access and proximity to labor markets	MetroScope output and ArcGIS
		Employment land in proximity to key transportation corridors (Land zoned for employment use in proximity to major transportation corridors)	MetroScope output and ArcGIS
 Cost and the Economy	<i>What will our choices cost and how will they affect public sector and household budgets, and the economic competitiveness of businesses and industry in the region?</i>	Transportation infrastructure costs (capital and operations)	GreenSTEP output
		Other public/private infrastructure costs	GreenSTEP/MetroScope output
		Social costs per capita and by income group (e.g., combined cost of travel delay, climate change damage and adaptation, energy security, air and noise pollution, crash costs to non-drivers and other environmental impacts)	GreenSTEP output
		Household cost burden - Housing and transportation costs combined per household by income group (total and as a percent of income by income group)	MetroScope and GreenSTEP outputs
		Freight truck travel delay costs	GreenSTEP output
		Transportation revenues per capita and by income group	GreenSTEP output
		 Travel	<i>How will our choices affect how we get around?</i>
Vehicle delay per capita	GreenSTEP output		
Transit service per capita (revenue miles)	GreenSTEP output		
Access to transit (households and jobs within .5-mile distance of high capacity transit stations/stops and .25-mile distance of frequent bus stops by income group, race and ethnicity, and age)	MetroScope output and ArcGIS		
Average commute trip length	MetroScope output		
 Energy consumption and GHG emissions	<i>How will our choices affect climate change and energy security?</i>	GHG emissions per capita	GreenSTEP output
		Fuel consumption (region-wide) (petroleum-based, liquid and gaseous fuels consumed in light vehicle engines)	GreenSTEP output
 Natural resources	<i>How will our choices affect air quality, water supplies and farms, forestland and natural areas?</i>	Criteria pollutant emissions	GreenSTEP output
		Land consumed for development	MetroScope output
		Residential water consumption	GreenSTEP output
 Public health	<i>How will our choices affect our health?</i>	Physical activity per capita (walk trips and bike miles)	GreenSTEP and public health model output
		Chronic illness (obesity, diabetes, asthma)	Public health model output
		Traffic safety (change in fatalities and injuries)	Public health model
 Feasibility	<i>What choices can we afford, what choices are feasible and how do we implement our choices in an equitable and cost-effective manner?</i>	Financial, legal, legislative or regulatory barriers for implementation	Qualitative assessment
		Political or public acceptability	Qualitative assessment
		Institutional capacity for implementation and long-term "ownership"	Qualitative assessment
		Policy tools to support neighborhood stability and reduce existing community disparities during implementation	Qualitative assessment and ArcGIS



Shaping our choices for the future

A scenario is an example of what the future might look like based on the choices we make today. The three scenarios presented will be tested in summer 2013. More detailed documentation of the assumptions and analysis methodologies will be prepared during the evaluation process.

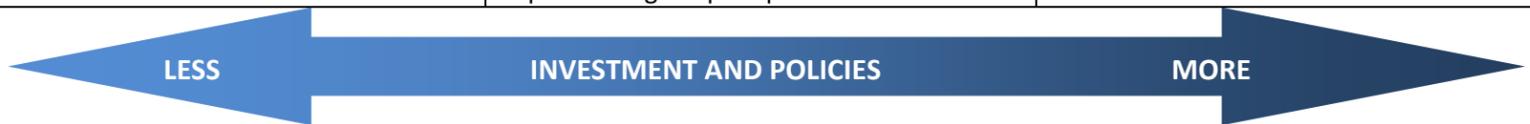
The results of the analysis will be used to stimulate a discussion about our choices for the future and the possible impacts they may have on how we live, travel, work and invest in our communities. Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014. Considerations for developing a preferred scenario will include: costs and benefits across public health, environmental, economic and social equity outcomes, financial implications, public support and political will.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

NOTE: The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission, TriMet or local government policy intentions.

WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.	This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.	This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.



LAND USE ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Land use plans and zoning	Local land use plans and zoning as adopted by cities and counties for downtowns, main streets and employment areas will be the same for all three scenarios. The Southwest Corridor Plan land use vision will be incorporated into Scenario C.		

EDUCATION AND INCENTIVES ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Education and incentives	<ul style="list-style-type: none"> 30% of households practice fuel efficient driving techniques and participate in travel options programs 20% of employees participate in commute programs 4% of households participate in car-sharing 20% of vehicle owners use pay-as-you-drive insurance 	<ul style="list-style-type: none"> 30% of households practice fuel efficient driving techniques and participate in travel options programs 20% of employees participate in commute programs 4% of households participate in car-sharing 40% of vehicle owners use pay-as-you-drive insurance 	<ul style="list-style-type: none"> 60% of households practice fuel efficient driving techniques and participate in travel options programs 40% of employees participate in commute programs 4% of households participate in car-sharing 100% of vehicle owners use pay-as-you-drive insurance

TRANSPORTATION ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Streets and highways	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Fall behind on fixing potholes and making repairs and implement 50% of regional TSMO strategic plan to achieve 10% delay reduction <p>Capital</p> <ul style="list-style-type: none"> I-5 Bridge Replacement 2016-18 STIP and MTIP projects 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Keep up with fixing potholes and making repairs and implement full regional TSMO strategic plan to achieve 20% delay reduction <p>Capital</p> <ul style="list-style-type: none"> Adopted Financially Constrained RTP including: I-5 Bridge Replacement, Sunrise Project from I-205 to 172nd Avenue, US 26 widened to 6 through lanes to Cornelius Pass Road and interchange improvements at US 26, OR 217, I-205, and Troutdale/I-84 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Keep up with fixing potholes and making repairs and implement expanded TSMO strategic plan to achieve 35% delay reduction <p>Capital</p> <ul style="list-style-type: none"> State RTP project list, including interchange improvements at I-5/OR 217 interchange (Phase 2) and I-84/I-5
Bike and pedestrian	<ul style="list-style-type: none"> Complete 2016-18 STIP and MTIP projects, as investments are limited to improving access to transit with no dedicated funding 	<ul style="list-style-type: none"> Complete adopted RTP bike and pedestrian projects 	<ul style="list-style-type: none"> Complete 100% of regional bike and pedestrian networks as identified in the Regional Active Transportation Plan, including regional trails, further targeting short trips and access to transit and centers



WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.	This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.	This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

TRANSPORTATION ASSUMPTIONS (CONTINUED)

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Transit 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Maintain existing TriMet service with small increases targeted to address overcrowding and delays due to congestion Implement SMART and C-TRAN plans <p>Capital</p> <ul style="list-style-type: none"> Extend MAX to Milwaukie Extend MAX to Vancouver, WA Complete Portland streetcar loop 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Restore and expand frequent bus service in priority corridors, consistent with Service Enhancement Plans <p>Capital</p> <ul style="list-style-type: none"> Streetcar extension along priority corridors Additional transit priority and pedestrian/bike access to transit projects 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Expand frequent bus service coverage to all major arterials with supporting land use connecting regional and town centers, consistent with TriMet Service Enhancement Plans Expand local bus service coverage and connections to frequent bus service and high capacity transit, consistent with TriMet Service Enhancement Plans <p>Capital</p> <ul style="list-style-type: none"> Cascadia rail connections to Eugene, Salem and Vancouver B.C. High capacity transit: Southwest Corridor, AmberGlen and Oregon City WES service frequency improvements and extension to Salem Bus rapid transit serving Powell/Division, I-205 and Tualatin-Valley Highway corridors Other Portland streetcar extensions Additional transit priority and pedestrian/bike access to transit projects

PRICING ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Pricing 	<p>Existing revenues at 2012 levels</p> <p>Fuel use and emissions fees</p> <ul style="list-style-type: none"> Federal gas tax = 18 cents/gallon State gas tax = 30 cents/gallon Local gas tax = 1-2 cents/gallon <p>Vehicle travel fees</p> <ul style="list-style-type: none"> I-5 Bridge toll <p>Other transportation fees</p> <ul style="list-style-type: none"> Payroll tax and farebox recovery Parking fees in downtown Portland, OHSU campus and the Lloyd district Other federal, state and local revenues at existing levels 	<p>Revenues assumed to fund adopted RTP</p> <p>Fuel use and emissions fees</p> <ul style="list-style-type: none"> Federal gas tax = 18 cents/gallon State gas tax = 55 cents/gallon Local gas tax = 1-2 cents/gallon <p>Vehicle travel fees</p> <ul style="list-style-type: none"> I-5 Bridge toll <p>Other transportation fees</p> <ul style="list-style-type: none"> Payroll tax and farebox recovery Parking fees in more locations served by high capacity transit Other federal, state and local revenues at RTP levels 	<p>New and expanded revenues at levels needed to fund investments</p> <p>Fuel use and emissions fees</p> <ul style="list-style-type: none"> Federal gas tax = 18 cents/gallon Carbon fee = \$20-50/ton Local gas tax = 1-2 cents/gallon <p>Vehicle travel fees</p> <ul style="list-style-type: none"> I-5 Bridge toll VMT fee = \$.03-.15/mile <p>Other transportation fees</p> <ul style="list-style-type: none"> Payroll tax and farebox recovery Parking fees in new locations served by high capacity transit and frequent bus service Other federal, state and local revenues at RTP levels

FLEET AND TECHNOLOGY ASSUMPTIONS GIVEN TO THE REGION BY THE STATE

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Fleet and technology 	The vehicle and fuel assumptions for the year 2035 will be the same for all three scenarios. The assumptions were developed by three state agencies (ODOT, ODEQ and ODOE), and assumed by the Land Conservation and Development Commission when setting the region's per capita GHG emissions reduction target in 2011. The assumptions were developed based on the best available information and current estimates about improvements in technologies and fuels.		