



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 shows the results of implementing adopted plans to the extent possible with existing revenues.	This scenario 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 Other currently funded 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"> Limited investments in 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


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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"> Reinvest in and expand frequent bus service in priority corridors Implement SMART and C-TRAN 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 	<p>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.</p>		