Attachment 1 to Staff Report to Ordinance No. 14-1346B

Updated 12/09/14

TPAC/MTAC Recommended GreenSTEP Inputs to Reflect May 30 MPAC and JPACT Draft Climate Smart Strategy

◐ = Phase 3 Climate Smart Strategy model input

Phase 2: 2010 base year and alternative scenario inputs

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

	Strategy	2010	2035		
		Base Year Reflects existing conditions	**Scenario A** Recent trends	**Scenario B** Adopted plans	**Scenario C** New plans and policies
Community design	Households in mixed use areas (percent)	26%	36%	◐ 37%	37%
Community design	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	◐ 12,000 acres	12,000 acres
Community design	Drive alone trips under 10 miles that shift to bike (percent)	9%	10%	15% ◐ 17%	20%
Community design	Transit service (daily revenue hours)	4,900	5,600	6,200 ◐ 9,400 (RTP Financially Constrained)	11,200 (RTP State + more transit)
Community design	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	◐ 30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	◐ 40%	100%
Pricing	Gas tax (cost per gallon 2005$)	$0.42	◐ $0.48	$0.73	$0.18
Pricing	Road user fee (cost per mile)	$0	$0	◐ $0	$0.03
Pricing	Carbon emissions fee (cost per ton)	$0	$0	◐ $0	$50

Note: Gas tax assumption to be held in constant 2005$ to be consistent with Oregon's revenue forecast scenario recommended for metropolitan transportation plans (Feb. 2011) and Statewide Transportation Strategy analysis.

Attachment 1 to Staff Report to Ordinance No. 14-1346B

= Phase 3 Climate Smart Strategy model input

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

	Strategy	2010	2035		
		Base Year Reflects existing conditions	**Scenario A** Recent trends	**Scenario B** Adopted plans	**Scenario C** New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30% 45%	60%
Marketing and incentives	Households participating in individualized marketing programs (percent)	9%	30%	30% 45%	60%
Marketing and incentives	Workers participating in employer-based commuter programs (percent)	20%	20%	20% 30%	40%
Marketing and incentives	Carsharing in high density areas (participation rate)	One carshare per 5000 vehicles	Twice the number of carshare vehicles available	Same as Scenario A	Four times the number of carshare vehicles available
Marketing and incentives	Carsharing in medium density areas (participation rate)	One carshare per 5000 vehicles	Same as today	Twice the number of carshare vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	12/31 ~~9~~ miles	15/336 ~~81~~ miles (RTP Financially Constrained) 2014 RTP FC 52 / 386	46/409 ~~105~~ miles (RTP State)
Roads	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
Fleet	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg		
Technology	Carbon intensity of fuels	90 g CO_2e/megajoule	72 g CO_2e/megajoule		
Technology	Plug-in hybrid electric/all electric vehicles (percent)	auto: ~~0%~~ / 1% light truck: ~~0%~~ / 1%	auto: 8% / 26% light truck: 2% / 26%		

Note: [1] Freeway and arterial lane miles added and share of plug-in hybrid electric and all electric vehicles were incorrectly reported and have been updated to reflect what was tested in Phases 2 and 3. The difference between the 2010 RTP FC and 2014 RTP FC lane miles is largely due to the addition of the Sunrise Corridor Project and ODOT auxiliary lane projects. The fleet and technology assumptions reflect assumptions in the State Agencies' Technical Report and OAR 660-044-0010 (Table 1).