

About the 2030 Transportation Analysis Zone (TAZ) Forecast Allocations - Main Forecast Points

MS Gen 2.3 supersedes all previous Metroscope TAZ Forecast Allocations, but still contains many unresolved issues. Although this forecast allocation represents a consensus among local cities, counties and Metro, there are major forecast assumptions which some parties do not wholly accept. For purposes of gaining a regional consensus the local jurisdictions opted to temporarily suspend their own concerns for the sake of completing the forecast allocation in time for key transportation corridor projects. Their misgivings include having insufficient time to thoroughly review every detail in the forecast and concern about future UGB assumptions.

First and foremost are the provisional UGB assumptions embedded in this forecast allocation. The forecast assumes gradual expansion of the Metro UGB at 5 year intervals through the year 2035. The assumption behind this base case scenario is that the dominate land form which can be added to the existing UGB is exception land (land outside the UGB zoned for rural residential use; not exclusive farm or forest use). However, some minimal addition of farm land is assumed for infrastructure development efficiencies. Also included is some land which has already been part of prior official UGB discussions. Several jurisdictions have serious misgivings about the location and timing of prospective UGB additions and the way in which future policy developments may radically alter future UGB additions. Their concern is that these prospective UGB adds are inaccurate and will not correctly reflect future growth allocations. They worry that Metroscope Gen 2.3 therefore mischaracterizes future UGB adds and thus invalidates corridor transportation studies.

Moreover, as the State's Big Look program and Metro's New Look program mature a new direction in how future land use decisions are treated may emerge, which would also materially affect the Metroscope Gen 2.3 forecast allocation and assumptions. The chief concern is that this later analysis ought to be folded into a new forecast allocation upon completion of Metro's New Look.

Data Users are warned that current perceptions concerning how the future unfolds in this forecast may materially differ from actual events in the future. This forecast allocation may contain material flaws if the assumptions used in this base case growth scenario are significantly different from outcomes in the future.

////

The 2030 TAZ forecast allocation includes a 25-year growth outlook for households and employment changes for the Portland-Vancouver Metropolitan Area. This TAZ allocation is derived from the same regional population and employment forecast that is the basis for the 2002 and 2004 Metro UGB decisions. Thus, it includes the latest UGB assumptions as well as prospective UGB and capacity assumptions in the more distant future.

The regional forecast is developed using Metro's integrated economic and demographic forecast model. The model is state of the art, incorporating the latest Census demographics and vital statistic assumptions, employment, income and wage data to forecast regional growth. Metro utilizes national and global economic assumptions from Global Insight - a leading macro-economic forecasting firm - to prepare the regional forecast outlook.

Metro employs its real estate and land use allocation model, Metroscope, to prepare a market-based allocation of household and employment growth to the TAZ level. Metroscope utilizes macroeconomic assumptions from Global Insight, output projections from Metro's integrated economic model, Census data, and Metro's Regional Land Information System (RLIS) database to prepare its allocation. The resulting allocation is controlled to the regional forecast.

The Metroscope model hews closely to established economic and real estate theories to forecast housing and employment demands for real estate and development capacity estimates

to measure supply. Supply is defined as the capacity to accommodate future housing and employment needs, and incorporates both vacant land and estimates of redevelopment and infill. These subregions are based on 2000 Census tracts. Using GIS grid techniques, the census tract allocations are reaggregated to TAZ 's using weights based on zoning and available capacity.

The TAZ allocation then undergoes several rounds of local government review. This final 2030 Transportation Analysis Zone (TAZ) forecast allocation incorporates forecast opinions from all government participants in the review process.

An additional 5-year forecast extension (i.e., 2035 TAZ forecast allocation) is currently in the works for use in the 2007 Regional Transportation Plan. The upcoming 2035 TAZ forecast allocation will be based entirely on the same set of assumptions used in the 2030 TAZ forecast. Metroscope's market based forecasting approach will be employed to distribute an additional five years' of growth to census tracts, thus extending the endpoint of the forecast data to the year 2035. Additional expansion areas will be assumed to accommodate another five years of regional growth. The GIS translation from census tracts to TAZ will be based on growth allocations weights from the 2030 household and employment estimates. This approach forces the 2035 allocation to be consistent with the negotiated growth consensus achieved for year 2030. Little deviation from that pattern of growth is expected in 2035, with the exception of growth to be allocated in the prospective expansion areas. Those area are expected to receive urban zoning densities in 2035. Growth will still be allocated to TAZ's already inside the UGB in the 2030 allocation, but areas near build-out will not absorb much additional growth aside from those realized from refill opportunities.