



**Eugene City Council**

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# EUGENE CITY COUNCIL AGENDA

September 17, 2014

12:00 PM CITY COUNCIL WORK SESSION

Harris Hall

125 East 8<sup>th</sup> Avenue

Eugene, Oregon 97401

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Meeting of September 17, 2014;  
Her Honor Mayor Kitty Piercy Presiding

**Councilors**

George Brown, President	Pat Farr, Vice President
Mike Clark	George Poling
Chris Pryor	Claire Syrett
Betty Taylor	Alan Zelenka

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**CITY COUNCIL WORK SESSION**

**Harris Hall**

12:00 p.m.    A.    **WORK SESSION:  
Metro Plan Enabling Amendments**

12:45 p.m.    B.    **WORK SESSION:  
Central Lane Scenario Planning Update**

*\*time approximate*

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El Consejo de la Ciudad de Eugene aprecia su interés en estos asuntos de la agenda. El sitio de la reunión tiene acceso para sillas de ruedas. Hay accesorios disponibles para personas con afecciones del oído, o se les puede proveer un interprete avisando con 48 horas de anticipación. También se provee el servicio de interpretes en idioma español avisando con 48 horas de anticipación. Para reservar estos servicios llame a la recepcionista al 541-682-5010. Todas las reuniones del consejo estan gravados en vivo en Metro Television, canal 21 de Comcast y despues en la semana se pasan de nuevo.

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# EUGENE CITY COUNCIL

## AGENDA ITEM SUMMARY




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### Work Session: Metro Plan Enabling Amendments

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Meeting Date: September 17, 2014  
 Department: Planning and Development  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: A  
 Staff Contact: Carolyn Burke  
 Contact Telephone Number: 541-682-8816

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#### **ISSUE STATEMENT**

The City Council will consider whether to initiate a process to make enabling amendments to the Metro Plan. The proposed Metro Plan amendments are policy-neutral revisions to the Metro Plan. The amendments are needed to ensure that the general text throughout the Metro Plan will be consistent with upcoming Metro Plan amendments by Eugene, Springfield and Lane County to replace the shared metropolitan urban growth boundary (UGB) with two separate urban growth boundaries.

#### **BACKGROUND**

As it is currently written, the Metro Plan text will be an obstacle to the cities of Eugene and Springfield as the two cities take steps toward establishment of their own, separate UGBs. The Metro Plan was originally adopted in 1972. That version of the plan and updates since that time, have been based on a premise that there would be a single UGB surrounding both Eugene and Springfield. The Metro Plan is also based on the premise that the two cities and Lane County must jointly adopt policies about how to accommodate the entire region's future needs within that shared UGB, including but not limited to the need for homes, jobs, parks, schools, public facilities and transportation. Consequently, the Metro Plan includes text that is at odds with new requirements that Eugene and Springfield adopt separate UGBs and (at least some) separate land use planning policies.

The new requirements for separate land use planning were established in 2007, when the Oregon Legislature adopted House Bill 3337. Now located in ORS 197.304, that law requires Eugene and Springfield to establish separate UGBs. It also requires each city to decide, independently of the other, how it will accommodate its population's future need for housing. Although the text of ORS 197.304 refers only to the cities' accommodation of residential land needs, its requirement for separate UGBs carries with it the implicit need for the cities to independently plan for other land needs as well, including land for jobs, parks, and schools. To comply with the law, the Metro Plan must be revised to enable the cities to take actions to adopt their independent policies about

accommodating their city-specific needs over the next 20-year planning period.

It is anticipated that Springfield and Eugene will have their own city-specific comprehensive plans to address the aspects of land use planning that the cities conduct independently of one another (e.g. residential and employment land studies and policies). These new city-specific plans will make portions of the Metro Plan unnecessary. Each city is taking a different approach to creating these city-specific plans. It appears that the shift will occur incrementally through a number of actions that take place over the next several years. During the transition, there will be points in time when portions of the Metro Plan that no longer apply to one city will still be needed by the other city. This situation is not anticipated or provided for in the current Metro Plan. The proposed package of amendments allows for this incremental shift to take place and provides an explanation of the process to plan readers.

The proposed amendments are summarized in table-form in Attachment A. If adopted, they will constitute the second, and final, step needed to prepare the Metro Plan for the city-specific actions described above. The first step was accomplished when the cities and Lane County jointly adopted a new Metro Plan Chapter IV (“Metro Plan Review, Amendments and Refinements”) in 2013. The 2013 amendments made substantial amendments to Chapter IV of the Metro Plan to establish new rules for determining which of the three governing bodies are required to participate in various types of Metro Plan amendments.

Springfield, Eugene and Lane County remain committed to addressing regional needs cooperatively. Except to the extent now required by State law, the proposed amendments do not inhibit the three jurisdictions’ ability to plan on a regional basis. The proposed amendments do not include any revisions to portions of the Metro Plan that address transportation or public facilities planning, for example.

#### Next Steps

If the City Council initiates a process to make the proposed amendments to the Metro Plan, a joint public hearing will be held with the Planning Commissions of Eugene, Springfield and Lane County. Following deliberations and a recommendation by the joint planning commissions, a joint public hearing will be held with the Joint Elected Officials of Eugene, Springfield and Lane County. The individual bodies will then separately deliberate on whether to adopt the proposed amendments.

#### **RELATED CITY POLICIES**

The Metro Plan is the official long-range comprehensive plan (public policy document) of metropolitan Lane County and the cities of Eugene and Springfield.

#### **COUNCIL OPTIONS**

The City Council may consider the following options:

1. Initiate a process to make Enabling Amendments to the Metro Plan.
2. Decline to initiate a process to make Enabling Amendments to the Metro Plan at this time.

**CITY MANAGER'S RECOMMENDATION**

The City Manager recommends that the City Council initiate Enabling Amendments to the Metro Plan.

**SUGGESTED MOTION**

Move to initiate a process to make Enabling Amendments to the Metro Plan.

**ATTACHMENTS**

A. Summary of Proposed Enabling Amendments to the Metro Plan

**FOR MORE INFORMATION**

Staff Contact: Carolyn Burke, Principle Planner

Telephone: 541-682-8816

Staff E-Mail: [Carolyn.J.Burke@ci.eugene.or.us](mailto:Carolyn.J.Burke@ci.eugene.or.us)



## Summary of Proposed Enabling Amendments to the Metro Plan September 8, 2014

Throughout the document there are numerous non-substantive, technical changes that are not listed in the table, below. These changes are proposed in order to update the Plan's history and provide correct references to internal and external documents.<sup>1</sup>

In addition, there are the following specific, non-substantive, changes:

Preface and Chapter 1:

Page	Change
i, ii	Update historic account of actions taken on Metro Plan to remove incorrect implication that all Metro Plan text adopted in 1982 and 1986 is still (and will always be) in the Metro Plan
iii, iv	Add a section to historical notes to explain the requirements of HB 3337 (codified as 197.304) and provide a general discussion of the expected process for addressing the requirements of ORS 197.304 – enabling a transition toward a Metro Plan that addresses regional comprehensive planning issues and city-specific comprehensive plans that address local land use issues
iv	Add historical notes regarding Metro Plan amendments approved in 2013
I-1	Update purpose statement to enable a transition toward a Metro Plan that addresses regional comprehensive land use issues and city-specific comprehensive plans that address local land use issues  Update footnote to add 2011 action taken by Springfield to adopt a city-specific residential element
I-3	Revise Planning Function 9 to enable a transition toward city-specific comprehensive plans that may provide the basis for some city land use decisions instead of, or in addition to, the Metro Plan  Revise Planning Function 11 to remove reference to outdated population number
I-4	Delete "Contents" section to eliminate duplication  Relocate Appendix references to page I-6 so that it is not lost in the deletion, above
I-4, 5, 6	Revise "Use of Metro Plan" section to enable an incremental transition toward a Metro Plan that addresses regional land use issues and city-specific comprehensive plans that address local land use issues, recognizing that, at some points in time, each city may be relying on portions of the Metro Plan to a different degree than the other city
I-6	Revise "Relationship to Other Plans" section to enable an incremental transition toward a Metro Plan that addresses regional comprehensive planning issues and city-specific comprehensive plans that address local land use issues

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<sup>1</sup>The ordinance to adopt this package of Metro Plan amendments will also include a grant of administrative authority to correct page numbers, footnote numbers, the Table of Contents and scrivener's errors.

	Add Appendix references relocated from page I-4
I-7	Revise “Relationship to Statewide Planning Goals” to enable cities to address these goals through city-specific plans and rely on the Metro Plan where such city-specific plans do not address the goals
I-7, 8	Delete historical text in “Relationship to the Technical Supplement and Working Papers” section as it is unnecessary and soon-to-be outdated
I-8	Add footnote to clarify that 2011 UGB action taken by Springfield made the “General Assumptions” (relating to population forecasting for entire region) inapplicable in Springfield

## Chapter II:

Page	Change
II-A-1	Add language to enable the transition from a shared “Metropolitan UGB,” to a “Springfield UGB” and a “Eugene UGB”; allows Metro Plan to retain meaning as this transition incrementally occurs
II-A-1	Delete word “refinement” from Principle 1, so that “plan” also operates as a reference to a city-specific comprehensive plan, where applicable
II-A-1	Add footnote to clarify that 2013 action taken by the three jurisdictions moved the Metro Plan boundary on the east side of I-5
II-A-1	Delete word “metropolitan” from Principle 3, so that the term “UGB” operates as a reference to the “Metropolitan UGB,” the “Springfield UGB,” or “Eugene UGB” as applicable (see change to page II-A-1, above)
II-A-2	Add reference to “city-specific comprehensive plans” to Principle 4 to reflect that each city’s local regulations should be consistent with the precepts in its city-specific comprehensive plan, as applicable  Add “metropolitan” to be clear that the population figure used in Principal 7 relates to the metropolitan UGB (see change to page II-A-1, above)
II-B-1, 2, 3	Delete redundant recitation of Goals (they are set out in the applicable sections of Chapter III) to better enable cities to develop city-specific comprehensive plans that address their individual goals on local land use issues
II-C-1	Revise to reflect the changes adopted by the three jurisdictions in 2013 that allowed each city to adopt UGB amendments (with Lane County) on its side of I-5
II-C-2	Add “metropolitan” to Finding 8 to clarify that finding’s reference to the UGB is to the UGB historically shared by Eugene and Springfield (see change to page II-A-1, above)
II-C-3	Add text to Objective 5 to clarify that state law controls the use of agricultural land for UGB expansions
II-C-4	Add text to Policy 2 to clarify that policy’s reference to the UGB is to the metropolitan UGB historically shared by Eugene and Springfield (see change to page II-A-1, above)
II-C-5	Delete Policy 12 to reflect that this policy became unlawful in 2007, when the State legislature abolished the Lane County Boundary Commission and made state annexation laws apply; renumber subsequent policies
II-C-7	Revise Policy 23 to clarify that it relates to the 1999 Residential Lands and add a footnote to clarify that study no longer applies to Springfield due to Springfield’s 2011 adoption of its own residential element
II-D-1	Update to reflect that the jurisdictional boundary between cities (I-5) was required by ORS



	197.304
II-E-1	Update to clarify that the text refers to the shared, metropolitan UGB that was intended to accommodate both cities' growth through 2015, and that (due to ORS 197.304) the cities are now planning for their independent growth within their separate UGBs; add a note that Springfield established its separate UGB in 2011
II-E-2	Delete reference to Boundary Commission (see change to II-C-5, above)
II-E-2	Replace references to "Metro Plan" with "comprehensive plan" so that text will operate as a reference to either plan
II-E-2, 3	Delete obsolete provision that refers to shared responsibility for providing land inside a shared UGB
II-G-1	Revise and update text to enable each city to incrementally transition from the metro-wide plan diagram to a city-specific plan diagram (due to ORS 197.304); add note to reflect Springfield's 2011 adoption of its separate UGB
II-G-2, 3	Revise to clarify references to plans and UGB and enable cities to adopt parcel-specific designations for land within their UGB's  Add footnote to reflect amendment of Metro Plan boundary east of I-5 as adopted in 2013
II-G-11	Same as above
II-G-13	Revise to clarify that text refers to the "Metropolitan UGB" (not the "Springfield UGB" or "Eugene UGB.") (see change to page II-A-1, above)
II-G-15	Revise text to reflect that the location of Springfield's UGB is now specifically described by Metro Plan amendments passed in 2011
II-G-16	Delete superfluous text
II-G-17	Amend Metro Plan Diagram legend to change "Urban Growth Boundary" to "Metropolitan Urban Growth Boundary (applies to Eugene, only)" and to add a new legend label for "Springfield Urban Growth Boundary," amend Diagram to graphically depict both of these UGBs
II-G-18	Delete portions of text and table to reflect that the location of Springfield's UGB (and, therefore, the Metro Plan Boundary east of I-5) is now specifically described by Metro Plan amendments passed in 2011

## Chapter III:

III-A-1, 2	Update text to explain relationship between Metro Plan's regional residential element and the city-specific residential element adopted by Springfield in 2011 (clarifies that Metro Plan residential element goals and policies continue to apply to Springfield but that findings do not, adds a reference to Springfield's city-specific plan, clarifies that entirety of Metro Plan residential element continues to apply to Eugene)
III-C-1	Add footnote to clarify that the general references to "UGB" refer to the Metropolitan UGB, the Springfield UGB or the Eugene UGB
III-C-14	Add reference to link boundary for LRAPA fine particulates plan to Metropolitan UGB, as it existed on the date that LRAPA Plan was adopted (prior to 2013 action to modify Metro Plan Boundary)
III-G-1	Add footnote to explain the transition from a shared "Metropolitan UGB" to a "Springfield UGB" and a "Eugene UGB"; clarify that the general references to "UGB" refer to the Metropolitan UGB, the Springfield UGB or the Eugene UGB

Item A.

III-G-4	Delete word “metropolitan” and phrase “Eugene-Springfield” so reference to “UGB” will refer to the Metropolitan UGB, the Springfield UGB or the Eugene UGB
III-G-13	Same as above
III-G-15	Delete “portion of the” since Springfield has a separate UGB due to 2011 action

Chapter IV:

IV-2	Add footnote to clarify when one city’s withdrawal from a Metro Plan provision (due to the adoption of a city-specific comprehensive plan provision) is a Type I amendment
IV-3	Add footnote to clarify when one city’s withdrawal from a Metro Plan provision (due to the adoption of a city-specific comprehensive plan provision) is a Type II amendment
IV-4	Add text to specify that only a governing body may initiate the adoption of a city-specific comprehensive plan
IV-5	Add Policy 12 to clarify that Chapter IV process does not apply to amendments of city-specific comprehensive plans

Chapter V:

V-1	Delete reference to Lane County Boundary Commission from definition of “Annexation” (see changes to II-C-5, above)
V-1	Add reference to State’s definition of buildable lands to replace potentially inconsistent text in the definition of “Buildable residential lands” to enable each city to adopt its own provision, consistent with the State’s
V-4	Update definition of Metro Plan diagram to conform to enable the transition from a shared “Metropolitan UGB,” to a “Springfield UGB” and a “Eugene UGB”
V-7	Add text to definition of “Urban Growth Boundary” to also define the, more particular, terms: “Eugene UGB,” “Springfield UGB,” and “Metropolitan UGB” (see changes to II-A-1, above)

# Metro Plan Enabling Amendments

- **History**
- **Proposed Amendments**
- **Future and Next Steps**

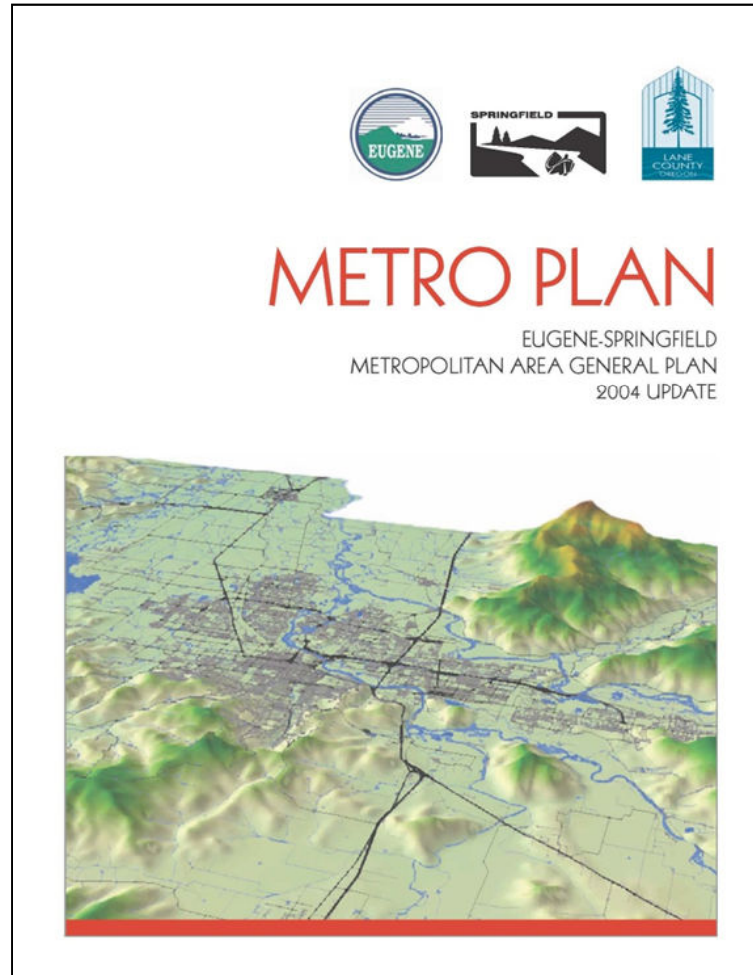
City Council Work Session

9-17-2014

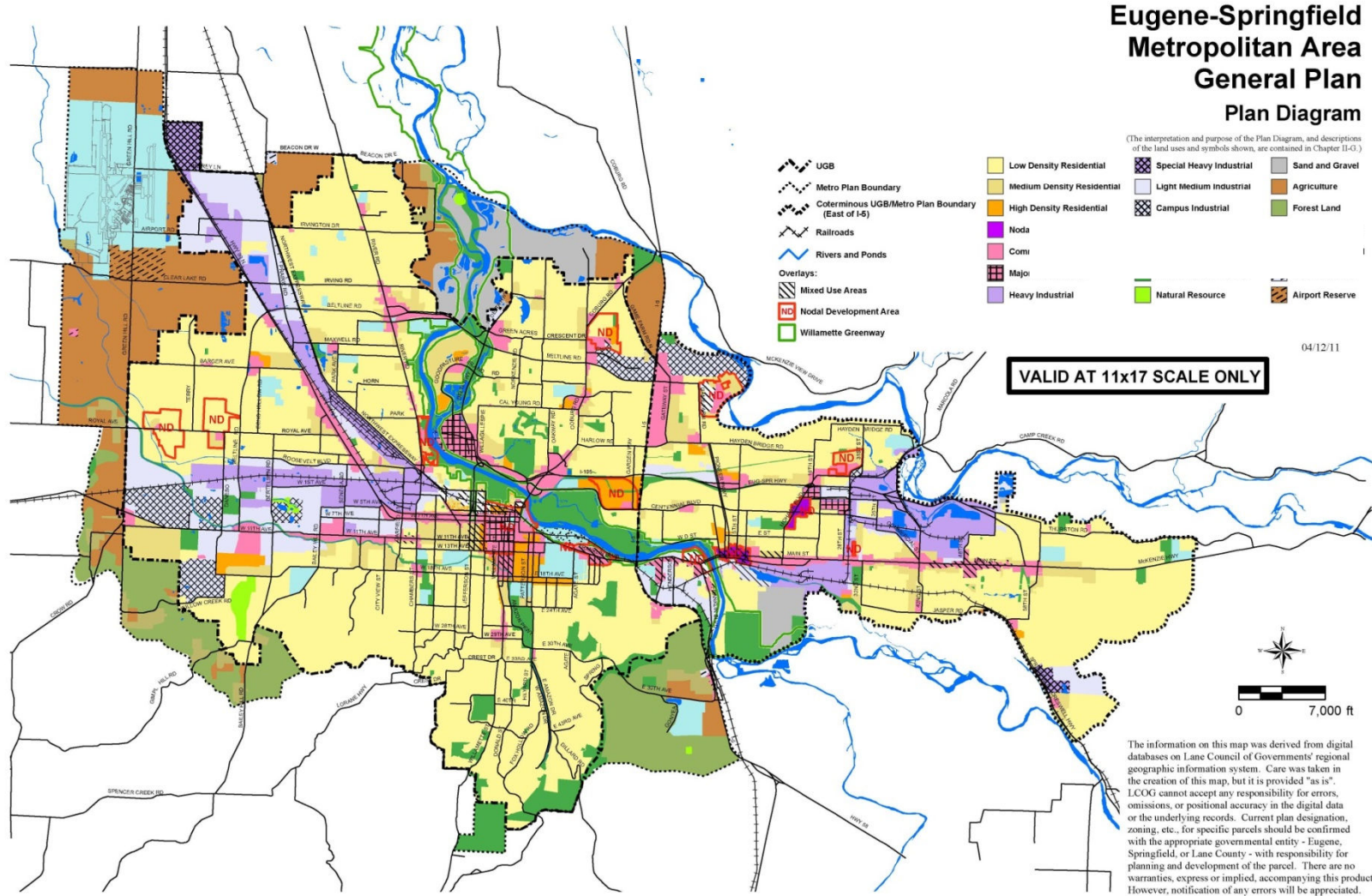
# History

# METRO PLAN

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# METRO PLAN

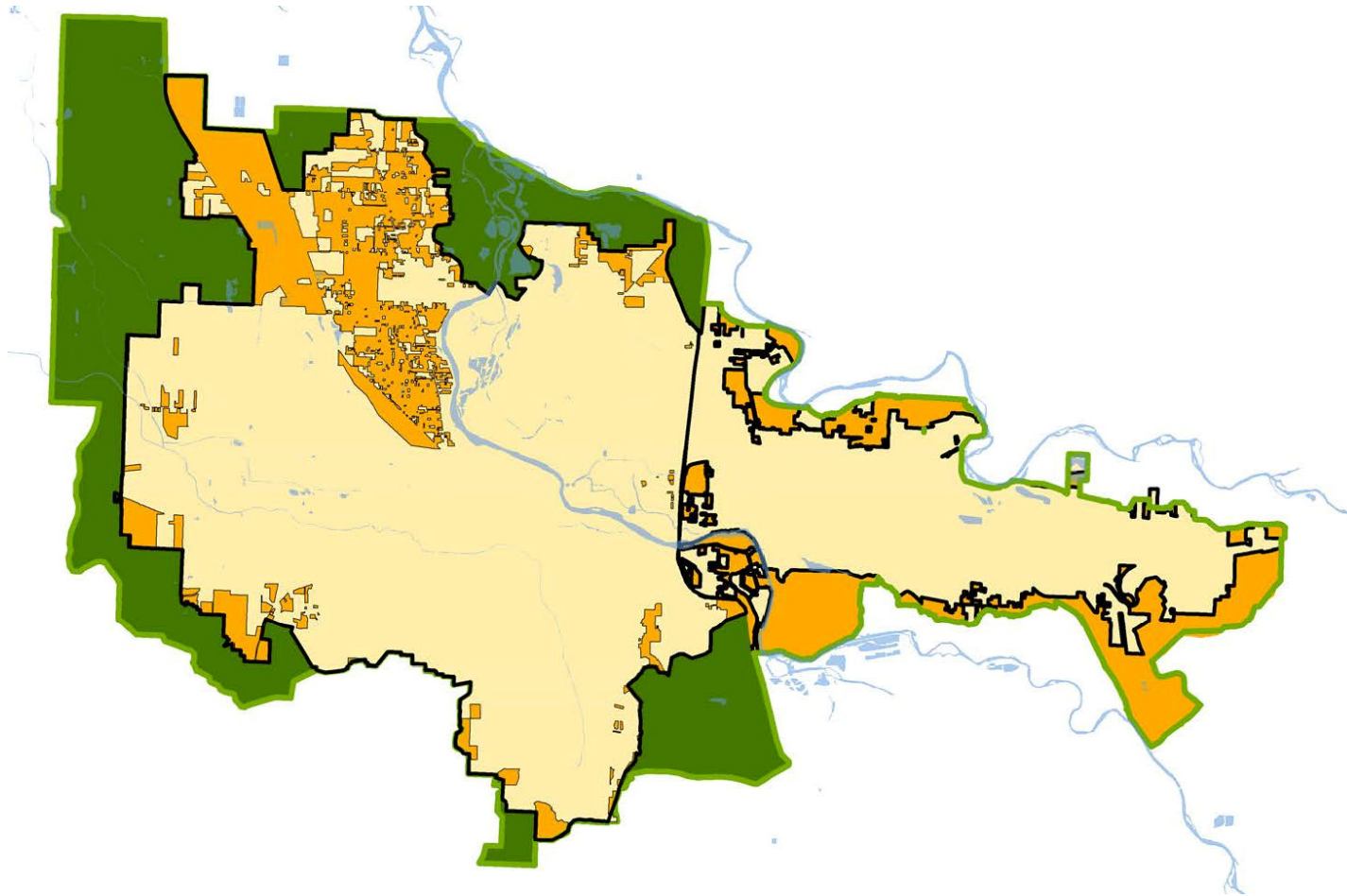


# METRO PLAN

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## Recent Changes:

- Chapter IV Amendments
- Metro Plan Boundary east of I-5



# Proposed Amendments



# METRO PLAN

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## 3 Types of Revisions:

1. Establish city-specific plans and separate UGBs

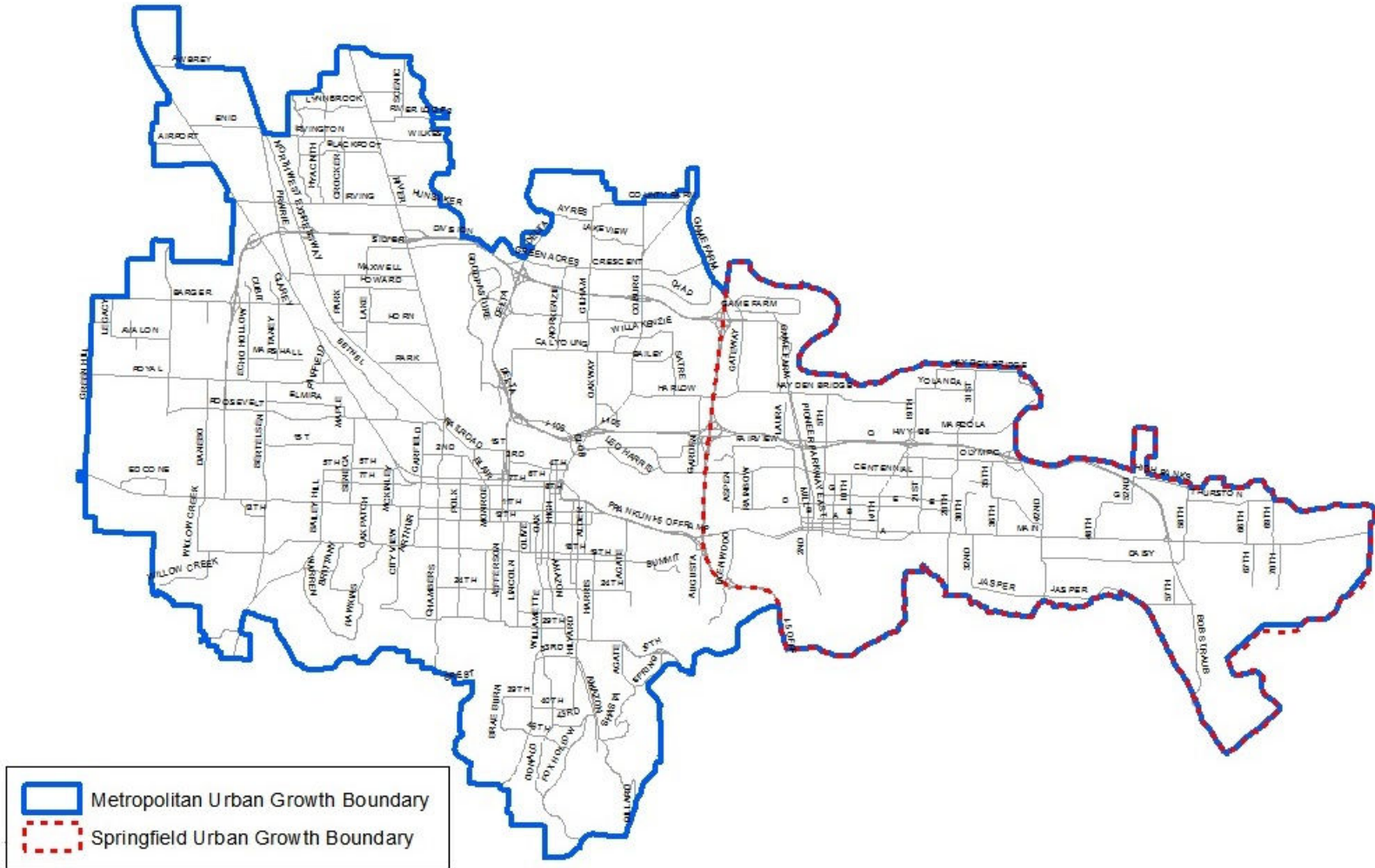


# METRO PLAN

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# METRO PLAN



# METRO PLAN

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## 3 Types of Revisions:

1. Establish city-specific plans and separate UGBs
2. Update current and future status of the Metro Plan



# METRO PLAN

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## 3 Types of Revisions:

1. Establish city-specific plans and separate UGBs
2. Update current and future status of the Metro Plan
3. Revise or remove items that no longer apply



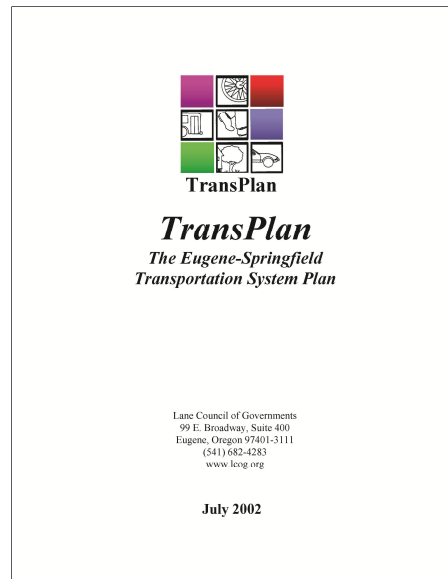
Future

# METRO PLAN

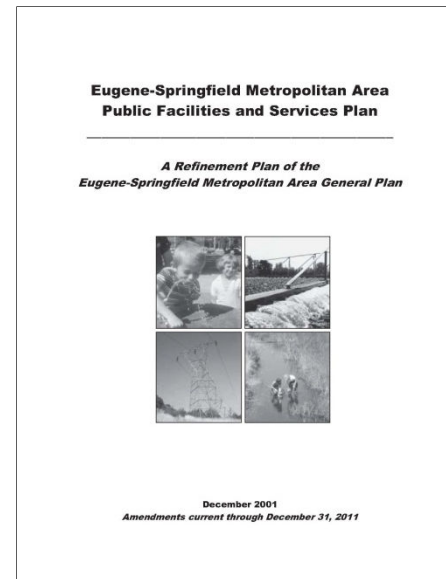
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## Regional Planning:

- Long history of regional planning
- State requirements:

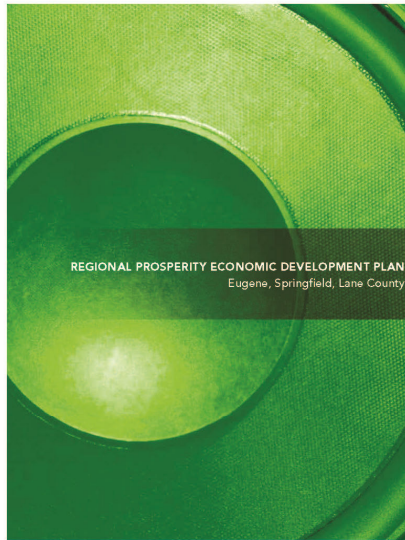


Transportation

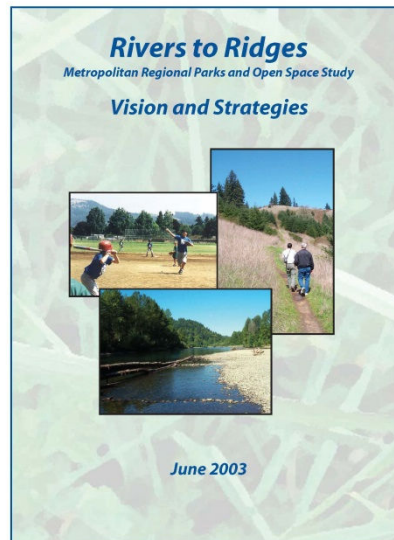


Public Facilities

# METRO PLAN



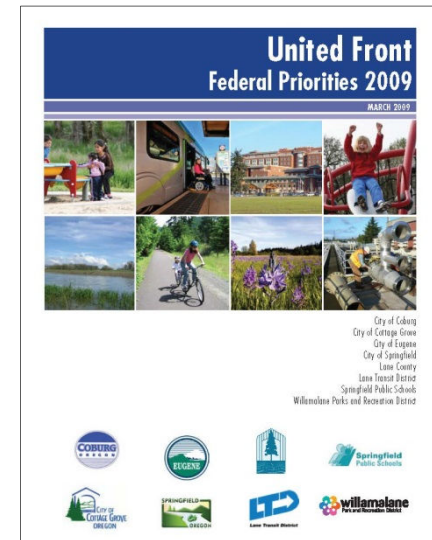
Economic Prosperity



Parks & Open Space



Hazard Mitigation Planning



Lobbying Efforts





# METRO PLAN

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## Next Steps:

- Initiate Metro Plan amendment process
- Joint Planning Commissions public hearing
- Planning Commission recommendation to Elected Officials
- Joint Elected Officials public hearing
- Deliberations & Action





# EUGENE CITY COUNCIL

## AGENDA ITEM SUMMARY




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### Work Session: Central Lane Scenario Planning Update

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Meeting Date: September 17, 2014  
 Department: Planning and Development  
[www.eugene-or.gov](http://www.eugene-or.gov)

Agenda Item Number: B  
 Staff Contact: Carolyn Burke  
 Contact Telephone Number: 541-682-8816

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#### **ISSUE STATEMENT**

The City Council will be provided with an update and opportunity to discuss the Central Lane Scenario Planning Project. Initial recommendations have been proposed for policies to be carried forward for inclusion in the preferred scenario.

#### **BACKGROUND**

In 2009, the Oregon Legislature passed the Jobs and Transportation Act which included a provision requiring the Central Lane Metropolitan Planning Organization (MPO) to undertake a scenario planning process for the region. Specifically, this bill requires the MPO to evaluate alternative transportation and land use scenarios to reduce greenhouse gas emissions from light vehicles. The State has established a greenhouse gas (GHG) reduction target of 20 percent for the Eugene-Springfield region, though the region is not required to meet that target through the scenario planning process. While the MPO must cooperatively select a preferred scenario, the bill does not require implementation of this scenario. The MPO is required to report its findings to the legislature by the end of the 2015 legislative session.

In addition to meeting the State's requirement to evaluate GHG reductions, the MPO also agreed that it was important to assess how such transportation and land use choices affect other important goals such as economic vitality, public health, and equity considerations. These factors are being evaluated as part of the scenario alternatives analysis. Attachment A provides a synopsis of the evaluation measures that are being used to assess such impacts.

To assist in this effort, Kristin Hull with CH2M Hill is serving as the project manager. She and representatives of all the partner agencies (Eugene, Springfield, Lane County, Coburg, Lane Council of Governments (LCOG), Lane Transit, and Oregon Department of Transportation) comprise the staff team. This work is being funded by Oregon Department of Transportation (ODOT).

The scenario planning project comprises three key steps:

1. **Understanding existing policies:** Collecting and evaluating existing data and policies
2. **Test and Learn:** Developing, evaluating and comparing alternative scenarios
3. **Refine and Select:** Refining scenarios for each jurisdiction and cooperatively selecting a preferred scenario

Steps one and two are complete and step three will be complete in the spring of 2015. A more detailed explanation of the process to date is included in Attachment B.

To date, three scenarios have been developed and evaluated. Scenario A is referred to as the reference case, and is an estimate of the effect of continuing current planning assumptions for the region. The reference case results indicate that the region's current policy direction will help reduce GHG emissions by three percent (from 2005 levels). These policies alone will not achieve the 20 percent reduction target. Scenario B and Scenario C explore policies and strategies that go beyond existing policy, either by investing additional resources in achieving current policies or introducing new policies or actions. Both Scenarios B and C meet the state's 20 percent reduction target. Specific information on the policies and outcomes of the three scenarios is included as Attachment C.

With the results of Scenarios A, B, and C in hand, the scenario planning partners will move toward preparing a preferred scenario in early 2015; this will likely be a hybrid scenario (or a combination of elements of Scenarios A, B and C). Given the fact that this project does not require implementation, the scenario planning process serves as a tool to explore how specific land use and transportation choices potentially affect GHG levels. Such information will help the State to better understand the practical and financial challenges facing local jurisdictions in reducing GHG emissions. Similarly, the results of the scenario planning effort may help inform local governments in future policy choices, including the recently adopted Climate Recovery Ordinance.

#### Preliminary Recommendations

At this point in the process, the scenario planning team has tested and evaluated many different policies and actions. As staff moves toward the preferred scenario described above, the staff team has developed preliminary recommendations for some policies that they suggest be carried forward in the preferred scenario. The recommendations are as follows:

##### *Road system policies*

- Continue to pursue existing policies (those in the reference scenario) to make more efficient use of roadways. Existing policies will result in the road system operating more efficiently than today.

##### *Future vehicle fleet and fuel assumptions*

- Use the State's assumptions which anticipate significant improvements in fuel economy and greater use of alternative fuel vehicles. Changes to the vehicle fleet and fuels are likely to occur independent of any action the region might take.

##### *Pay as you drive insurance*

- Assume that the State achieves near universal adoption of this insurance system that bases rates on how much individual's drive. The government partners cannot implement this

directly, but instead would support the State in its efforts to encourage adoption of pay as you drive insurance.

#### *Education and marketing programs*

- Increase support for and participation in education and marketing programs (like Smart Trips Springfield and Smart Trips Eugene). These programs are extremely cost-effective and have a meaningful impact on travel behavior.

Adoption of these recommendations moves the region toward meeting the State greenhouse gas reduction target as well as goals related to the economy, equity and public health.

The staff team recommends further discussion of how to address the following topics:

#### *Cost of driving*

- Gas tax or fee based on miles driven?
- Pursue other fees like a carbon tax?

#### *Bicycle investment*

- How much investment can be made? What mode shift is realistic in each city?

#### *Transit investment*

- How much investment can be made? What kind of investments should be made? What mode shift is realistic in each city?

#### *Parking*

- Is paid parking for work trips (parking associated with commuting to work) desirable and achievable in neighborhoods beyond the University of Oregon (UO), downtown Eugene and downtown Springfield?
- Is paid parking for non-work trips desirable beyond reference case levels?

The State greenhouse gas reduction target could be achieved through many combinations of actions related to the policy areas outlined above and these options will be further explored in the refinement of Scenarios B and C.

#### Public Outreach

The public involvement process centers on public workshops. The team has hosted two public workshops to date. The public reviewed the reference case and provided input on potential scenarios at the first workshop. At the second workshop, the public reviewed the results of the scenario evaluation and provided input on which policies and strategies were most important to explore going forward. The team plans to hold two more workshops, conduct a telephone survey, and launch an online tool to gather input prior to the development of a preferred scenario. All presentation materials are available at [www.clscenarioplanning.org](http://www.clscenarioplanning.org).

A more detailed description of the public involvement program and decision-making process is included in Attachment D.

#### **RELATED CITY POLICIES**

The Jobs and Transportation Act of 2009 (HB 2001) requires the Central Lane MPO to conduct this scenario planning work.

The Climate and Energy Action Plan (2010) includes a goal to “Reduce community-wide greenhouse gas emissions 10 percent below 1990 levels by 2020.”

Climate Recovery Ordinance (2014) sets a goal to reduce the total (not per capita) use of fossil fuels by 50 percent compared to 2010 usage.

**COUNCIL OPTIONS**

This matter is before the City Council as an update and discussion item. No action is required.

**CITY MANAGER’S RECOMMENDATION**

No recommendation is necessary as this is a discussion item.

**SUGGESTED MOTION**

None.

**ATTACHMENTS**

- A. Evaluation Measures
- B. Scenario Planning Process memo
- C. Draft Scenario Policies and Outcomes
- D. Stakeholder and Public Involvement Plan memo

**FOR MORE INFORMATION**

Staff Contact: Carolyn Burke, Principal Planner  
Telephone: 541-682-8816  
Staff E-Mail: [Carolyn.J.Burke@ci.eugene.or.us](mailto:Carolyn.J.Burke@ci.eugene.or.us)

Evaluation Category	Questions to answer	Evaluation measures	Unit of measure	Tool
Land use & housing	How will our choices affect where we live, work, and play?	Rural (non-urban) land consumption	Acres	UGB expansion assumptions
		Housing mix (single family, multi-family)	% of units	GreenSTEP
	How much rural land will be consumed by development?	Population density	Persons per acre	GreenSTEP
		Mixed-use development	Acres	GreenSTEP
Economy & prosperity	How will household and business budgets be impacted?	Driving costs as percentage of household income	% of average HH income	GreenSTEP
		Average household income, by income quintiles	\$	GreenSTEP
	How will regional livability be affected?	Parking costs	Average regional daily parking cost	GreenSTEP
		Value of time lost to congestion	\$	GreenSTEP
		Households within walking distance of amenities (parks, schools, medical services, etc.)	# and % of total	GIS
Energy consumption and GHG emissions	How will our choices affect energy consumption and climate change?	GHG emissions per capita	Tons CO2/year	GreenSTEP
		Petroleum fuel consumption	Gallons/capita	GreenSTEP
Transportation outcomes	How will our choices affect how we get around the region?	Vehicles miles travelled	VMT/capita	GreenSTEP
		Transit service	Revenue miles/capita	GreenSTEP
		Bicycle travel	Bicycle miles travelled per capita	GreenSTEP
		Pedestrian travel	Walk miles travelled per capita	GreenSTEP
		Transit ridership	Total annual ridership	Travel demand model
		Vehicle ownership	Average no. of vehicles per HH	GreenSTEP
		Hours of congestion	Hours per capita per year	GreenSTEP
Air Quality	How will our choices affect air quality?	Criteria air pollutant emissions	% reduction or increase in pollutants	GreenSTEP
Feasibility	What can we afford?	Legal, legislative, or regulatory barriers to implementation	Qualitative assessment	Qualitative assessment
	Are our choices implementable, given legal, legislative, policy, or other constraints?	Public/private infrastructure costs	Qualitative assessment	Qualitative assessment
		Local gas tax revenue	\$	GreenSTEP
Health	How will our transportation and land use choices affect public health?	Political or public acceptability	Qualitative assessment	Qualitative assessment
		Physical activity per capita	Average minutes per capita per week	GreenSTEP
		Chronic illness incidence	% reduction or increase	I-THIM public health model
		Cost savings due to reduced disease burden	\$	I-THIM public health model, sketch planning model
Equity	Will our choices disproportionately benefit or impact certain groups?	Change in fatal or injury accidents	% reduction or increase in pedestrian/bicyclist injuries and fatalities	I-THIM public health model
		Those evaluation measures, highlighted above, where impacts can be measured across population groups (age, income) will be assessed qualitatively to determine if disproportionately negative impacts will occur to certain groups.		





September 8, 2014

# CENTRAL LANE SCENARIO PLANNING

## Scenario Development and Evaluation

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### Overview

In 2009, the Oregon Legislature passed the Jobs and Transportation Act. This legislation directs the Central Lane Metropolitan Planning Organization (MPO) to undertake scenario planning and for the local governments in central Lane County to cooperatively select a preferred land use and transportation scenario. The state set a greenhouse gas (GHG) emissions reduction target of 20% for the MPO; while this target must be considered in the scenario planning process, the final selected scenario is not required to meet this target.

A project management team (PMT) consisting of representatives of all the partner governments is providing oversight for the process. LCOG and consultant staff are providing technical support for the project.

### What is scenario planning?

Over the next twenty years, our communities are likely to welcome more than 64,000 new residents. Plans like those currently being developed in the region – Envision Eugene, Springfield 2030, and Coburg Crossroads – establish a local vision for how our communities will accommodate new residents and jobs.

Scenario planning is a process for considering a range of plausible futures and allows us to examine how different choices would affect our region. Scenario planning also lets us compare these various futures based on a wide range of community goals, from how much each of us will drive, walk, bike, and take transit, to how clean our air will be, to how much our households will spend on housing and transportation.

### Participants

The cities of Coburg, Eugene, Springfield, Lane County, the Lane Council of Governments, and the Lane Transit District are all participating in the process.

### Schedule

Steps 1 and 2 of the process shown in figure 1 are complete. Step 3 will be complete in 2015.



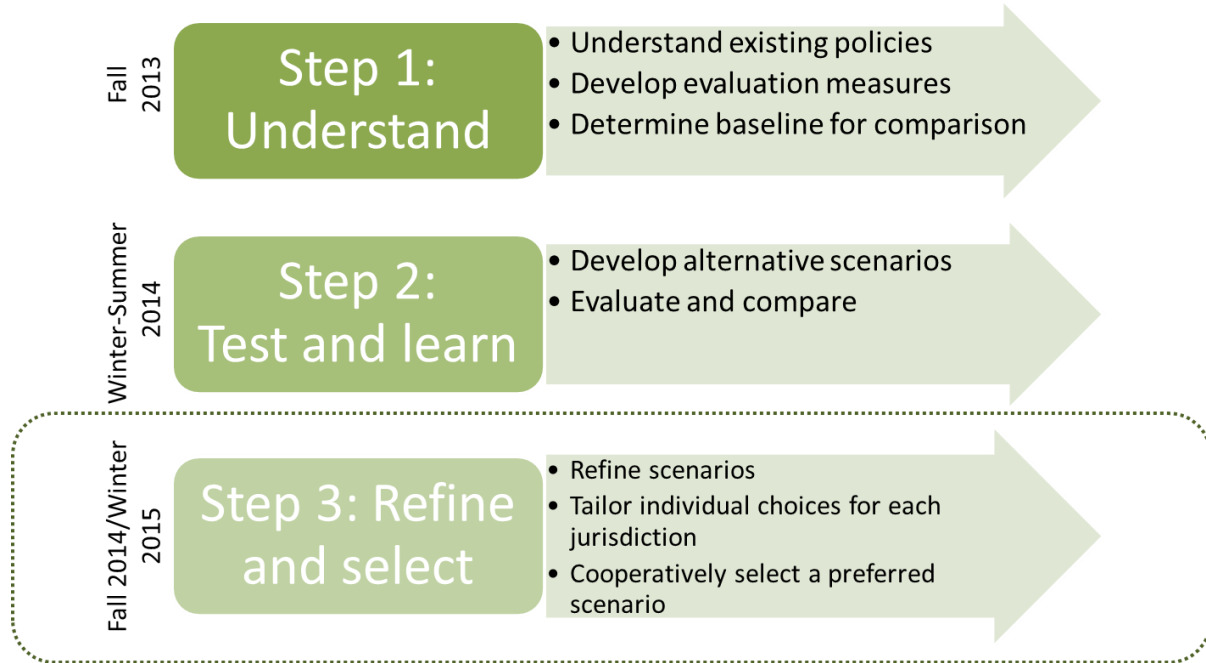


Figure 1. Scenario planning steps

### Scenario planning outcomes

At the end of the process, the local government partners will cooperatively select a preferred transportation and land use scenario. The preferred scenario will likely contain a range of policies and strategies that reduce GHG emissions and also produce a range of “co-benefits” – benefits like improved public health and greater economic prosperity – that would result from the preferred scenario policies. *The local government partners are not required to implement the preferred scenario.*

### Public outreach approach

The public involvement process centers on public workshops. The team has hosted two public workshops to date. The public reviewed the reference case and provided input on potential scenarios at the first workshop. At the second workshop, the public reviewed the results of the scenario evaluation and provided input on which policies and strategies were most important to explore going forward.

The team plans to hold two more workshops, conduct a telephone survey, and launch an online tool to gather input prior to the development of a preferred scenario. All presentation materials are available at [www.clscenarioplanning.org](http://www.clscenarioplanning.org).

## Scenario development and evaluation

The project team evaluated the reference scenario – a scenario that assumes current policy direction and two alternative scenarios as shown in figure 2. The alternative scenarios include investment in policies and strategies that go beyond existing policy either by investing additional resources in achieving policies, enhancing the effectiveness of current actions or by implementing new policies or actions. The team evaluated the greenhouse gas emissions associated with each scenario as well as changes to the economic and public health outcomes. The team will continue to consider equity both in the evaluation of scenarios and implementation strategies and in the public outreach program. Tables 1 and 2, at the end of this document, provide details on the policy assumptions for each scenario as well as full evaluation results.

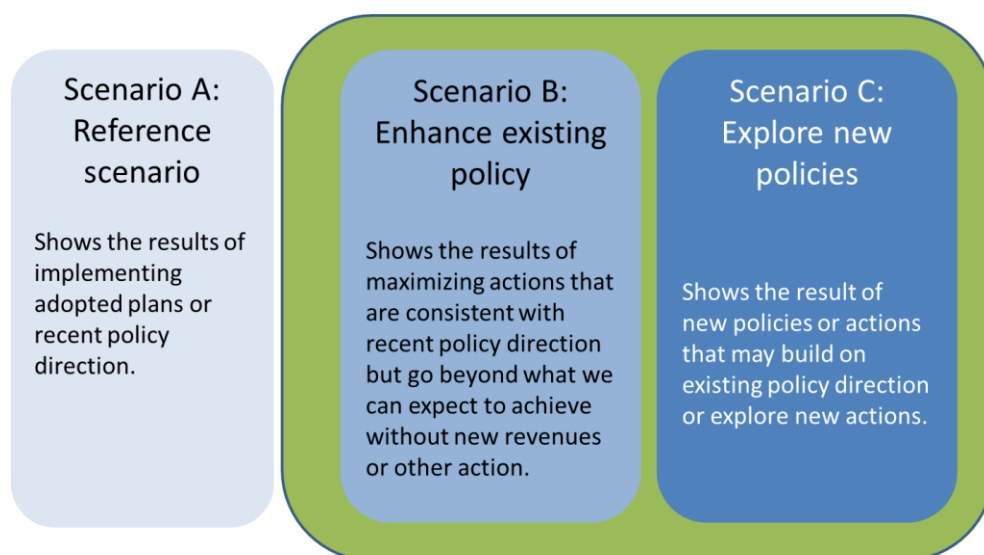


Figure 2. Reference and alternative scenarios

### Scenario A: reference scenario results

The reference scenario assumes that current land use and transportation plans and policies or emerging policy direction— including Envision Eugene, Springfield 2030, and transportation system plans – are implemented without major changes. Results from the reference scenario show that the region makes significant improvements in many policy areas. The region would achieve more than a 60% reduction in per capita greenhouse gas emissions from light vehicles compared to 2005; much of the greenhouse gas emission reduction is due to technology changes in cars and trucks, including greater vehicle fuel efficiency and using different fuels. Implementing local plans and policies also helps reduce greenhouse gas emissions but fall short of reaching the reduction target set by the state.

In addition to greenhouse gas emission reductions, residents are also likely to walk or bike more by 2035. Because vehicles will be more efficient, fossil fuel consumption would decrease and air quality would improve. Residents would spend the same proportion of their income on driving as today. With more residents in the region, traffic congestion would worsen slightly.

### **Scenario B: enhance existing policy**

This scenario maximizes investment in actions that are consistent with the current policy direction; it assumes additional investment in some policy areas above and beyond that of the reference scenario. With this scenario, the region invests more in cycling and walking infrastructure. Additional planned EmX lines are built and more transit lines are added to the frequent service network. The region would charge more for parking, and state and local gas taxes would increase. Carsharing programs expand and the region invests more in education and marketing programs designed to reduce vehicle travel.

As a result, the project team found that greenhouse gas reductions would meet the state target, vehicle miles travelled per capita would be reduced over the reference scenario, and bicycle travel per capita would more than double. Congestion would decrease and air quality would improve by more than 15%. Significant reductions in premature death and improved health are achieved due to more regional use of active transport modes.

### **Scenario C: explore new policies**

This scenario includes policies and actions that build on existing policy direction as well as new policies; it assumes investment above and beyond that of Scenario B. This scenario represents the highest level of regional investment.

In this scenario, the region invests even more in cycling and walking facilities, including new off-street paths and trails. More existing roadway space is dedicated to cycling and walking. Transit fares are reduced, some EmX lines are upgraded to a higher capacity mode, and people pay to park in more areas of the region. New taxes and fees related to driving are implemented, the revenue from which is used to support these new transportation investments. Carsharing, education and marketing, and transit pass programs expand even more.

Scenario C results in more overall benefits than Scenario A (reference case) or Scenario B. This scenario experiences the greatest reduction in premature deaths, the greatest improvement in public health, and greatest improvement in air quality. Greenhouse gas emissions under Scenario C surpass the state target. Cycling and transit use increase over Scenario B, and traffic congestion falls slightly compared to Scenario B.

## Recommendations

At this point in the process, the scenario planning team has tested and evaluated many different policies and actions. As we move toward the preferred scenario described above, the PMT has developed preliminary recommendations for some policies that they suggest be carried forward in the preferred scenario. The recommendations are as follows:

### *Road system policies*

- Continue to pursue existing policies (those in the reference scenario) to make more efficient use of roadways. Existing policies will result in the road system operating more efficiently than today.

### *Future vehicle fleet and fuel assumptions*

- Use the state's assumptions which anticipate significant improvements in fuel economy and greater use of alternative fuel vehicles. Changes to the vehicle fleet and fuels are likely to occur independent of any action the region might take.

### *Pay as you drive insurance*

- Assume that the state achieves near universal adoption. The government partners cannot implement this directly, but instead would support the state in its efforts to encourage adoption of pay as you drive insurance.

### *Education and marketing programs*

- Increase support for and participation in education and marketing programs (like Smart Trips Springfield and Smart Trips Eugene). These programs are extremely cost effective and have a meaningful impact on travel behavior.

Adoption of these recommendations moves the region toward meeting the state greenhouse gas reduction target as well as goals related to the economy, equity and public health. The PMT recommends further discussion of how to address the following topics:

### *Cost of driving*

- Gas tax or fee based on miles driven?
- Pursue other fees like a carbon tax?

### *Bicycle investment*

- How much investment can we make? What mode shift is realistic in each city?

### *Transit investment*

- How much investment can we make? What kind of investments should we make? What mode shift is realistic in each city?

### *Parking*

- Is paid parking for work trips desirable and achievable in neighborhoods beyond UO, downtown Eugene and downtown Springfield?

- Is paid parking for non-work trips desirable beyond reference case levels?

The state greenhouse gas reduction target could be achieved through many combinations of actions related to the policy areas outlined above.

## Scenario selection and next steps

With the results of Scenarios A, B, and C in hand, the scenario planning partners will move toward preparing a preferred scenario in early 2015; this will likely be a hybrid scenario (or a combination of elements of Scenarios A, B and C). The final preferred scenario will contain a suite of policies and a menu of implementation options for each policy (the government partners are not required to implement the preferred scenario). The structure of the final recommendations is shown in Table 1 below and will be similar to that of the Oregon Statewide Transportation Strategy (STS).

The local governments in the region will be asked to cooperatively select the preferred scenario which will be a series of high-level statements about the level of investment in different intervention areas; this is labeled as a strategy in Table 1. These can be elements that all local governments can agree to, or they can be written to address specific jurisdictions. In addition, the scenario planning report will include example implementation actions which jurisdictions may choose to indicate support for. Since implementation is not required, these implementation actions will inform future work by the project partners.

Table 1. Example strategies and implementation actions

<i>EXAMPLE Strategy</i>	<i>Implementation Actions</i>	<b>Springfield</b>	<b>Coburg</b>	<b>Eugene</b>	<b>Lane County</b>
Expand the incident response system to cover most of the region's highways	- Encourage ODOT to expand coverage of the incident response system to a greater share of the region's highway system	✓	✓	✓	✓
	- Provide supplemental funds to enhance incident response service if needed	✓		✓	✓

The strategies and implementation actions will be developed over the next six months and a proposed preferred scenario will be presented for approval by the Coburg, Eugene and Springfield City Councils, and Lane County Board of Commissioners in spring 2015.

July 24, 2014

# CENTRAL LANE SCENARIO PLANNING

## Draft scenario policies and outcomes

**Table 1. Example scenario policies**

POLICY CATEGORY	SCENARIO A REFERENCE CASE	SCENARIO B ENHANCE EXISTING POLICIES	SCENARIO C EXPLORE NEW POLICIES
<b>TRANSIT</b>	<ul style="list-style-type: none"> <li>• EmX system expands to 5 lines</li> <li>• Some expansion of regular fixed route service</li> </ul>	<ul style="list-style-type: none"> <li>• Expand EmX system to 7 lines</li> <li>• Enhance feeder routes to EmX</li> <li>• Improve stop amenities</li> <li>• More routes added to frequent transit network (FTN)</li> <li>• Implement projects that increase transit reliability</li> <li>• Develop to higher densities along EmX corridors consistent with maximum allowable densities</li> <li>• Implement E-fare system</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade high performing EmX lines to other higher capacity mode</li> <li>• Reconfigure system to enhance ridership on frequent transit network (FTN) and provide better feeder service</li> <li>• Reduce transit fares</li> <li>• Encourage development at maximum densities near frequent transit network routes</li> <li>• Increase service frequencies across a variety of routes</li> </ul>
<b>CYCLING AND WALKING</b>	<ul style="list-style-type: none"> <li>• Many projects built, but not all due to funding constraints</li> <li>• More people travel by bike</li> </ul>	<ul style="list-style-type: none"> <li>• Require developers to provide high quality infrastructure</li> <li>• Build majority of planned cycling and walking projects</li> <li>• Implement bike share program, increase use of e-bikes</li> </ul>	<ul style="list-style-type: none"> <li>• Increase share of regional transportation dollars spent on cycling/walking; also increase total amount spent</li> <li>• Implement road diets</li> <li>• Expand off-street trails and paths</li> <li>• Improve access to transit stops by biking and walking</li> </ul>
<b>PRICING</b>	<ul style="list-style-type: none"> <li>• Paid parking expands to downtown Springfield</li> <li>• State gas tax keeps pace with inflation</li> </ul>	<ul style="list-style-type: none"> <li>• Increase daily average parking rate to \$6.00 (\$2005)</li> <li>• Increase state and local gas taxes</li> <li>• 50% of drivers adopt pay-as-you-drive insurance</li> </ul>	<ul style="list-style-type: none"> <li>• Expand areas of the region where drivers must pay for parking</li> <li>• Expand areas where employees pay to park</li> <li>• Mandate pay-as-you drive insurance for most drivers</li> <li>• Implement carbon tax</li> </ul>
<b>EDUCATION AND MARKETING</b>	<ul style="list-style-type: none"> <li>• Travel options programs are expanded consistent with the RTOP</li> <li>• Workplace commute options participation increases commensurate to population and employment growth</li> <li>• Carsharing is confined to high density areas</li> </ul>	<ul style="list-style-type: none"> <li>• Fund workplace commute option programs and individual travel reduction marketing programs at higher levels</li> <li>• Expand carsharing to more neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Fund workplace commute option programs and individual travel reduction marketing programs at maximum levels</li> <li>• Expand transit pass program beyond large employers</li> <li>• Expand car sharing to less dense areas through new models</li> </ul>

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**Table 2. Scenario outcomes**

CATEGORY	CRITERIA	UNIT OF MEASURE	SCENARIO A REFERENCE CASE	SCENARIO B ENHANCE EXISTING POLICIES	SCENARIO C EXPLORE NEW POLICIES
<b>ECONOMY AND PROSPERITY</b>	Driving costs as percentage of household income <sup>1</sup>	% of average household income	19.1%	19.0%	18.8%
	Average household income by housing type	\$2005		Multi-family: \$45,500 Single family: \$67,500	
	Parking costs	Average regional daily parking cost (\$2005)	\$2.74	\$6.00	\$6.00
	Value of time lost to congestion <sup>2</sup>	\$ per person per year (\$2005)	\$513	\$363	\$300
<b>ENERGY CONSUMPTION AND GHG EMISSIONS</b>	Greenhouse gas emissions per capita	Tons CO2/year	1.29	1.04	0.97
	State greenhouse gas emissions reductions target	Meets or does not meet target	Does not meet target	Meets target	Meets target
	Petroleum fuel consumption	Gallons per capita per year	151	120	111
<b>TRANSPORTATION</b>	Vehicles miles travelled	VMT/capita (daily)	22.3	19.1	17.6
	Transit service	Revenue miles/capita (daily)	18	28	30
	Bicycle travel <sup>3</sup>	Bicycle miles travelled/capita (daily)	0.5	1.6	1.9
	Pedestrian travel	Walk trips/capita (annual)	123	124	125
	Transit ridership	Total annual ridership	<i>T.B.D.</i>	<i>T.B.D.</i>	<i>T.B.D.</i>
	Vehicle ownership	Average no. of vehicles/household	1.9	1.8	1.8
	Hours of congestion	Hours per capita per year	41	29	24
<b>AIR QUALITY</b>	Criteria air pollutant emissions	% reduction or increase in pollutants (as compared to Reference Case)	-	-18%	-24%
<b>FEASIBILITY</b>	Legal, legislative, or regulatory barriers to implementation	Qualitative assessment	<ul style="list-style-type: none"> <li>None. Scenario A is based on current policy direction.</li> </ul>	<ul style="list-style-type: none"> <li>Parking fees must be increased.</li> <li>State must mandate universal pay-as-you-drive insurance e.</li> <li>Local governments must increase local gas tax.</li> </ul>	<ul style="list-style-type: none"> <li>State must implement VMT fee and mandatory pay-as-you-drive insurance.</li> <li>Regional share of funds spent on cycling and transit must increase significantly.</li> </ul>
	Public/private infrastructure costs	Qualitative assessment	<ul style="list-style-type: none"> <li>This scenario is fiscally constrained and can be achieved with existing revenue sources.</li> <li>Most infrastructure costs would be public.</li> </ul>	<ul style="list-style-type: none"> <li>This scenario would require private developers to build more infrastructure.</li> <li>Public infrastructure costs would also go up, funded by increased revenues.</li> </ul>	<ul style="list-style-type: none"> <li>This scenario would have the highest public infrastructure costs.</li> <li>Private infrastructure costs would be the same as Scenario B.</li> </ul>
	Local revenue from VMT fee or gas tax	Annual \$ per capita	\$79	\$118	\$216
	Political or public acceptability	Qualitative assessment	<i>T.B.D.</i>	<i>T.B.D.</i>	<i>T.B.D.</i>
<b>HEALTH</b>	Physical activity per capita	Number of walk and bike miles per week	Walk: 1.1 Bike: 3.7	Walk: 1.1 Bike: 11.2	Walk: 1.1 Bike: 13.4

<sup>1</sup> Includes both average annual vehicle ownership and operating costs.

<sup>2</sup> Value of time for personal trips is assumed to be \$12.50 per hour. From US Department of Transportation (2011).

<sup>3</sup> This criterion represents the number of miles "diverted" from car travel and instead travelled by bike.



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CATEGORY	CRITERIA	UNIT OF MEASURE	SCENARIO A REFERENCE CASE	SCENARIO B ENHANCE EXISTING POLICIES	SCENARIO C EXPLORE NEW POLICIES
	Health benefits from increased walking and biking	Annual number of premature deaths avoided due to physical activity	11	44	50
	Chronic illness incidence	% reduction or increase	<i>T.B.D.</i>	<i>T.B.D.</i>	<i>T.B.D.</i>
	Annual cost savings due to reduced disease burden	\$	\$4,000,000	\$30,000,000	\$38,000,000
	Annual change in fatal or injury accidents	Increase in number of fatal or injury crashes over base year	Injury or fatalities: 4 Fatalities only: 1	Injury or fatalities: 3 Fatalities only: 1	Injury or fatalities: 2 Fatalities only: 1
<b>EQUITY</b>	Driving costs as percentage of household income	% of average household income	Driving costs as a percentage of household income are similar across scenarios. However, Scenarios B and C include increased availability of other modes (like transit and cycling) that may decrease the overall cost of travel for lower-income residents. This is dependent on whether improvements to cycling, walking, and transit are made in areas where low-income households live and work – if not, there may be a negative effect on equity. Low-income drivers may proportionately pay far more for travel.		
	Average household income by housing type	\$	The average household income by housing type does not change across scenarios.		
	Physical activity per capita	Number of walk and bike miles per week	Positive effects are likely if cycling and walking improvements are made in areas where low-income and minority households live and work.		



December 10, 2013

# CENTRAL LANE SCENARIO PLANNING

## Stakeholder and Public Involvement Plan

Prepared by: CH2M HILL

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### Overview

The Central Lane Scenario Planning (CLSP) process will support the exploration of how different land use and transportation policies could change the future of central Lane County. Through development of land use and transportation scenarios, community members, business leaders, elected officials and planners will be able to consider different ways the region could develop and how those different policies might affect public health, equity, and economic vitality, as well as the region's contributions to greenhouse gas (GHG) emissions.

The Oregon Legislature, in 2009, passed the Jobs and Transportation Act (House Bill 2001). Part of this Act requires the local governments in central Lane County to develop different ways of accommodating forecasted population and job growth while reducing GHG emissions and to cooperatively select a preferred land use and transportation scenario at the end of the process. Because the local governments are not required to implement this preferred scenario, they are focused examining alternate futures to inform future planning efforts and local transportation and land use decisions.

This public involvement plan establishes goals for the public involvement program, a schedule and a range of engagement tactics. This plan will be revised as needed throughout the process.

### Public involvement goals

For any public outreach process to be successful, it is important to consider the goals of the process. For the CLSP, the public engagement process should:

- Provide opportunities for the proactive engagement of interested people
- Provide access for all community members regardless of ability, age, income or race/ethnicity
- Demonstrate how public input shapes decisions
- Build on information gathered through past or related planning processes

The International Association of Public Participation (IAP2)'s spectrum of public participation, Figure 1, shows varying levels of engagement based on the level of public impact. Because the



level of public impact for scenarios is relatively low (particularly because the region is required to select a scenario but not to implement it), the public and stakeholders will be engaged at the “inform” and “consult” levels.

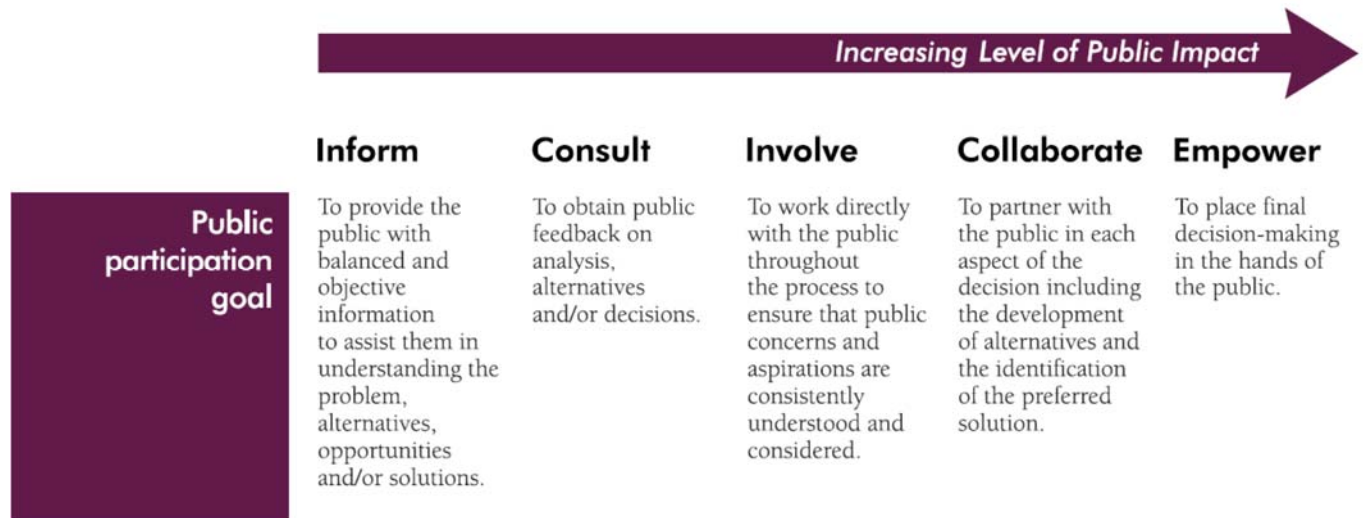
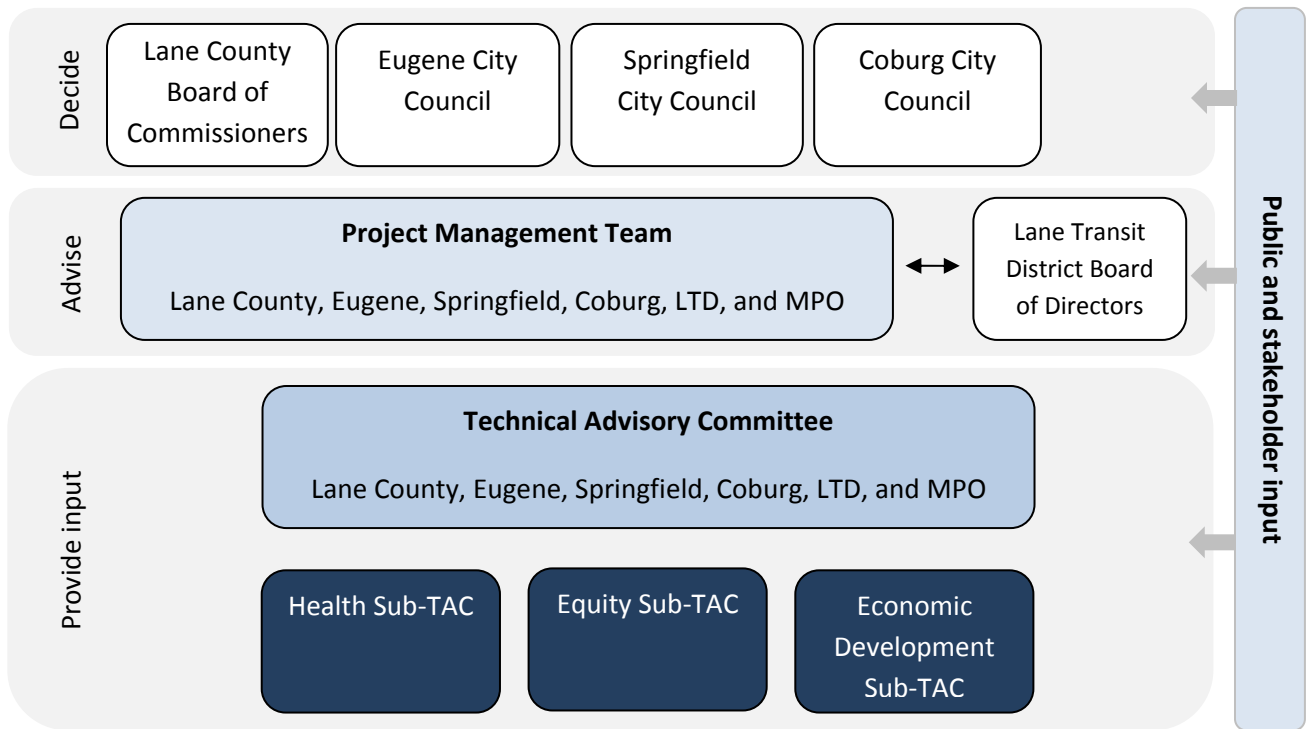


Figure 1. IAP2 Spectrum of Public Participation (source: [www.iap2.org](http://www.iap2.org))

### Decision making structure

At the conclusion of the process, the Lane County Board of Commissioners, Eugene City Council, Springfield City Council and Coburg City Council are required to cooperatively select a preferred land use and transportation scenario. They are not required to make changes to their transportation and land use plans to implement this scenario. Their ultimate decision will be informed by the Project Management Team, a Technical Advisory Committee and public input. Figure 2 illustrates decision making responsibilities.

Figure 2. Decision making responsibilities



***Decide: City Councils and County Board of Commissioners***

The Lane County Board of Commissioners, and Eugene, Springfield and Coburg City Councils will ultimately approve the selection of a preferred land use and transportation scenario. Each jurisdiction will determine how to engage their planning commissions or other advisory bodies.

***Advise: Project Management Team (PMT)***

The PMT will provide day-to-day guidance to CLSP staff. The PMT will provide a recommendation to the City Councils and County Board of Commissioners regarding the preferred land use and transportation scenario. The PMT will consider public input in their deliberations.

***Provide input: Technical Advisory Committee (TAC) and Sub-TACs***

The TAC will provide input to the PMT on technical issues. In some cases, the Sub-TACs will provide input for the TAC’s consideration. The TAC and Sub-TACs will consider public input in their deliberations.

**Audiences**

The audience for scenario planning will largely be community leaders, business leaders, social service representations, and civic group leaders who are already engaged in planning activities in

the region. These groups will be consulted at each step of the process. Hearing from the general public is important as well. The general public will be informed throughout the process with input specifically sought at the beginning of the process and as a preferred scenario is developed. Title VI and Environmental Justice communities, those who are traditionally under-represented in planning processes, will be invited to participate throughout the process.

### Equity approach

One goal of this outreach plan is to ensure that communities of concern – people who are elderly, disabled, low-income or are members of a minority community – are engaged in the development, evaluation and refinement of scenarios. A group of service providers and planners with a focus on equity issues met twice to discuss how to incorporate equity into the scenario planning process. They provided the following recommendations related to public involvement:

- Draw from public input gathered for related processes (e.g. affordable housing resident survey) to understand issues and concerns.
- Conduct outreach via service providers and encourage service providers to participate in the scenario planning process to represent the interests of communities of concern.
- Consider how to engage low-income, elderly and disabled communities separately.
- Go to existing groups to gather input.
- Use existing groups and networks to share information about participation opportunities.

### Public involvement tactics and schedule

The public and stakeholder involvement program will begin in spring 2014. Figure 3 presents a general schedule. Each tactic is described in detail below.

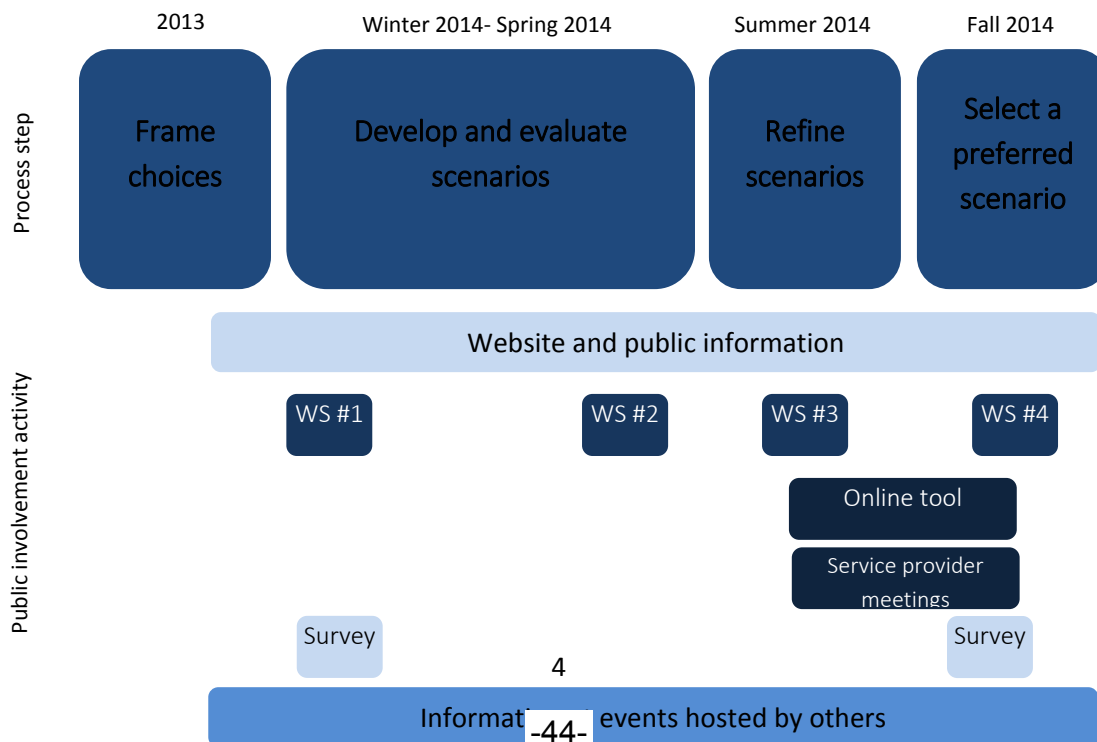


Figure 3. Public Involvement Schedule

### **Website and public information**

The CLSP team will develop a website and public information that describes the scenario planning process and progress at each milestone. The website and public information will use easily understandable language to describe the scenario planning process and findings. At key milestones, the project team will prepare news releases and fact sheets. A specific Facebook page or Twitter feed will not be launched for CLSP. The project team will translate this information on request.

### **Workshops (WS)**

The CLSP partners will host workshops at four milestones. A full mailing list that includes people who have participated in recent land use or transportation planning processes, planning commissioners, members of other standing committees, chambers of commerce, neighborhood leaders and representatives of public health and equity organizations will be developed. At each workshop, participants will be asked to review information and provide input structured around particular questions or activities. The group will not be asked to develop a recommendation or reach consensus. This plan anticipates holding four workshops:

1. Scenario elements/policy levers
2. Scenarios
3. Scenario evaluation
4. Refined/hybrid scenarios

### **Information at events hosted by others**

Throughout the process, the CLSP partners may host tables or provide information at events hosted for other projects. This might mean hosting a table at a public open house for another city project or staffing a booth at a farmers' market or community event. Current fact sheets and project information will be available to support these events.

### **Online tool**

As the scenario choices are being narrowed, the team may develop an online tool that allows community members to test the impact of implementing different policy choices on key indicators that are part of the CLSP evaluation framework. This tool would be used to gather input on the acceptability of policy choices. The PMT will determine if this is a useful and appropriate mechanism for gathering input before it is developed.

### **Public opinion research (survey)**

Public opinion research is an effective way of finding out what people who do not typically participate in public meeting think or how they might react to policy changes. For this process, it may be difficult to engage the general public through more traditional means, so a survey may be the best way to test the acceptability of policy choices. Public opinion research should be conducted at two points: 1) as policy choices are developed; 2) as a preferred scenario is developed. Public opinion research could take the form of a telephone survey or a series of focus groups. The PMT will determine how and when to use public opinion research.

### **Outreach to service providers and advocacy groups**

Through the Equity Sub-TAC we learned that outreach to existing groups is the best way to ensure that the needs of communities of concern are met through the scenario planning process. As the preferred scenario is refined, the project team will meet with 4-5 existing groups to vet the scenario and learn about the implications for communities of concern.

### **Roles and responsibilities**

CH2M HILL will develop the website and initial public information. Other roles and responsibilities will be assigned as a phase 2 work plan is developed.





# Central Lane Scenario Planning

## Scenario Planning Update

September/October 2014



# What is scenario planning?

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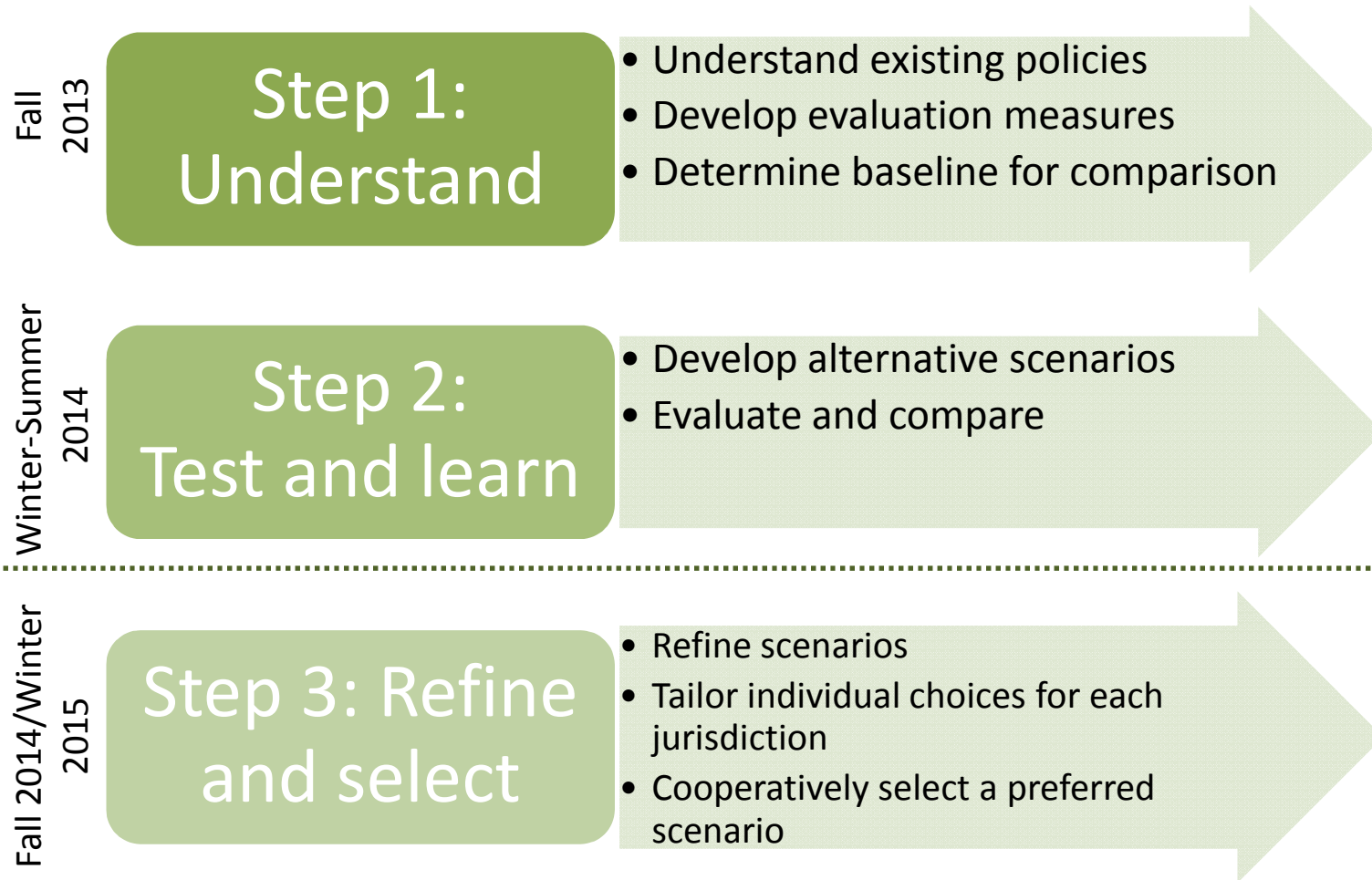
- Scenario planning involves considering alternative, plausible futures
- In the Central Lane region, we are doing this to determine:
  - If current policies achieve regional goals
  - Alternative policies or strategies that could be considered to achieve goals
  - Likely outcomes of policy changes

# Scenario planning goals

- Economic vitality
- Health
- Equity
- Greenhouse gas reduction
- Flexibility for jurisdictions in the region



# Where are we in the process?



# Your job: Cooperative selection

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- Consider at least one scenario that meets the state's GHG reduction goal
- Consider public input
- Cooperatively select a preferred scenario in 2015
- Report back to the state legislature during 2015 session
- LTD's role is not explicit in state legislation but the Board of Directors will be consulted during the selection process
- Jurisdictions are not required to implement the preferred scenario

Local government partners as defined by HB 2001

Lane County  
Board of  
Commissioners

Eugene City  
Council

Springfield City  
Council

Coburg City  
Council

# Greenhouse gas reduction targets

- State identified targets for each metro area.
- These targets support state goal for greenhouse gas reductions from all sectors.
- Region is not required to meet target.

## Per Capita GHG reduction over 2005 levels (light vehicles)

Metropolitan area	Adopted 2035 target
Portland Metro	20%
Salem-Keizer	17%
Corvallis	21%
Eugene-Springfield	20%
Bend	18%
Rogue Valley	19%

# CRO and state target: Related, but different goals

## Climate Recovery Ordinance:

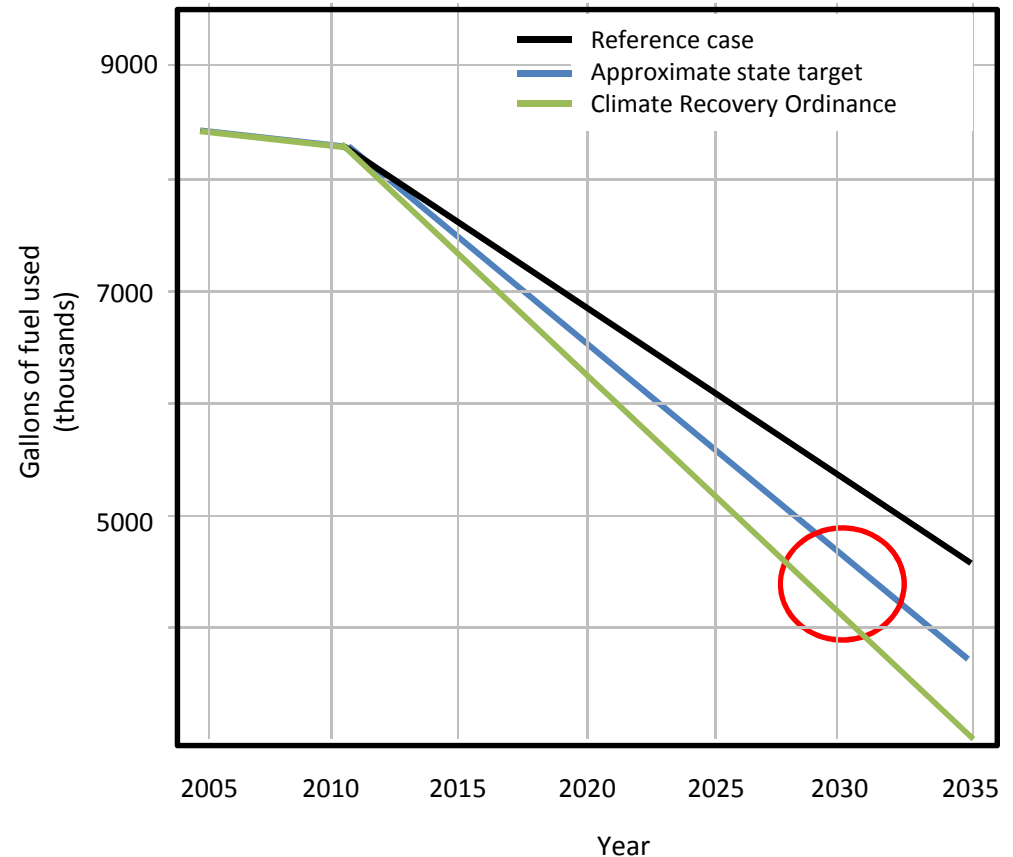
- 50% reduction in community-wide fossil fuel use over 2010 levels by 2030.
- Includes fossil fuel use from all sources

## State Target for Central Lane MPO:

- 20% reduction in per capita greenhouse gas emissions over 2005 levels by 2035.
- Only measures emissions from light vehicles
- Does not account for the reductions that accrue from changes to the vehicle fleet or fuels.

# How do the CRO and the state target compare?

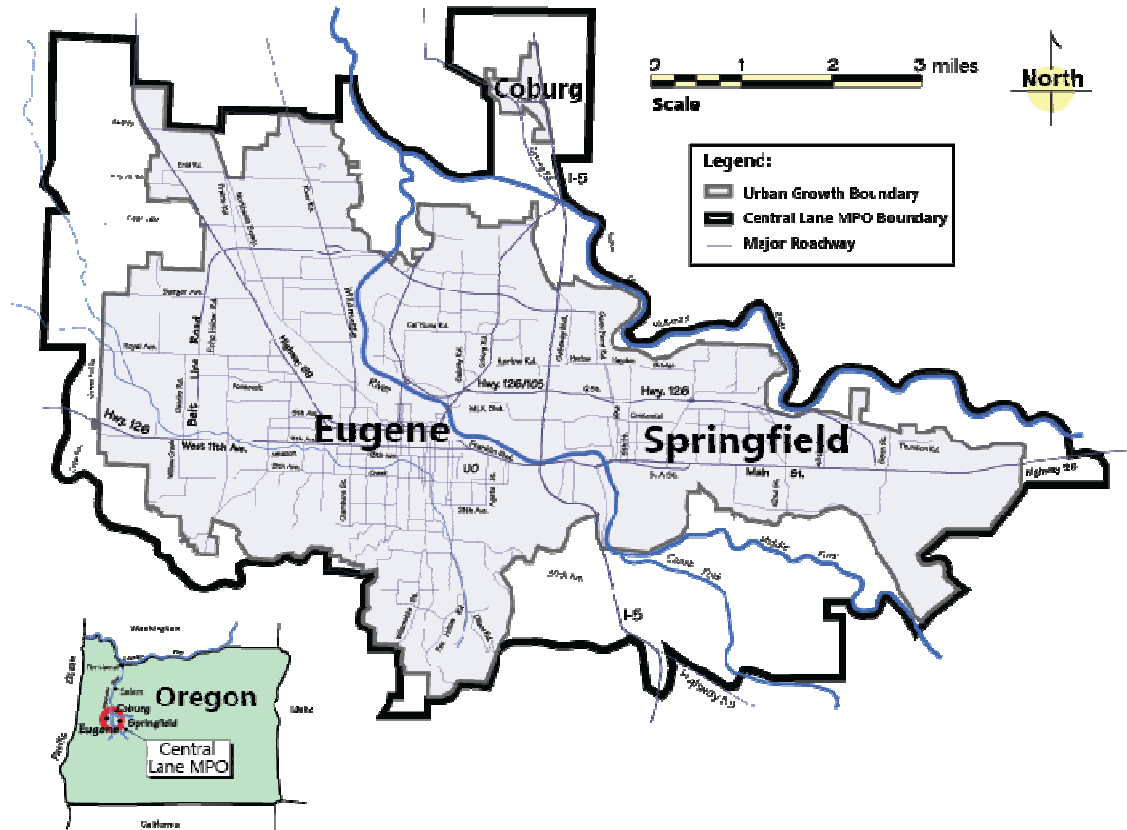
- Eugene's ordinance is more aggressive than the state target
- Meeting the state target would achieve 90% of the City's fossil fuel goal
- Eugene will need to do everything in the preferred scenario and then some to meet the CRO





# What does 2035 look like?

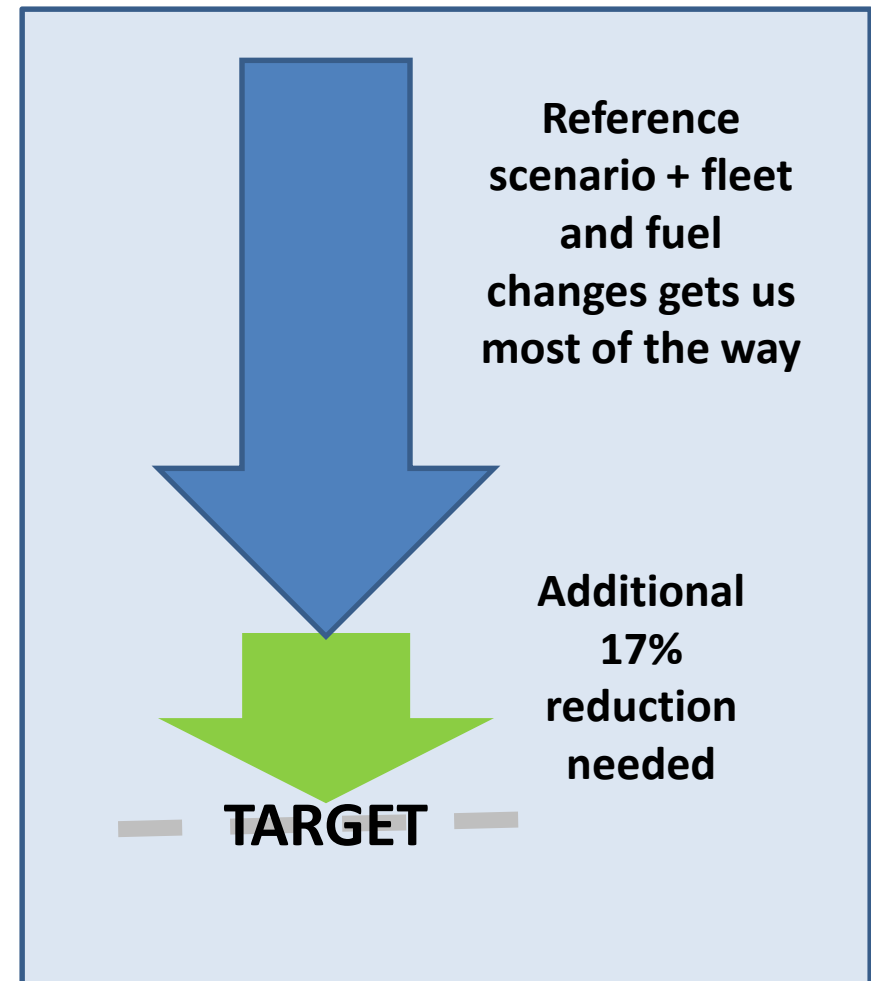
- Current/emerging plans are implemented
  - Envision Eugene
  - Springfield 2030
  - Coburg's comprehensive plan
- More than 64,000 new people in the region



-55-

# What happens if we implement existing policy with expected revenues?

- Likely changes in fleet and fuels would result in major emission reductions
- Current local and regional policies result in a 3% reduction (compared to 2005)



# What happens if we implement existing policy with expected revenues?

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- Fuel consumption decreases by more than 45%
- Local gas tax revenues decrease
- People drive slightly less than today, drive more efficient vehicles; delay increases
- Vehicle operation costs decrease, but ownership and maintenance costs increase
- Biking increases significantly
- Air quality improves

# What else can we do?

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- Invest more resources consistent with existing policies or implement new policies
- Benefits include MORE:
  - ✓ Household transportation cost savings
  - ✓ Reduction in travel delay and associated costs
  - ✓ Funding for infrastructure preservation
  - ✓ Cleaner air and reduced water consumption
  - ✓ Positive changes in public health and reduced healthcare costs

# Scenario development and evaluation

# Two new scenarios

## Scenario A: Reference scenario

Shows the results of implementing adopted plans or recent policy direction.

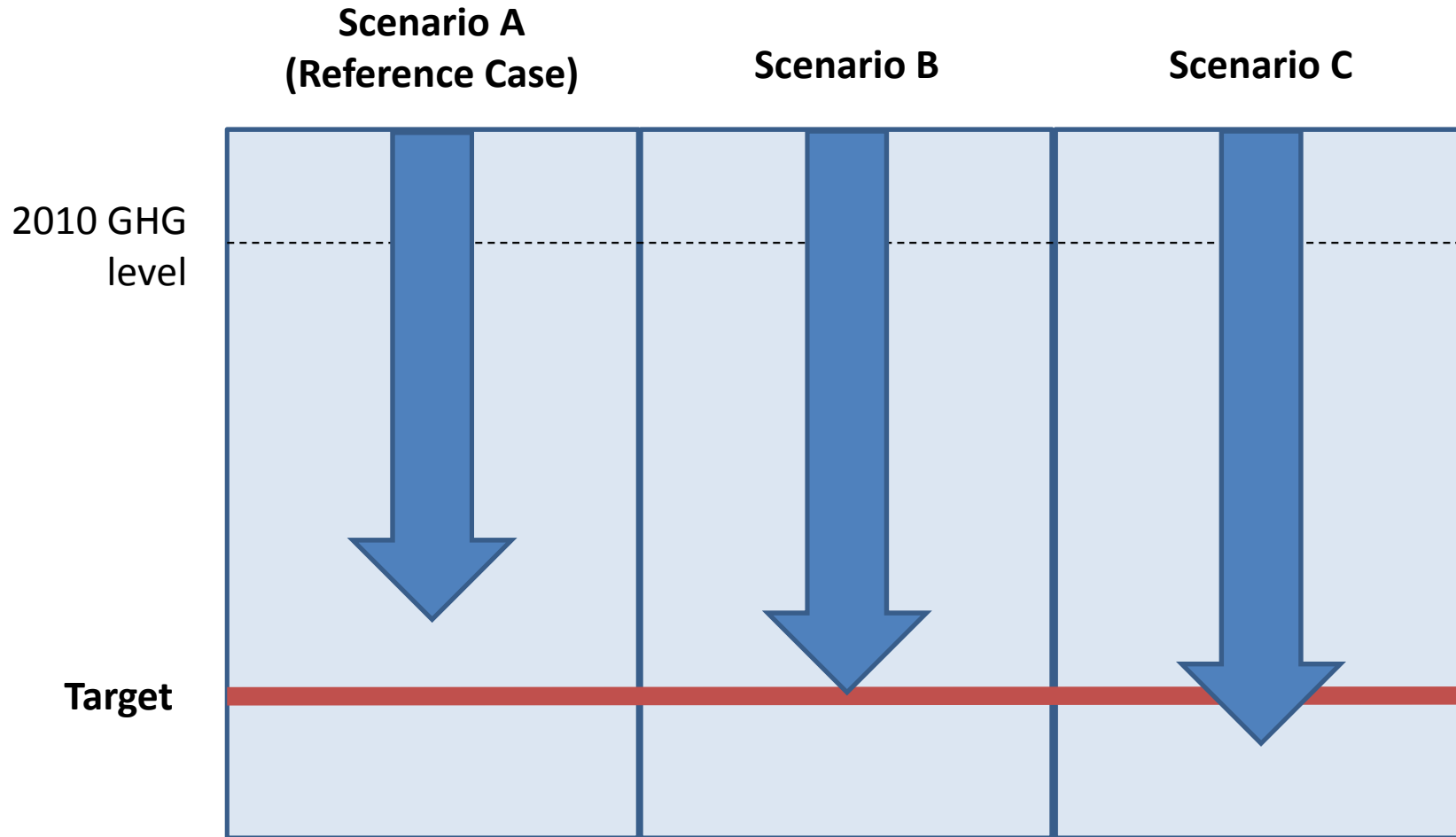
## Scenario B: Enhance existing policy

Shows the results of maximizing actions that are consistent with recent policy direction but go beyond what we can expect to achieve without new revenues or other action.

## Scenario C: Explore new policies

Shows the result of new policies or actions that may build on existing policy direction or explore new actions.

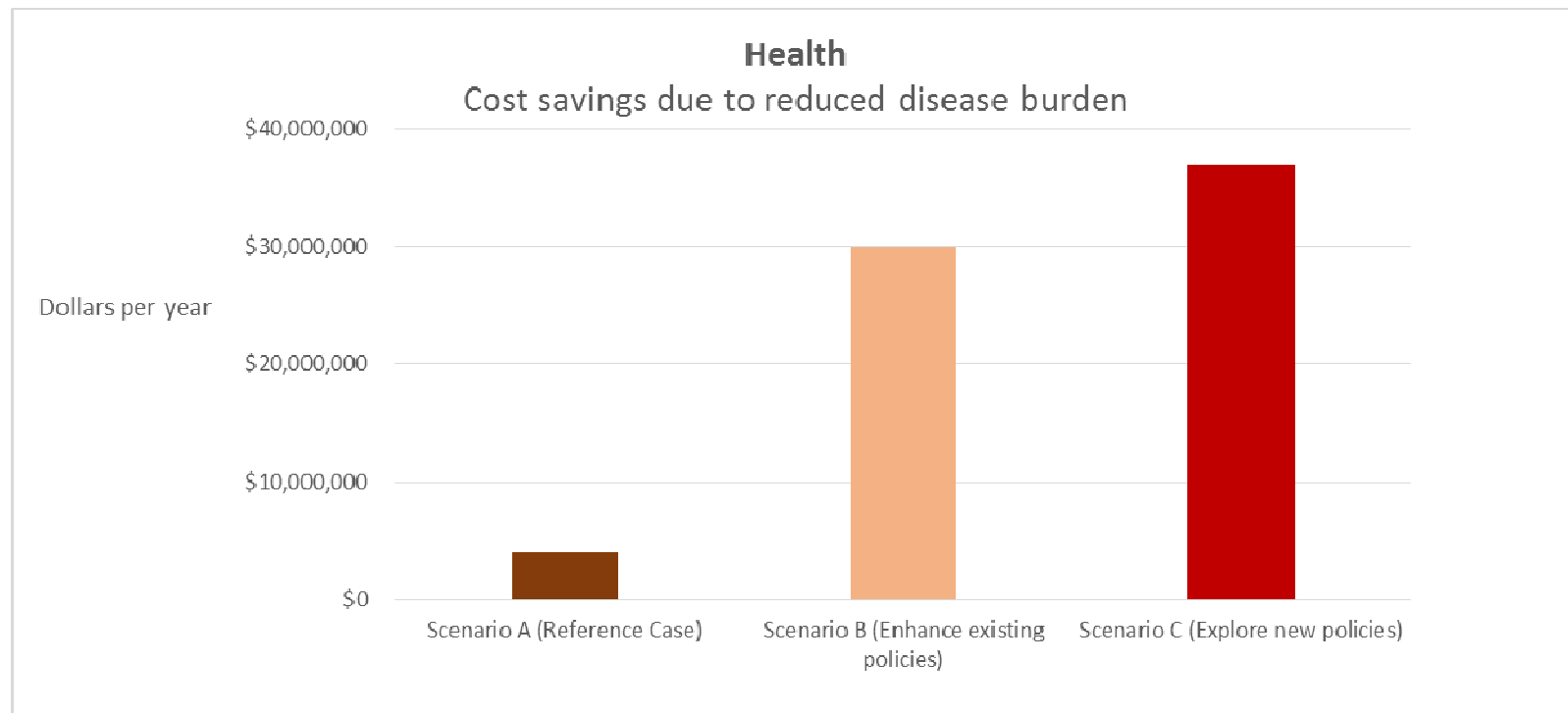
# Scenarios B and C meet the state's GHG reduction target for our region



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# What we learned: public health

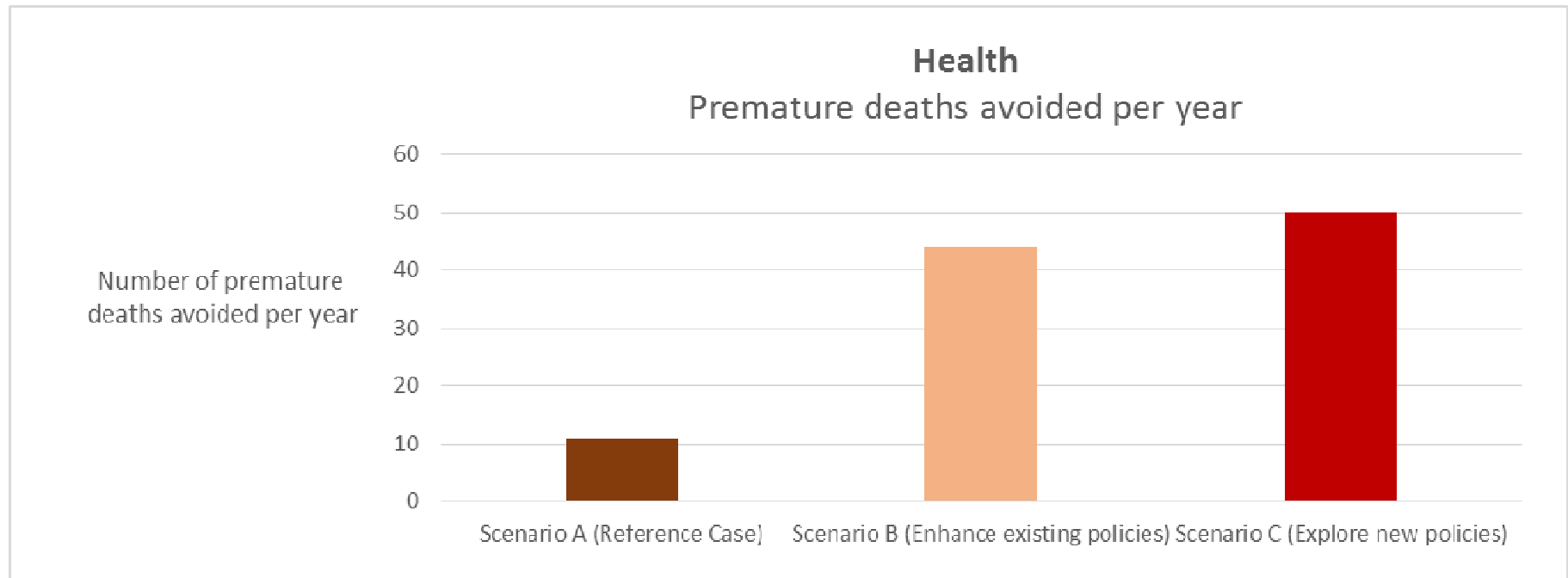
- Increases in active transportation result in cost savings
- Savings equate to about \$250 per household each year



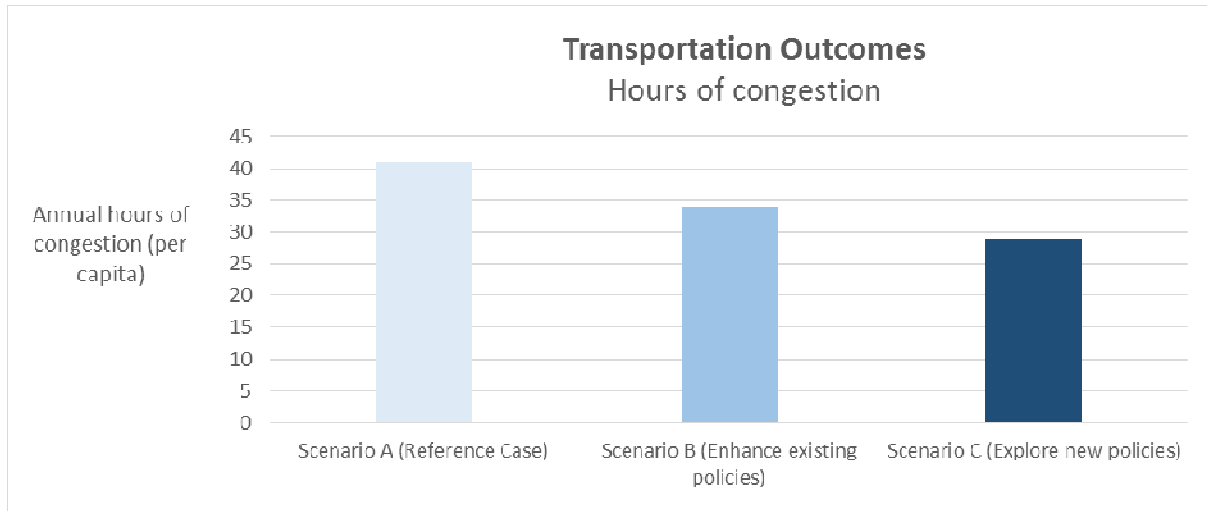


# What we learned: public health

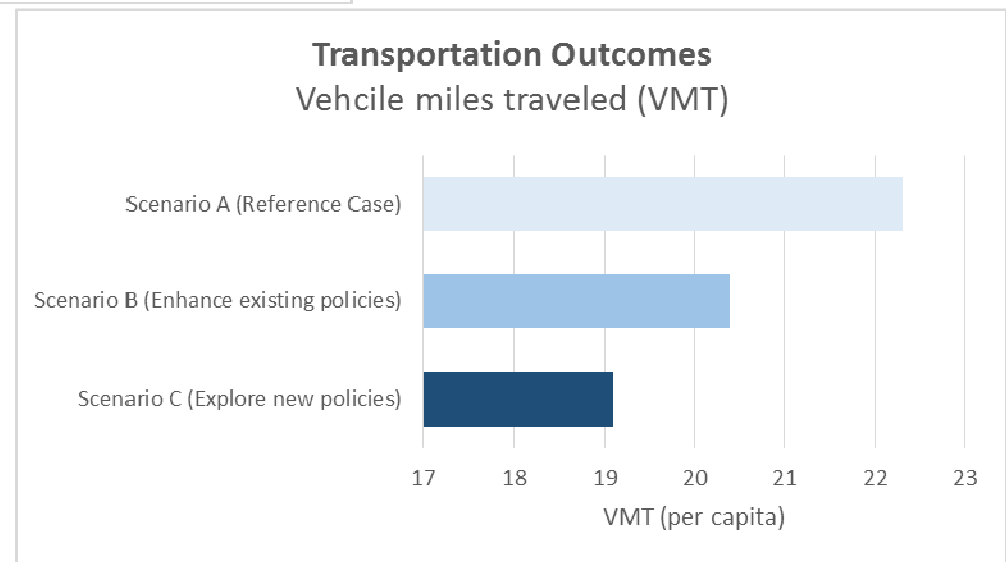
- Reduction in premature deaths due to increases in active transportation



# What we learned: transportation

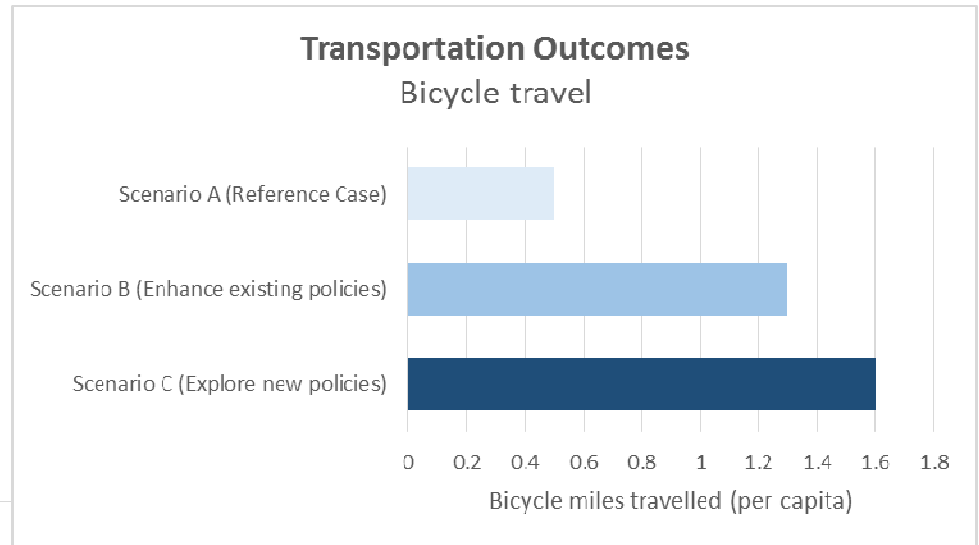


Per capita vehicle miles traveled and delay both decrease

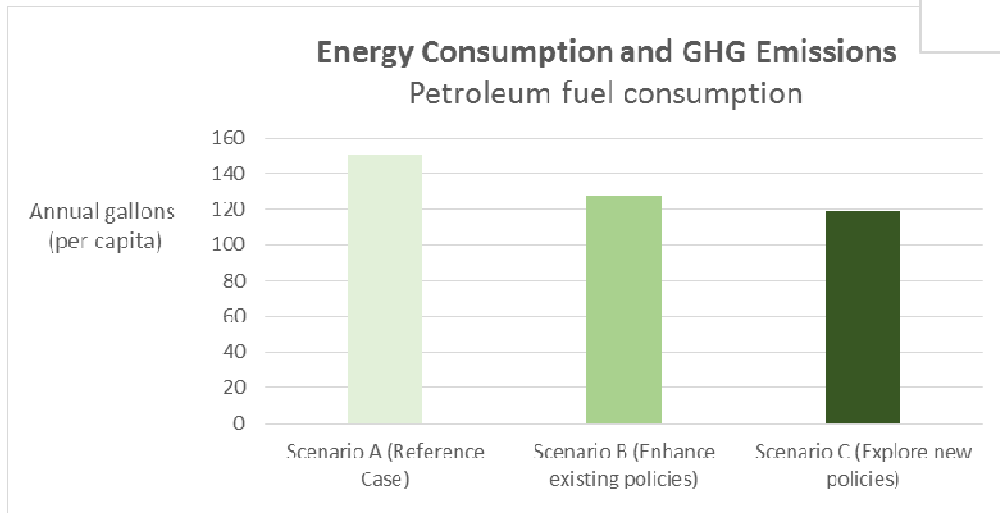


# What we learned: biking and fuel consumption

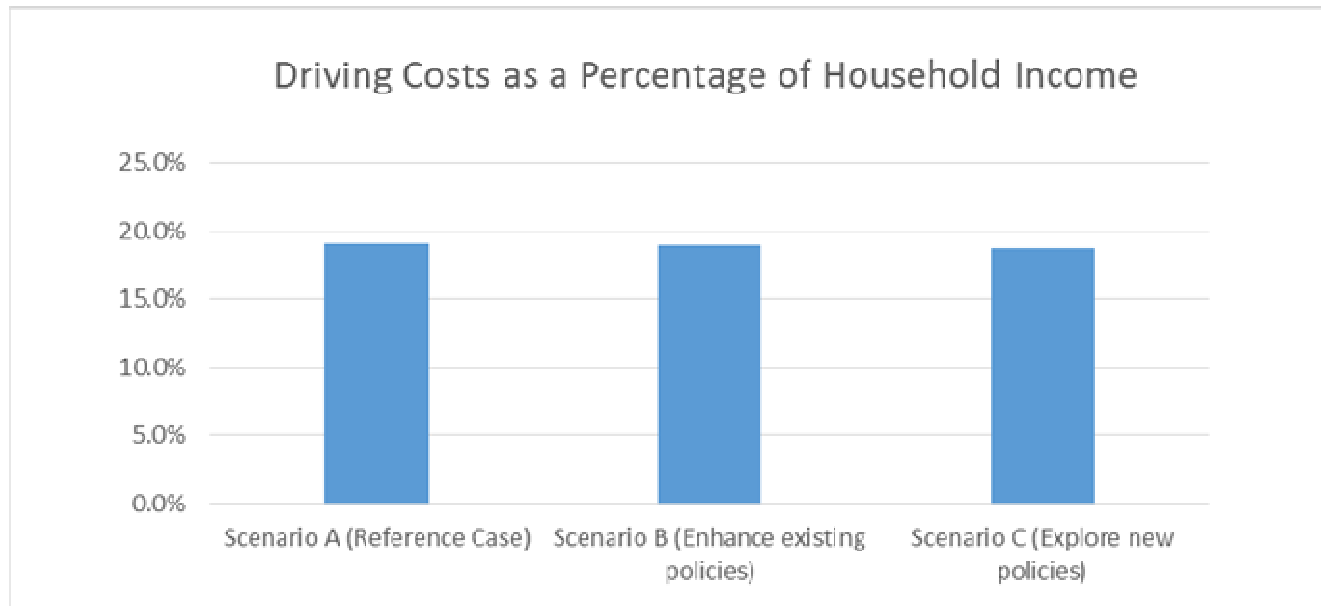
Biking increases



Per capita fuel consumption decreases



# What we learned: household costs



Households spend roughly the same proportion of income on driving across all scenarios.

# What is working?

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- Continue to benefit from existing policies and a relatively compact urban form
- Divert more trips to biking and transit and provide more choices
  - New biking and walking facilities
  - More education and marketing to drive behavior change
- Make improvements to make our road system work more efficiently

# What is still unclear?

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- Equity – how benefits and impacts are distributed across populations of concern is still unclear
- How much we should invest in different areas like biking, walking, transit and pricing?

# Items to consider including in preferred scenario

# Today's topic: Consider some items to include in the preferred scenario

Becomes part of preferred scenario

- Roadway optimization
- Fleet and fuels

Existing policy

- Education and marketing programs
- Support statewide implementation of pay-as-you drive insurance

Bigger investment

More policy discussion required to determine existing policy or bigger investment

- Transit
- Biking
- Taxes and fees related to driving
- Parking (work and non-work trips)

Future discussion



# Consider: Continue existing policy

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- Roads policies
  - Continue to pursue existing policies to make better use of our roadways
- Fleet and fuel assumptions
  - Use the state's assumptions

# Consider: Increased regional support

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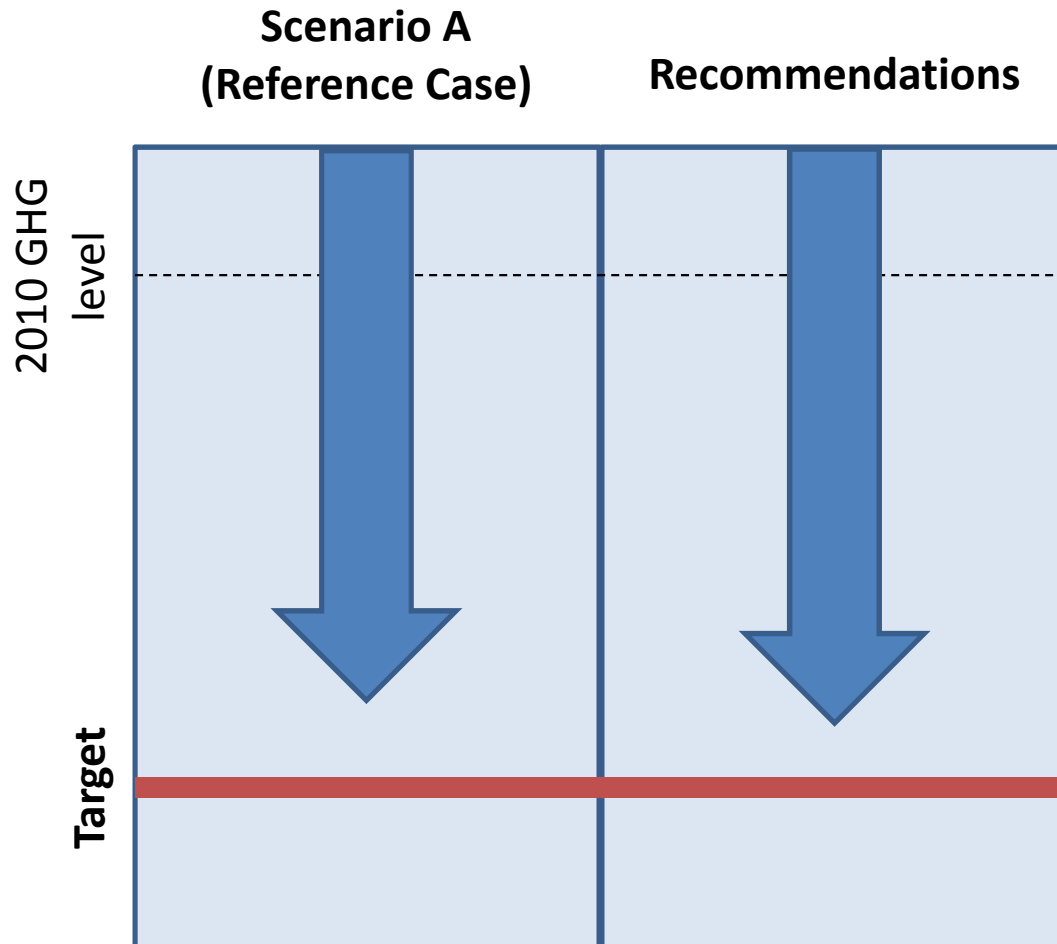
- Pay as you drive insurance
  - Assume the state achieves nearly universal adoption
- Education and marketing programs
  - Look at implementation actions that represent a major focus on these voluntary programs

# Consider: Future discussion

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- Bicycle investment
  - How much investment can we make? What mode shift is realistic in each city?
- Transit investment
  - How much investment can we make? What mode shift is realistic in each city?
- How should we manage parking?
  - Is paid parking for **work trips** desirable and achievable in neighborhoods beyond UO, downtown Eugene and downtown Springfield?
  - Is paid parking for **non-work (short duration) trips** desirable above current levels (reference case)?
- How do we pay for our system?
  - Gas tax or fee based on miles driven?
  - Do we want to pursue other fees like a carbon tax?

# Results of implementing recommendations



- Recommendations combined with the reference case gets close to the target
- Adding a mix of enhanced policies and new policies can achieve the target

# Next steps

# Evaluate policy choices

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- Develop refined scenarios that combine remaining strategies in different ways
- Test those and consider the implications of different “levels” of intervention
- Consider high-level costs and benefits of implementation actions

# Select a preferred scenario in 2015

Fall  
2013

## Step 1: Understand

- Understand existing policies
- Develop evaluation measures
- Determine baseline for comparison

Winter-Summer  
2014

## Step 2: Test and learn

- Develop alternative scenarios
- Evaluate and compare

Fall 2014/Winter  
2015

## Step 3: Refine and select

- Refine scenarios
- Tailor individual choices for each jurisdiction
- Cooperatively select a preferred scenario

