



# Central Lane Scenario Planning



## Scenario Planning Update

February/March 2015



# 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

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



# Where are we in the process?

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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

# 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

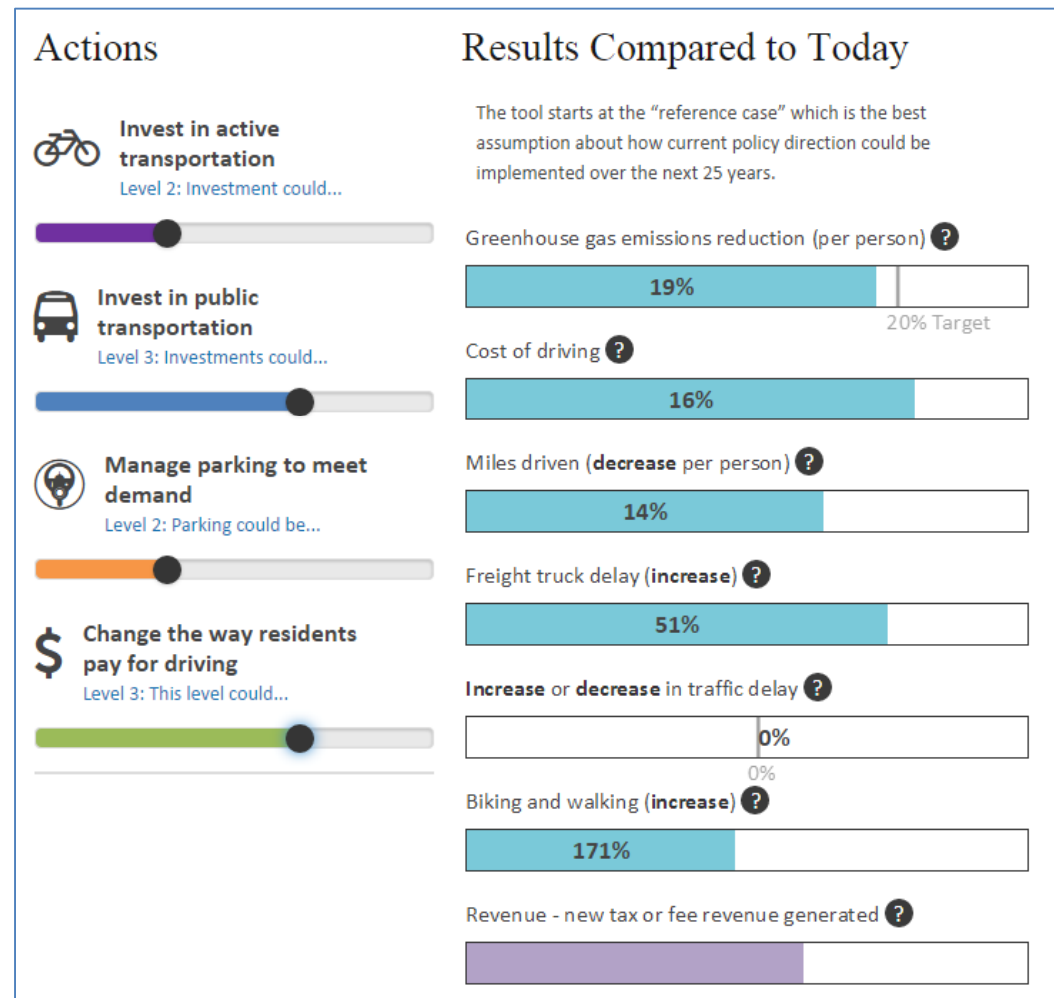
Eugene City  
Council

Springfield City  
Council

Coburg City  
Council

# Community involvement

- Stakeholder workshops
- Future Builder online tool
- Telephone survey
- Targeted equity outreach



# Greenhouse gas reduction targets

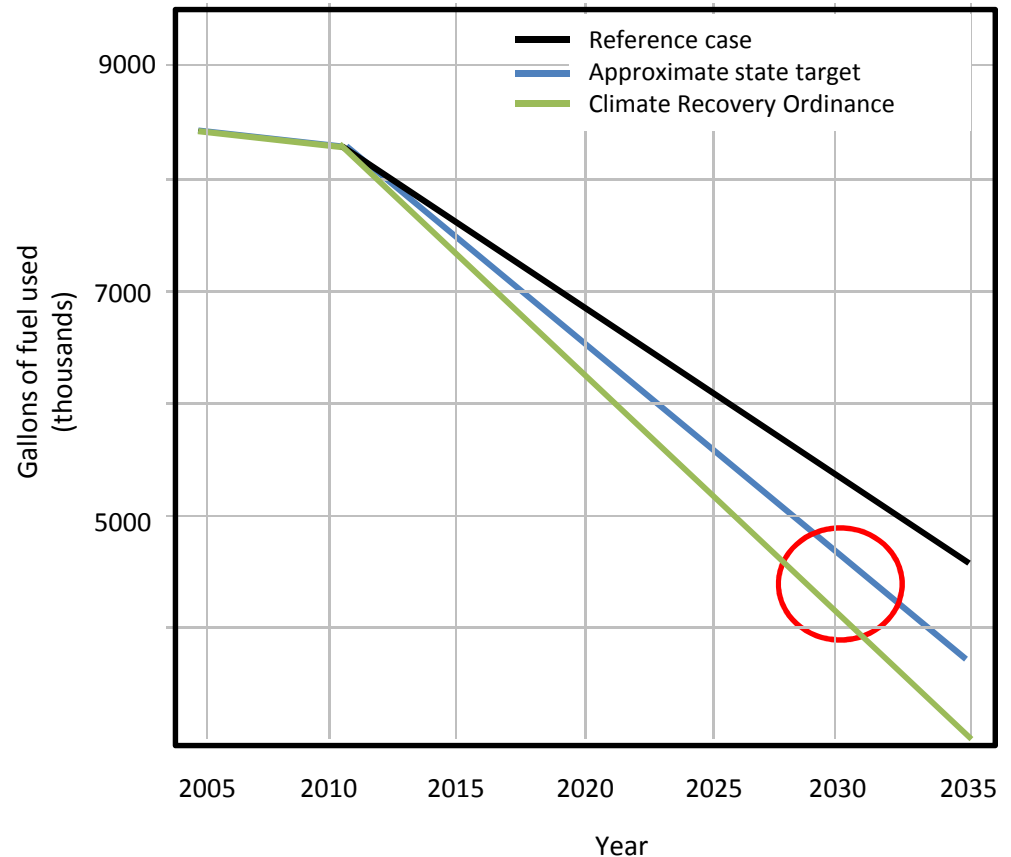
- State identified targets for each metro area.
- These targets support state goal for greenhouse gas reductions from all sectors.
- Region is not required to meet target.

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%

# How do the CRO and the state target compare?

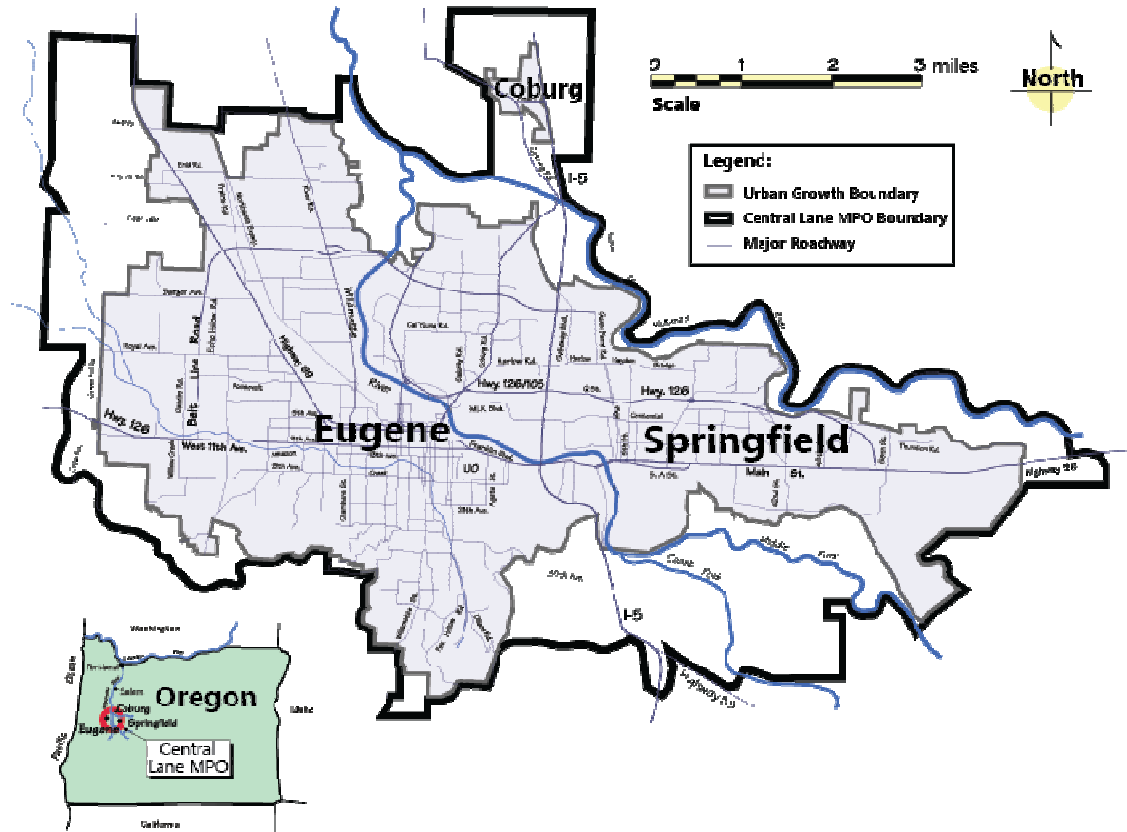
- Eugene's ordinance is more aggressive than the state target
- Meeting the state target would achieve 90% of the City's fossil fuel goal
- Eugene will need to do everything in the preferred scenario and then some to meet the CRO





# 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



# Alternative scenarios

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## Scenario A: Reference scenario

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

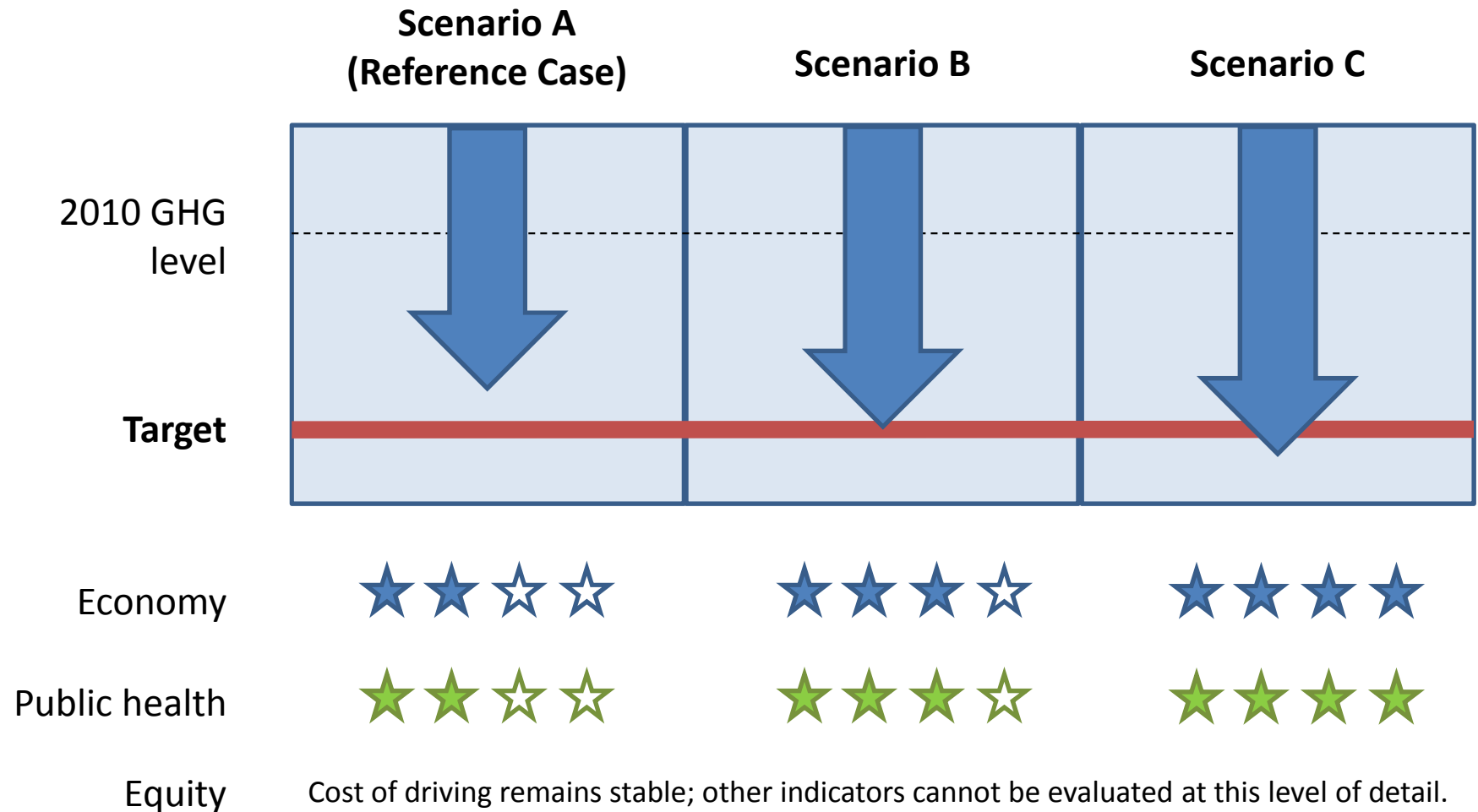
## Scenario B: Enhance existing policy

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.

# Alternative scenarios



# Outreach: online tool results

- 108 users used the tool; 28 submitted scenarios
- Most scenarios met the greenhouse gas reduction target
- Transit and active transportation were most important to users

Policy lever	Average user choice
Active transportation	Scenario C
Transit	Scenario C
Parking	Scenario B
Pricing	Scenario B

# Outreach: phone survey results

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- Survey of 503 MPO residents
  - 219 unincorporated Lane County, 284 in cities
  - Focus on likely voters
- Respondents:
  - Older (41% over 65, 9% under 35)
  - Evenly split among political affiliations
  - 84% white
  - 59% had lived in Lane County for 25 years or more

# Outreach: phone survey results

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- More than 2/3 rate “reducing GHG emissions” as a high priority
- Managing roads, improving active transportation and transit all important
- Mixed support parking management
- Most supported using existing funds differently but did not support new sources of funds

# Recommended preferred scenario

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- Roadway optimization
- Fleet and fuels
- Parking

Existing policy

- Fees and taxes related to driving

Bigger investment/change

- Education and marketing programs
- Transit
- Active transportation

Biggest investment

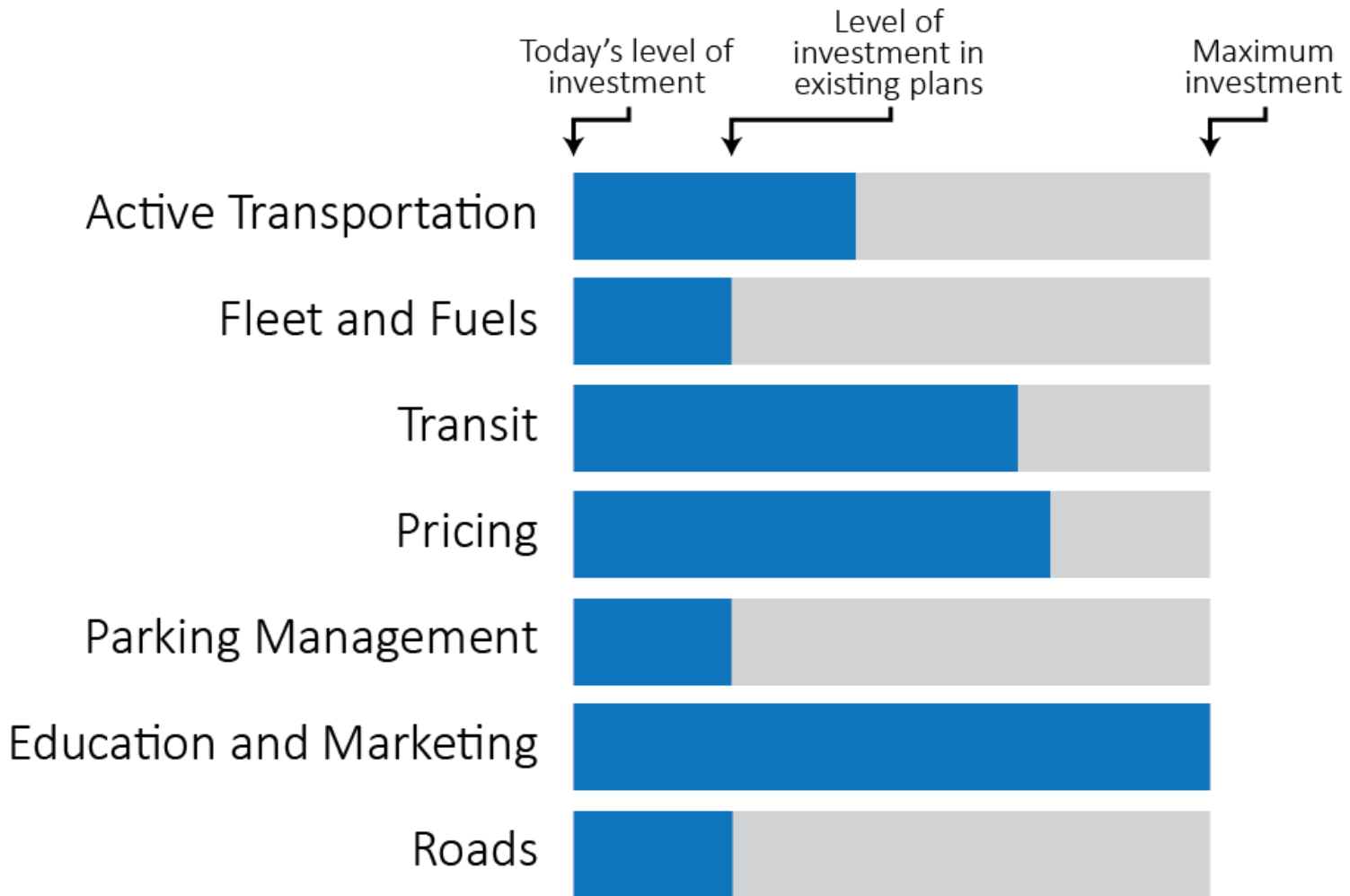
# What the preferred scenario means

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- Provides information to local governments about what might happen if certain outcomes (e.g. Increased transit service) occur
- Is not regulatory
- Is flexible – strategies can be specific to one or more local governments



# Overview: A balanced approach



# Preferred scenario: Roadway optimization

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## ✓ Existing plans

- Local plans are robust in this area
- Call for things like:
  - Ramp meters
  - Roundabouts or linked signals
  - Managed access to arterial roadways
  - Improved incident response
- Not much more progress to be made

# Preferred scenario: Fleet and fuels

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## ✓ Existing plans

- Statewide Transportation Strategy calls for major changes to the vehicle fleet
- Our scenario assumes these changes

	2005	2035
Average miles per gallon	24	56
Percent “regular” vehicles (non-hybrid)	100%	35%
Percent hybrid vehicles	0%	60%
Percent plug-in hybrid vehicles	0%	4%
Percent electric vehicles	0%	1%

# Preferred scenario: Parking

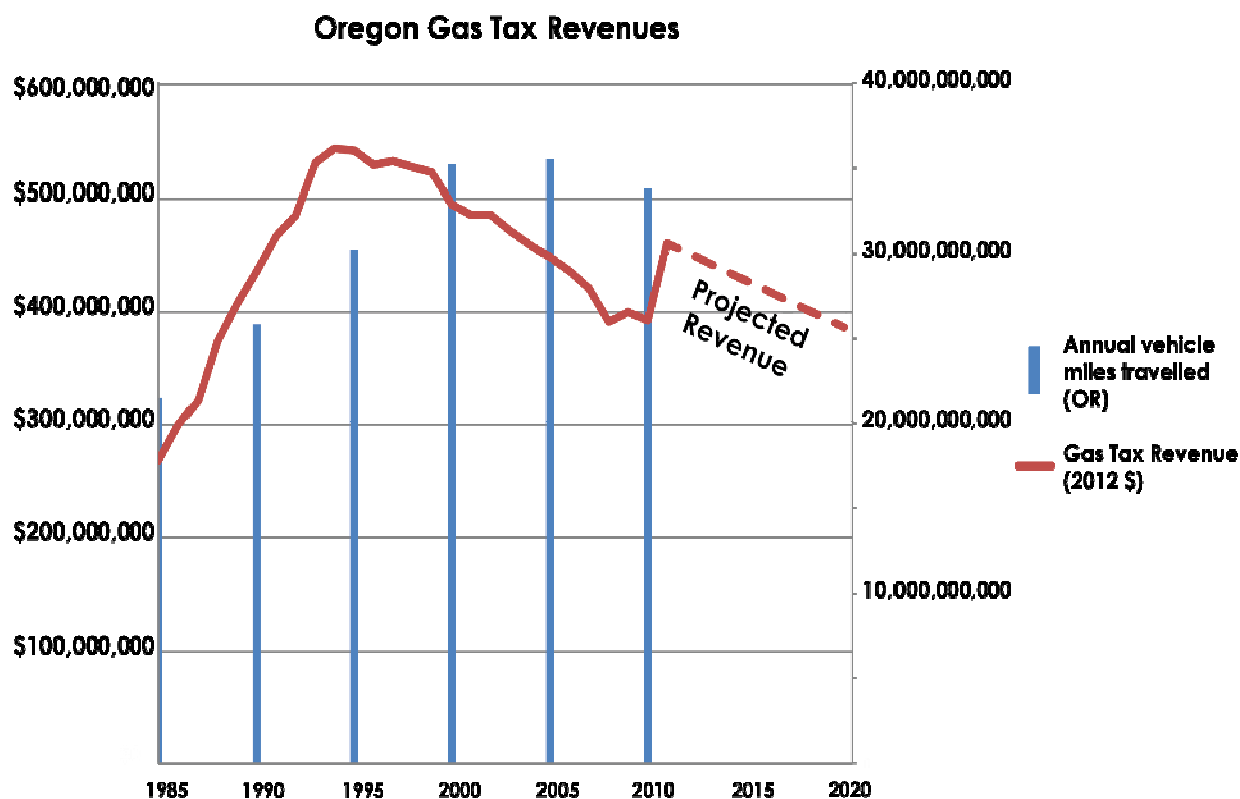
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## ✓ Existing plans

- Increase fees for long-term parking in some areas as the market allows
- Allow developers greater flexibility in providing parking

# Preferred scenario: Taxes and fees related to driving

✓ Beyond existing plans



# Preferred scenario: Taxes and fees related to driving

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## ✓ Beyond existing plans

- Support state efforts to implement a vehicle miles traveled fee
- Support Lane County's efforts to raise the vehicle registration fee
- Support the private sector in fuller roll-out of pay-as-you-drive insurance
- Support increases in the state and local fuel tax

# Preferred scenario: Transit

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## ✓ Beyond existing plans

- Increase transit service at nearly twice the rate of population growth.
- Strategies:
  - Support a stable source of funding for transit capital investments as well as operations and maintenance
  - Support full implementation of the Frequent Transit Network (FTN) described in LTD's long-range plan
  - Encourage new development along FTN corridors
  - Improve transit access by focusing bicycling, walking and safety improvements near transit stops
  - Support increased service frequencies and support expanded service hours
  - Improve rider amenities

# Preferred scenario: Active transportation

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## ✓ Beyond existing plans

- Increase biking and walking by 3-5 times today's rates in all cities
- Strategies:
  - Build bicycling and walking projects in local 20 year plans
  - Dedicate a larger share of local transportation funding to biking and walking projects
  - Implement a bike share program
  - Developer incentives to construct high quality bike and pedestrian infrastructure
  - Expand Safe Routes to Schools programs
  - Enhance health, walkable neighborhoods



# Preferred scenario: Education and marketing

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## ✓ Beyond existing plans

- Increase participation in programs and improve effectiveness
- Strategies:
  - Expand individual marketing programs like SmartTrips
  - Support eco driving practices
  - Expand car sharing in the region
  - Expand participation in workplace commute reduction programs
  - Expand transit pass program
  - Support regional and state transportation options plans

# What happens if the preferred scenario is implemented?

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- Economy
- Public health
- Equity
- Greenhouse gas emissions

# Economy and public health

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- Economic and transportation benefits:
  - Driving costs are relatively stable as percentage of income
  - Congestion and delay are lower than in the reference case
- Health benefits:
  - reduced healthcare spending
  - fewer premature deaths due to increased active transportation

# Equity

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- Households spend a smaller percentage of income on driving with preferred scenario than today
- Equity will need to be monitored if strategies are implemented:
  - Do new transit routes and service hours serve low-income workers and diverse neighborhoods?
  - Is new active transportation infrastructure distributed throughout the region?

# Greenhouse gas emissions

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- Preferred scenario meets the region's reduction goal of a 20% reduction over 2005 levels
- This *excludes* reductions due to improved fleet tech/fuel economy
- Eugene will likely need to go beyond the preferred scenario to meet CRO goal

2035 Reference Scenario  
(current plans)

-3%

2035 Preferred Scenario

-20%

**Next steps**



# Select preferred scenario in spring 2015

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2013

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