

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: Central Lane Scenario Planning – Preferred Scenario Selection

Meeting Date: May 26, 2015
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 3
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ISSUE STATEMENT

The City Council is asked to select the “preferred scenario” resulting from the Central Lane Scenario Planning project. A preferred scenario has been cooperatively proposed by the partner jurisdictions of the Central Lane Metropolitan Planning Organization (MPO) for selection. Each jurisdiction either has or will be selecting the preferred scenario in the spring of 2015.

BACKGROUND

In 2009, the Oregon Legislature passed the Jobs and Transportation Act which included a provision requiring the 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 local governments in 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.

Representatives of all the partner agencies (Eugene, Springfield, Lane County, Coburg, Lane Council of Governments, Lane Transit District, and Oregon Department of Transportation) comprised a staff team tasked with completing the project. A consultant team led by Kristin Hull with CH2M HILL provided project management, scenario development, and technical support. The work was funded by the Oregon Department of Transportation.

The scenario planning project comprised 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 were completed last year; an update on these steps was presented to the council in September 2014. As part of step three, a preferred scenario was crafted and brought to each jurisdiction for review over the past couple of months. This scenario was presented to the Eugene City Council on March 9, 2015. Additional information on the scenario planning process, including public outreach, can be found in the City Council materials for that date as well as online at www.clscenarioplanning.org.

The preferred scenario highlights a set of actions related to key policy areas. By selecting a preferred scenario, each jurisdiction is acknowledging a set of potential tools most suitable for the MPO region with the understanding that each jurisdiction could choose to emphasize or prioritize the tools differently.

Given the fact that this project does not require implementation, the scenario planning process mainly serves as a tool to explore how specific land use and transportation choices potentially affect economic vitality, public health, equity and GHG emissions from light vehicles. 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.

Preferred Scenario Recommendation and Selection

The final, preferred scenario report is provided in **Attachment A**. The Springfield City Council and the Coburg City Council have already taken action to select the preferred scenario on April 14, 2015, and April 27, 2015, respectively. The Lane County Board of Commissioners is anticipated to select the preferred scenario by June 16, 2015. By selecting the preferred scenario, the Eugene City Council would fulfil Eugene's obligations regarding the Central Lane Scenario Planning project.

Next Steps

After each jurisdiction has cooperatively selected a preferred scenario, the project team must report back to the state before the closure of the 2015 legislative session.

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

The City Council can select, not select, or modify the Central Lane Scenario Planning Preferred

Scenario provided in Attachment A.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends selection of the Central Lane Scenario Planning Preferred Scenario provided in Attachment A.

SUGGESTED MOTION

Move to select the Central Lane Scenario Planning Preferred Scenario provided in Attachment A.

ATTACHMENTS

A. Central Lane Scenario Planning Preferred Scenario

FOR MORE INFORMATION

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