

# Eugene Climate Action Plan 2.0

## Land Use and Transportation Planning Chapter Meeting

Thursday, November 8, 2018 • 1-3 pm  
Lane Community College Downtown Center  
101 W 10th Ave, Eugene, OR 97401

**In Attendance:** Jennifer Hayward and Luis Maggiori, Lane Community College; Chelsea Hartman, Rob Inerfeld, Heather O'Donnell, and Chris Henry, City of Eugene; Dave Brientenstein, MWMC/City of Eugene; Kelly Clarke, Lane Council of Governments; Monica Sather and Sasha Vartanian, Lane County; Kelly Hoell, Lane Transit District; Emily Eng, University of Oregon; Babe O'Sullivan, DEQ; Frannie Brindle, ODOT.

**Climate Action Plan 2.0 Project Team:** Chelsea Clinton, Mark Nystrom, and Ethan Nelson, City of Eugene; Joshua Proudfoot, Good Company

### Welcome, Introductions

Chelsea Clinton called the meeting to order and made opening remarks about the agenda and the program overall.

Chelsea provided background information about the CAP2.0 Plan. Please see the PowerPoint Presentation that is available on the CAP2.0 Webpage for more details on this project.

Then introductions were made.

### Mitigation Analysis: Process, Results, and Questions

Josh Proudfoot, Good Company, presented the Mitigation Analysis Draft Results. To get more details on these results, please see the following documents available on the CAP2.0 Webpage. It was later noted that there was some "version control" and that an updated Mitigation Analysis Draft Report would be available. The updated version is the one currently (November 2018) available on the webpage.

1. The LLS Round 2 PowerPoint Presentation
2. The Eugene Community Climate Action Plan 2.0 Draft Mitigation Results

There were a few questions regarding the word "emissions" versus "Fuel" in Figure 2. It was later noted that there was some "version control" and that an updated Mitigation Analysis Draft Report would be available. The updated version is the one currently (11.19.2018) available on the webpage.

- A question was asked about population growth and CAFÉ standards. Josh said that these were accounted for.
- Ethan Nelson noted that in this meeting the sector based, fossil fuels reductions are the most germane to the discussion with the Land Use and Transportation group.
- On the bottom line of Figure 7 of the Mitigation Analysis Draft report, EWEB Future Energy Conservation is positive, why is that? Population growth.
- Where does the benefits of LTD buying new electric buses? Land Use and Transportation or Vehicles and Fuels? Josh stated that the analysis is at the plan level, not the individual vehicle

level. It is scaled all together and the emissions and fuel use are not analyzed chapter by chapter.

- What is the probability that the actions will actually be implemented? It was stated that the plans are in place but that what we need is behavior change and Eugene lacks “sticks.” We don’t have high parking prices and congestion so its tough to get people to change behavior.
- When will the updated analysis be done? Around the end of January 2019.
- There are some details that haven’t been included in the analysis. There are some actions in the Evision Eugene document like not expanding for 1600 single family homes and instead they changed codes for multifamily housing. Josh stated that has not been scaled but it’s possible to do it in the future if Good Company receives the information.
- Josh stated that this kind of analysis is very new and that there may be some missing holes and there will be future developments to refine.

## BREAK

Chelsea pointed out the lists of HIPS and TBLs and asked the LLS Shareholders to check to make sure they are accurate.

## Chapter Specific Data, Q&A

Josh Proudfoot presented the GoodCompany draft analysis on the Land Use and Transportation Planning LLS Actions. This information is included in the LLS Round 2 PowerPoint Presentation. Some discussion followed:

- One member asked if they could have more details on how the emission reductions were analyzed. The attendees wanted more granular data. Much of the TSP is aspirational but staff could look at different scenarios to determine which have greater effects. Josh stated that all the analysis is based on assumptions and that if there are questions about their assumptions they should come talk to GoodCompany. He also stated all state level policies that have already been passed are included in the business as usual (BAU) analysis.
- Ethan Nelson stated that one of the goals of the City is to get the shareholders together so that we can have greater commitment to the plans they are proposed.
- There was a discussion around whether the plan will include analysis of how to fill the gap. Several people highlighted that gap filling will be dependent upon political actions.
- Telecommuting was brought up and people discussed how difficult it is to measure a lot of these actions because of secondary effects.
- Urbanism Next was referenced and it was suggested the group look at their white papers. Others shared some futuristic possibilities.
- Josh provides some context slides including Buildings and Energy and Fossil Fuel Use. Refer to the Power Point Presentation posted on the webpage.

## Equity Panel and Public Outreach

Chelsea Clinton discussed the equity panel and who will be part of the group. She asked the LLS shareholders for questions and asked if the LLS Shareholders have any suggestions for outreach to provide them:

- The team should explore the relationships with the transportation costs and housing costs.
- Are multiunit plans coordinated with transit plans?

- The City needs to focus on following through on our plans. It's difficult to change where you live and how you get around. Would like to see more aggressive land use planning to encourage population density.
- Policy only gets us so far and that we should ask the public what behaviors they are willing to change.
- How do people want to invest in transportation? Do people want to see the system modernized and expanded or do we aim more money to transit. Tolling? Congestion pricing?
- The team should focus on feeling questions: what stops you from riding the bus? How do you feel about transit?
- We have blinders on when it comes consumption. People just don't understand the implications of their daily consumption.
- The team should tap into the community and hear the voices of those not in the room.
- There are some large businesses that need to be heard from as well.
- Ethan mentioned that we are working at the system level so that the sustainable decision is the default decision. The LLS process does not end with the CAP2.0 but rather it's a long term commitment to reducing ghg emissions.
- The City has made a commitment to review the UGB every five years and how this data will help significantly guide the process. It will help those who want push changes be more effective because they have data available.
- This is an opportunity to educate the population on the choices that are available.
- This is a partnership and that there are a lot of agencies working to solve this problem.
- What would happen if we would have a driverless day each week? How much would the ghg reductions be? Sustainable transportation to LCC is an issue. They are looking at charging for parking but the transportation options are limited. What does the community think about investing more in the transportation to the campus?

Meeting Adjourned