

# ASHLAND CLIMATE POLICY COMMISSION

## Meeting Agenda

March 12, 2020 – 4:00 to 6:00 PM

Community Development Building, Siskiyou Room  
51 Winburn Way

Note: This meeting will be recorded and uploaded to the website to accompany the minutes.

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- 1. Call to Order**
- 2. Consent Agenda**
  - 2.1. February 13, 2020 Minutes
- 3. Announcements**
  - 3.1. Next Meeting: April 9, 2020, Council Study Session: March 16, 2020
  - 3.2. Other Announcements from Commissioners
  - 3.3. Reports from Representatives of Other Commissions
- 4. (4:15) Public Forum to be evenly divided by public wishing to speak (10 min)**
- 5. (4:25) Old Business (45 min)**
  - 5.1. Decision: Process for Requesting Agenda Items for Other Advisory Bodies (10 min)
    - 5.1.1. Decision: Letter to Housing Commission
    - 5.1.2. Decision: Letter to Downtown Revitalization CAC
  - 5.2. Discussion of Council feedback regarding Emergency Declaration and next steps (15 min)
  - 5.3. Decision: Stakeholder engagement framework for policy development (10 min)
  - 5.4. Subcommittee Questions (10 min)
    - 5.4.1. Utilities
    - 5.4.2. Built Environment
      - 5.4.2.1. Appointment of Bob Kaplan to the Built Environment Subcommittee
    - 5.4.3. Administrative/Planning
      - 5.4.3.1. Standardized Subcommittee Notes
      - 5.4.3.2. CPC Look Ahead process
- 6. (5:10) New Business (45 min)**
  - 6.1. Decision: Approval of Commission's role in updating CEAP (15 min)
    - 6.1.1. Write a companion Implementation Plan
    - 6.1.2. Flesh out adaptation elements in the CEAP
    - 6.1.3. Process of integration with Conservation and Climate Outreach Commission
  - 6.2. Decision: Approval of Electric and Gas Utility Representatives Invite and Outline (15 min)
  - 6.3. Decision: Approval of Small Engine Phase Out Implementation Plan (15 min)
- 7. (5:55) Wrap Up**

## Climate Policy Commission

The Climate Policy Commission shall provide climate plan implementation process oversight and recommend updates to the CEAP in pursuit of meeting the climate recovery goals, objectives, and targets set forth in AMC Chapter 9.40.

The Climate Policy Commission shall reflect and represent a wide range of community interests and perspectives. Such interests shall include, but not be limited to, environmental, energy efficiency, renewable energy, academic, business, low income, health, communities of color, and elderly interests.

### Powers and Duties

- A. Develop recommendations for the City of Ashland's Climate and Energy Action Plan (CEAP) and any updates to the CEAP.
- B. Recommend modifications to benchmarks, targets, or actions contained in the climate plan as needed to incorporate the best available science and practices to achieve the City of Ashland's climate-related goals and targets.
- C. Manage a process for considering amendments and updates to the CEAP.
- D. Monitor and make recommendations on the implementation of the CEAP for the community and for City operations
- E. Periodically review progress toward achievement of the CEAP's Greenhouse Gases (GHG) and fossil fuels reduction targets.
- F. Recommend changes in City ordinances, administrative rules, and processes that facilitate or incentivize residents and businesses to reduce GHG emissions.
- G. Work to ensure that the CEAP incorporates long-term social, economic, and environmental goals.
- H. Work to ensure that the CEAP is socially equitable for all community members including low-income, young people, persons of color, the elderly, and those living with disabilities.

## Memo

To: Climate Policy Commissioners

From: Tonya Graham

Date: March, 2020

Re: March meeting preparation

### **Second Climate Policy Commission Study Session – March 16, 5:30 pm**

The Council will use this study session to determine how the CPC and Council will interact over the course of time regarding getting approval from Council for work plan items, how to address feedback from Council to the Staff and Commission, and how often the Council can expect to see the Commission over the course of the next year. Please come if you are able. It will be held from 5:30 – 7:00 pm at the Civic Center where the Council meetings are held.

### **Proposal for Stakeholder Engagement in Policy Development**

After hearing our conversation at the Administrative Subcommittee regarding our process for engaging affected stakeholders in the process of developing policy proposals to Council, our newest Climate Policy Commission member, Bob Kaplan sent over to the subcommittee members his thoughts about how we might structure that work. Given that subcommittees are starting this element of the work soon, we need to get clear about the process we will follow to vet policy proposals and ensure that we have addressed as many concerns as possible prior to bringing the policy to Council.

### **Possible Ad Hoc Committee to Focus on the CEAP Update**

We need to answer a couple of questions about the CEAP update before the end of this meeting as we are planning a joint gathering of the CPC and CCOC in April to finalize the details of the plan regarding elements we will focus on and how they will move the public engagement side of this forward. As part of that, we will ask if there is an appetite on the Commission for forming an Ad Hoc CEAP Update Subcommittee, so think about whether you might like to serve on that should the Commission decide to form it.

DRAFT MINUTES FOR THE CLIMATE POLICY COMMISSION

Thursday, February 13, 2020

Siskiyou Room, 51 Winburn Way

**1. Call to Order**

The meeting was called to order at 4:00 p.m. by Chair Tonya Graham. Commissioners Rick Barth, Chris Brown, Zander Huston, Ray Mallette, Gary Shaff, and Les Stone were present. Staff liaisons Stu Green and Adam Hanks were also present. Commissioner Talia Shea was absent and Julian Bell arrived shortly after the meeting started.

**2. Consent Agenda**

2.1. January 9, 2020 Minutes

Barth/Shaff moved/seconded to approve the minutes as written. Further discussion: none. All ayes. Motion passed unanimously.

**3. Announcements**

3.1. Next Meeting: March 12, 2020

3.2. Other Announcements from Commissioners

Mallette announced that the Southern Oregon Climate Action Now (SOCAN) Master Climate Protector ten-week class started at Rogue Community College (RCC). Stone announced that she traveled to Salem to join over 1,000 people rallying for action on climate change.

3.3. Reports from Representatives of Other Commissions

**4. Public Forum**

Jeff Sharpe – quoted item F under the Commission’s powers and duties. He wanted the Commission to press the City Council to take immediate action on climate change. This would include finding an alternative for City Hall and putting more City money into renewable energy projects.

Huelz Gutcheon – emphasized that there are other ways to finance solar. He is also concerned there is a lack of discussion about the Climate and Energy Action Plan (CEAP) at the Planning Commission and in the Community Development Department.

Ken Devine – praised the Conservation and Climate Outreach Commission’s (CCOC) climate action card and corresponding article in the Sneak Preview. He also brought the Earth Smart Money Wise guide created by the Chamber of Commerce from 2000 and referenced a recent opinion editorial from the New York Times describing that individuals can cut three to four percent of their emissions while corporations will need to reduce more to help mitigate climate change.

Larry Cooper – wanted clarification on the reports from representatives of other commissions section. Graham stated that it is for other Commissioners to present items from the whole Commission. He also spoke about the Water Master Plan comments from the Climate Policy Commission (CPC) and the need for a system and staff support to analyze the water conservation program. Cooper also explained that the design and construction of the Water Treatment Plant needs to incorporate greenhouse gas (GHG) emissions and have community discussion about the size of the plant, which does not take conservation efforts into account.

**5. Decisions**

5.1. Water Master Plan Comments

5.1.1. Does the Commission approve the Comments as presented?

Huston stated that the line “some of these actions may already be mentioned in the WMP draft in a different format” makes the recommendation unclear and specifics would be more helpful. Mallette said the line was included to acknowledge that some of the actions may be mentioned in the Water Master Plan (WMP) in a different format, but it does not currently cite specific CEAP actions. Huston suggested adding explicitly to the sentence and Hanks suggested this line could go in the cover memo. Some discussions surrounded about when this would need to be approved to go to Council. Barth recommended

that the Commission should make a decision at this meeting since the Public Works Department is working on an update to bring back to Council at an undetermined time.

*Julian Bell arrived at 4:17 p.m.*

Shaff reiterated that more specific comments with page numbers referencing WMP would be helpful to present to Council. Barth stated that staff will have to review the comments and incorporate them in the plan. More specific requests could be more difficult as staff will have a better idea of where all of the items fit in the WMP. Hanks further stated that this will be a staff decision on what to incorporate and there may be items that staff can apply the comments where the Commission has not indicated. Graham stated item NS3-2 in CEAP has not been completed and asked if it should be still included. Hanks stated that it is worth keeping in because it can be used later on once complete. Brown/Stone moved/seconded to approve the Water Master Plan comments. Further discussion: none. All ayes. Motion passed unanimously. Mallette stated that this is the first master plan document amended with CEAP and the Utilities Subcommittee will be able to develop a process from this.

- 5.1.2. Should the Commission request that staff develop a cover memo to the Public Works Director requesting that these recommendations be incorporated in the final draft document and also be included as an attachment to the Council Communication when the item comes back before Council for final approval of the WMP?

Hanks stated the letter could be about the recommendation and the request for Public Works staff to include the comments in the Water Master Plan. Shaff asked how will the Commission know what has been accepted. Hanks stated that typically the final version will not come back to the Commission, but he can look into the process of having more feedback. This could be incorporated in memo sent to Public Works staff. The general consensus was to move forward with this.

#### 5.2. Downtown All Ages and Abilities (AAA) Bicycle Facilities Plan

Shaff presented the Downtown All Ages and Abilities (AAA) Bicycle Facilities Plan (see attached).

Discussion included:

- Only four types of bikeways are proposed for Ashland in this plan: Woonerf (low-speed shared streets) for Pioneer Street, bicycle boulevards for Central Avenue, Granite Street, Winburn Way, and Third Street, buffered and conventional bicycle lanes for portions of B and Oak Streets, and protected bicycle lanes for Main Street and Lithia Way.
- The impact on current parking downtown including removing parking in high traffic and loading zone areas and replacing those on streets with less traffic congestion.

Shaff also reminded the Commission of the letter forwarded last month about the importance of a bicycle all ages and abilities network. Shaff wanted to see the presentation be forwarded to the Citizens' Advisory Committee Revitalize Downtown Ashland (CAC), the Transportation System Plan Ad hoc Committee (to be formed), the Transportation Commission, and eventually the Planning Commission and City Council as they will adopt the plan. Mallette asked if the recommendation presented in the plan will be adopted or if the overall goals of increasing safety for riders and reducing GHGs would be focused on. Shaff said no control will be made by the recommendation and that this was a follow up to Graham's request for more specific details for the letter.

Hanks asked if the Commission wanted to deliver this to the Council and Planning Commission only when it is on their agenda. Shaff stated providing them earlier on will be fundamental to helping the adoption of the plan. Barth requested that the letter when sent also gets sent to the Commission as a final draft.

Bell/Mallette moved/seconded to propose to confirm these plans be sent to the CAC, proposed Transportation System Plan Ad hoc Committee, the Transportation Commission, Planning Commission, and the City Council. Further discussion: Graham agreed with Hanks since the Council receives so much information on items it would be better to wait until this issue is scheduled for a City Council meeting. Bell stated that the plan could be given to Council through the other Committee's recommendations.

Shaff stated his preference for sending the presentation now with background information to Council, but it is especially important for the CAC, the proposed Transportation System Plan Ad hoc Committee, and the Transportation Commission to have it now to help with a different approach especially to the Revitalize Downtown project. Bell revised his motion to confirm the presentation as discussed by the CPC be sent to the CAC, proposed Transportation Systems Plan Ad hoc Committee, the Transportation Commission and the Planning Commission. Mallette kept his second of the motion. All ayes. Motion passed unanimously.

Hanks clarified that Council will still get the presentation and it can even be updated by the CPC as needed before then.

### 5.3. Transportation System Plan Appointment

An Ad hoc Committee will be formed for the Transportation System Plan and it has been requested to have a member of CPC on the Committee. Shaff volunteered to join this committee on behalf of the Commission. Brown/Stone moved/seconded to appoint Shaff to the Transportation System Plan Ad hoc Committee. Further discussion: none. All ayes. Motion passed unanimously.

### 5.4. Next steps for Climate Emergency Declaration/List of Asks to Council

#### 5.4.1. Will the CPC move forward with a climate emergency declaration or just a list of initial asks to Council?

Graham informed the Commission about the Council wanting more information about specific asks including cost and impacts on staff work. The Administrative/Planning Subcommittee will prepare the feedback from Council with staff's input and bring it back to CPC in March. Huston prepared a document showing the asks and where they overlap with CEAP which will be included in the Administrative/Planning Subcommittee notes. Hanks emphasized that all items needs to include information on time, cost, and capacity for Council to make a decision.

#### 5.4.2. How to address remaining feedback regarding any asks that Council members have concerns about so that we can finalize the request?

### 5.5. Potential change of meeting start time

Graham stated the time conflicts with some members and asked the Commissioners if they wanted to start later to avoid having a lack of quorum. Brown stated he does occasionally have a conflict, but would still rather be done by 6 p.m. As the vacant position will be filled soon which will help with lack of quorum issues, the Commission decided to not change the time of the meetings.

### 5.6. Built Environment representative on Administrative Sub-Committee

#### 5.6.1. Request to appoint Julian Bell to the Administrative Sub-Committee

Graham stated that it would be helpful to have a member of the Built Environment Subcommittee on the Administrative/Planning Subcommittee as the Utilities Subcommittee is represented by Barth. Bell volunteered and the Commission agreed to him joining the Subcommittee. The members of the Administrative/Planning Subcommittee are now Bell, Barth, Graham, and Huston.

## 6. Subcommittee Updates/Questions

Graham announced that typically this section will be a short update on high level current or future items. Further details of projects will be outlined in the notes of each Subcommittee.

### 6.1. Utilities

Barth stated that the Subcommittee has been mainly working on the Water Master Plan comments, but will continue with the other items on their work plan.

### 6.2. Built Environment

Bell asked about the flexibility of the Oregon Building Codes in regards to phasing out gas water heaters. Green stated that since Oregon has a uniform building code there is no flexibility and the legality of the City phasing out of gas water heaters is undetermined. Barth wondered about lobbying through Council to the state level for dual building codes that would give flexibility. Graham stated that the opportunity might come as the building codes did just get more progressive with the most recent adoption. Green

stated that there are groups that are lobbying for dual building codes at the state level and he could loop the Commission in if they have the time and are interested. Graham also stated that she is on the Energy and Policy committee for the League of Oregon Cities and they are also discussing this.

### 6.3. Administrative/Planning

#### 6.3.1. Council Study Session Debrief/Outreach Process

This item was discussed after Communication Expectations. Graham and Barth met with Mayor Stromberg and Kelly Madding, City Administrator, about the Commission. The process for the Commission presenting items to Council and receiving Council approval was the main topic. Mallette asked if there would be another Study Session and Graham stated there will be one on the process.

#### 6.3.2. Coordination with Conservation and Climate Outreach Commission

Graham talked about the agenda item “Reports from Representatives of Other Commissions” as a place for other Commissions to address the CPC. Mallette asked if these announcements need to be approved by the Commission. Graham said yes, but there might be an opportunity for informal announcements in the future. Graham also emphasized signing up for email updates via the website on the other Commissions which includes agendas, minutes, and their calendar.

A joint meeting with Conservation and Climate Outreach Commission (CCOC) will be held in April where both can discuss each Commission’s role in the CEAP update. The Administrative/Planning Subcommittee will prepare CPC’s role in the update in March for approval by CPC. Hanks also stated that the staff for CCOC and CPC are the same and they can relay information as needed. Green reminded the Commission of the contact forms on the website that lets you contact each Commission via email.

#### 6.3.3. Communication Expectations

Graham directed the Commissioners to the Mayor’s expectations page included in the memo. Mallette asked for clarification on the conflict of interest stating prejudice and biased. Green stated that it refers to if you gain financially from a topic. Graham also stated that Commissioners would need to set any bias aside to make decisions. Shaff asked about speaking at other Commission meetings. Graham explained that individual needs to make it clear that they are representing their personal views not the views of the Commission.

#### 6.3.4. CPC Draft Look Ahead

Barth stated that this was a rough draft, but the intent is to keep the Commission on track for future meetings and long term planning. Graham would like to see the Subcommittee’s work added to keep track of items that need to go back and forth. Barth stated that since the Administrative/Planning Subcommittee has many items for their next meeting another draft might not be ready for the March meeting.

## 7. Unfinished Business

### 7.1. Gas Blower Ordinance

Shaff presented the affects on health, environment, and noise as reasons for the proposed draft ordinance and explained that it was expanded to equipment beyond two-cycle engines. The only exception is chainsaws since their electric counterparts are not as powerful. The ordinance proposes initial phase out for commercial users and public agencies and a secondary phase out for households, which could also include an incentive program. Barth asked about reaching out to stakeholders and how Council requested that outreach goes through staff first. Bell stated Ashland Parks and Recreation Commission’s (APRC) view is that more staff and leaf blowers will be needed to do the same work. Graham asked what the phase out would include and the Subcommittee needs to talk with staff about engagement. Hanks stated that the phase out for City operations could be similar to what the City of Portland is doing, CCOC could work on a best practices guide for outreach, and a legal review will be needed to see what authority the City has on regulating these items. Brown suggested starting a pilot program and getting feedback from the community.

#### 7.2. Natural Gas Phase-out Ordinance

Shaff clarified that the ordinance is specific to natural gas water heaters. This narrowed scope will help with an advanced phase out next. Hanks stated that the Commission should also look at incentive programs, who is financially impacted, and receive comments from staff about the language and practical legality all of which will help Council make a decision. Brown stated that water heater replacements are typically done off the record and an incentive program versus regulation would work better especially for social equity. Shaff suggested coordination with CCOC to help spread the word about the phase out and explaining any incentives provided. Hanks stated that many take advantage of incentive programs when an item breaks instead of trading out a working one. Barth asked about incentives to HVAC or plumbing contractors. Hanks stated that staff meets with contractors for feedback on programs directly at customers, but directly to contractors will cause more oversight as pricing could be different per contractor based on the incentive.

Shaff asked about member's terms expiring soon even though the Commission has been formed. Hanks stated that as this is a new Commission the terms were tiered, but the reappointment process is simple and done through the City Recorder.

### **8. Wrap Up**

#### 8.1. Items to be added to next agenda

##### 8.1.1. Progress on CEAP Update

Graham stated that the Administrative/Planning Subcommittee will develop next month's agenda. If any members wish to add items to the agenda, they need to email her and Barth. The meeting was adjourned by Chair Graham at 6:00 p.m.

Respectfully submitted,

Elizabeth Taylor, Executive Assistant





Adam Coppola  
Photography  
[pedbikeimages.org](http://pedbikeimages.org)

# 40 BY 40 For Ashland

***REDUCING CARBON EMISSIONS FROM THE  
TRANSPORTATION SECTOR BY FORTY PERCENT BY  
2040***



# Designing for All Ages & Abilities

**Contextual Guidance for  
High-Comfort Bicycle Facilities**

# Who Bicycles?

Nationwide studies, including one in Portland, have found that the majority of citizens are “interested in cycling but concerned.” **They are concerned about their SAFETY and, more particularly, afraid to share the road with motor vehicles.**

## By Proportion of Population



## What are “All Ages & Abilities” bike facilities?

**Safe** - directly correlated with increased safety for people walking and driving as well

**Comfortable** –will attract traditionally under represented bicyclists, including women, children, and seniors.

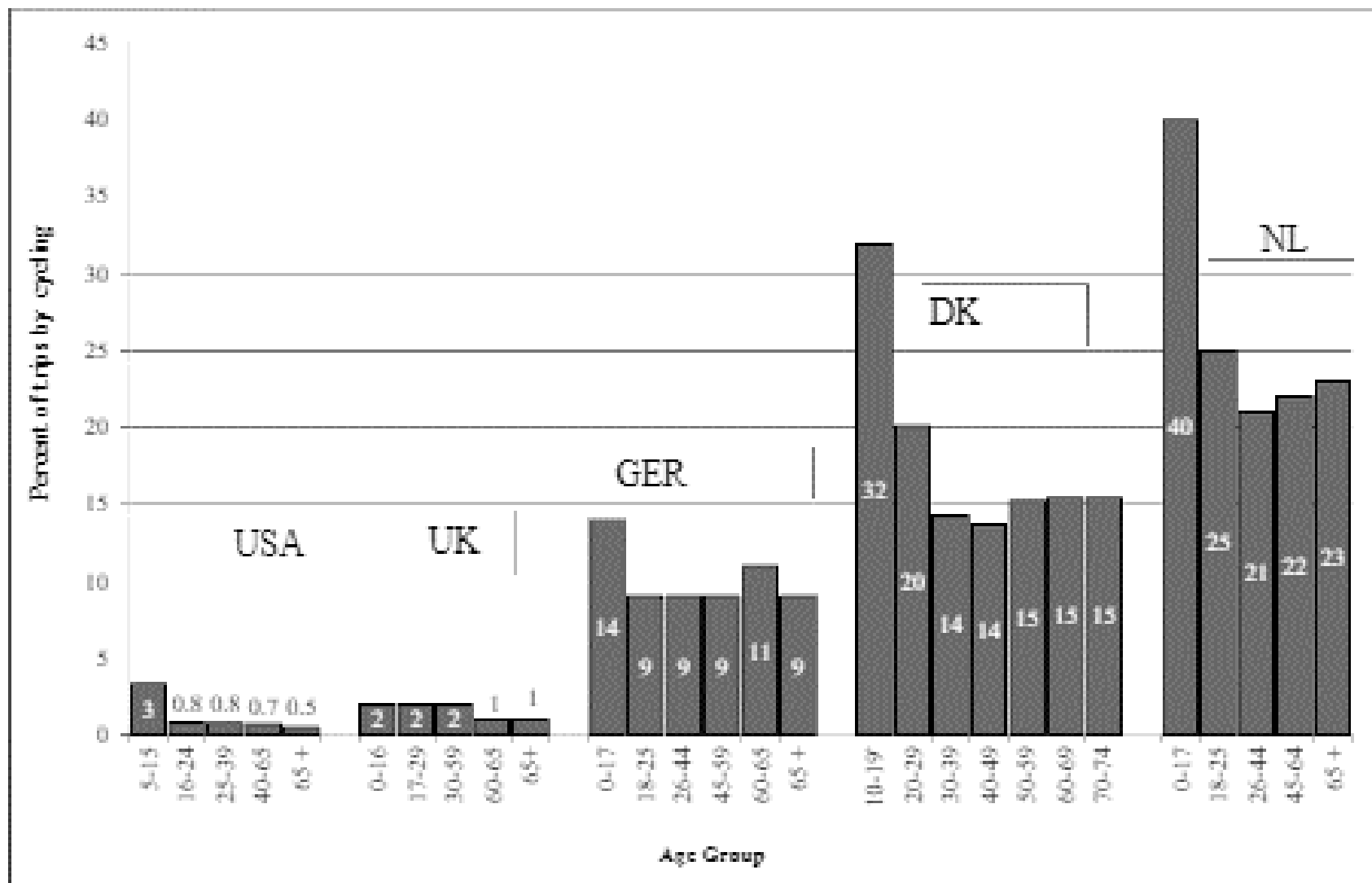
**Equitable** - provides safe places to ride and manages motor vehicle driver behavior

# What is Meant by “All Ages & Abilities?”

They are **PEOPLE** who are:

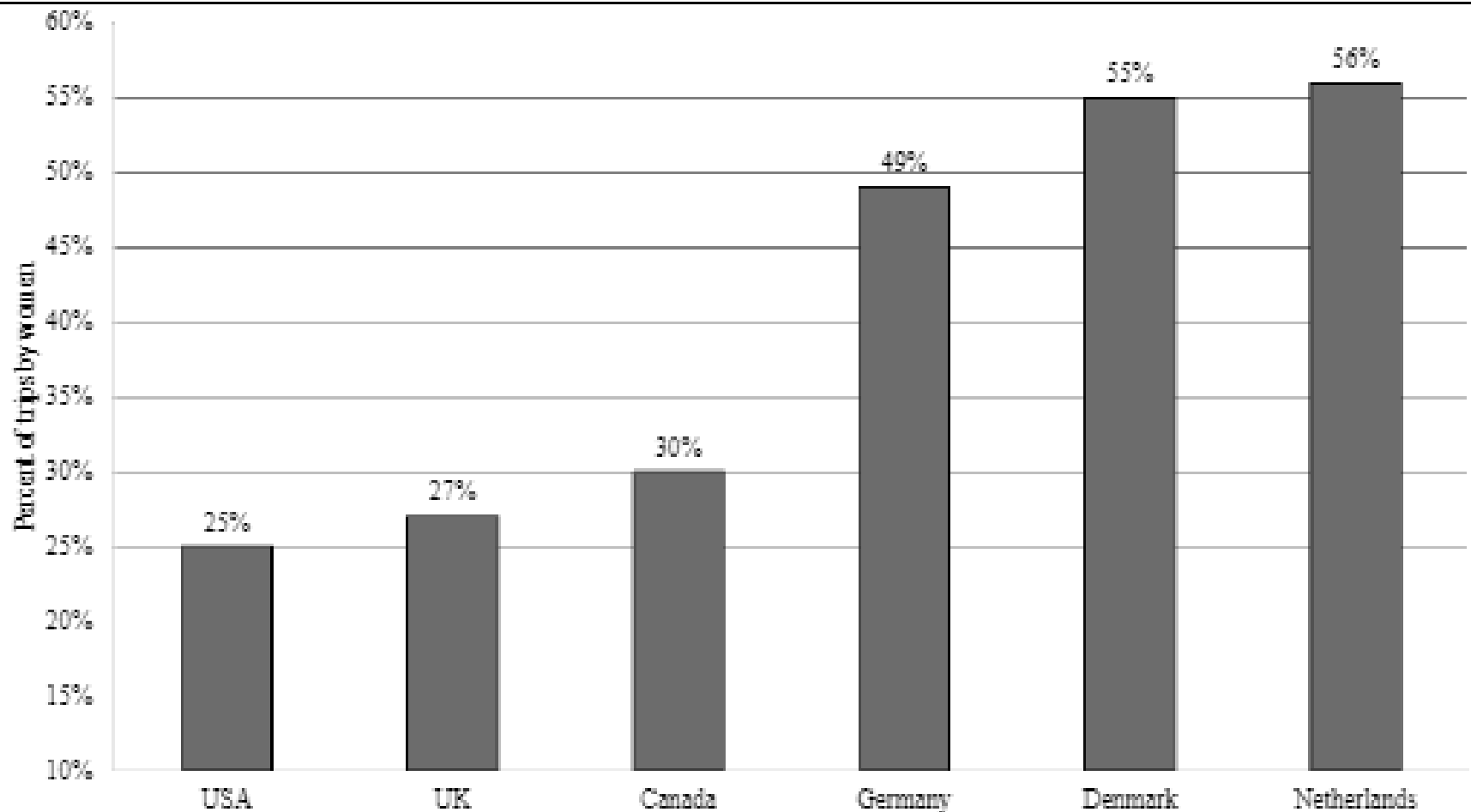
- **Children**
- **Seniors**
- **Women**
- **People Riding Bike Share**
- **People of Color**
- **Families**
- **People with Low Income**
- **People with Disabilities**
- **People Moving Goods or Cargo**
- **Confident Cyclists**

# Bike Share of Trips by Age Group



Source: Pucher, J., Buehler, R. (eds.) *City Cycling*. Cambridge, MA: MIT Press, 2012

# Women's Share of Bike Trips in Europe and North America



Source: Pucher, J., Buehler, R. (eds.) *City Cycling*. Cambridge, MA: MIT Press, 2012

# **The All Ages & Abilities Design Toolbox**

Five major types of bikeway provide for most bike network needs.

**1 - Low-Speed Shared Streets - local streets (Woonerf)**

**2 - Bicycle Boulevards - local streets**

**3 - Buffered & Conventional Bicycle Lanes - low volume and low speed streets**

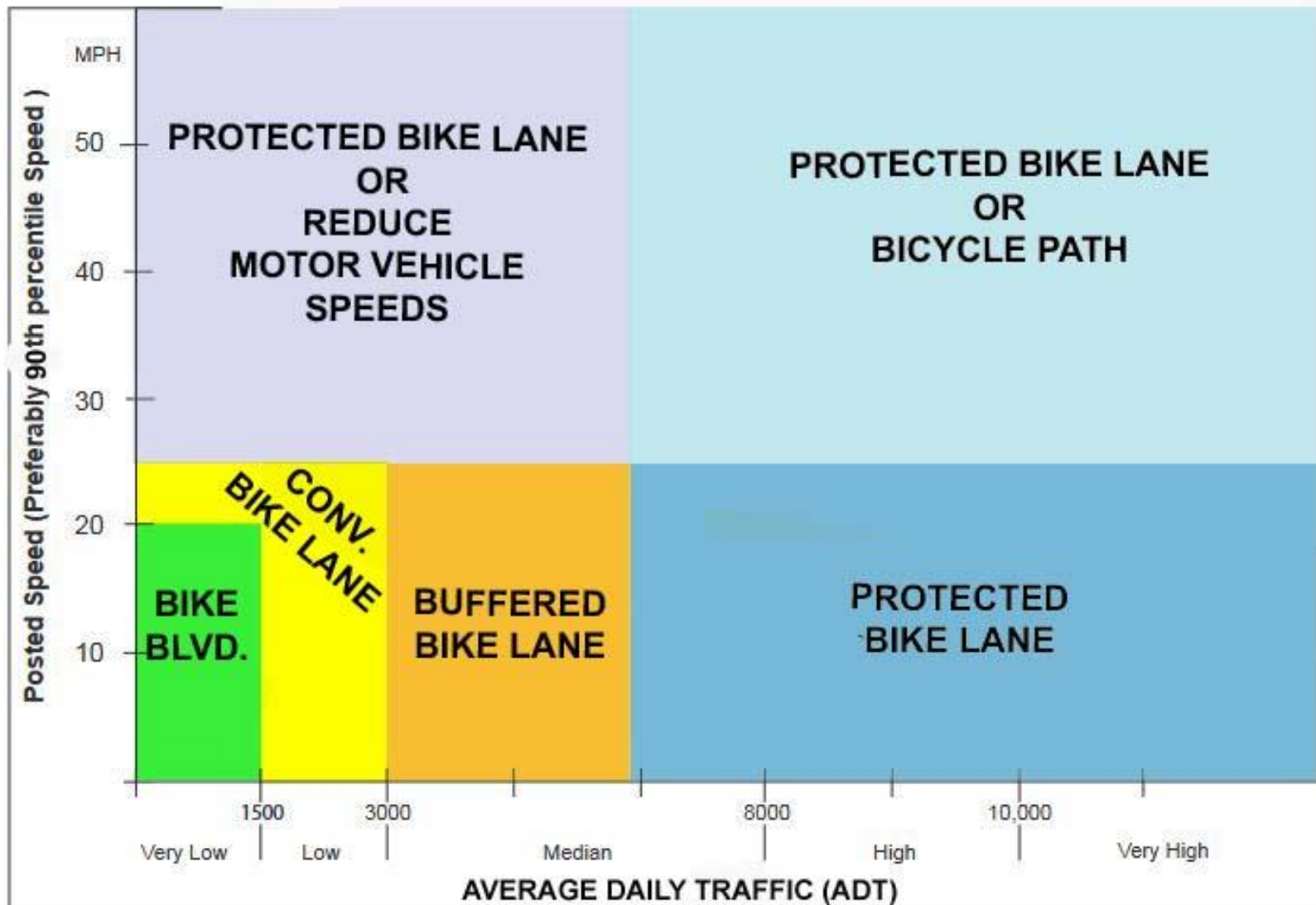
**4 - Protected Bicycle Lanes (also known as Separated Bike Lanes or Cycle Tracks)  
- suitable on moderate to high volume and higher speed streets**

**5 - Shared-Use & Bicycle Paths - like the Central Bike Path**



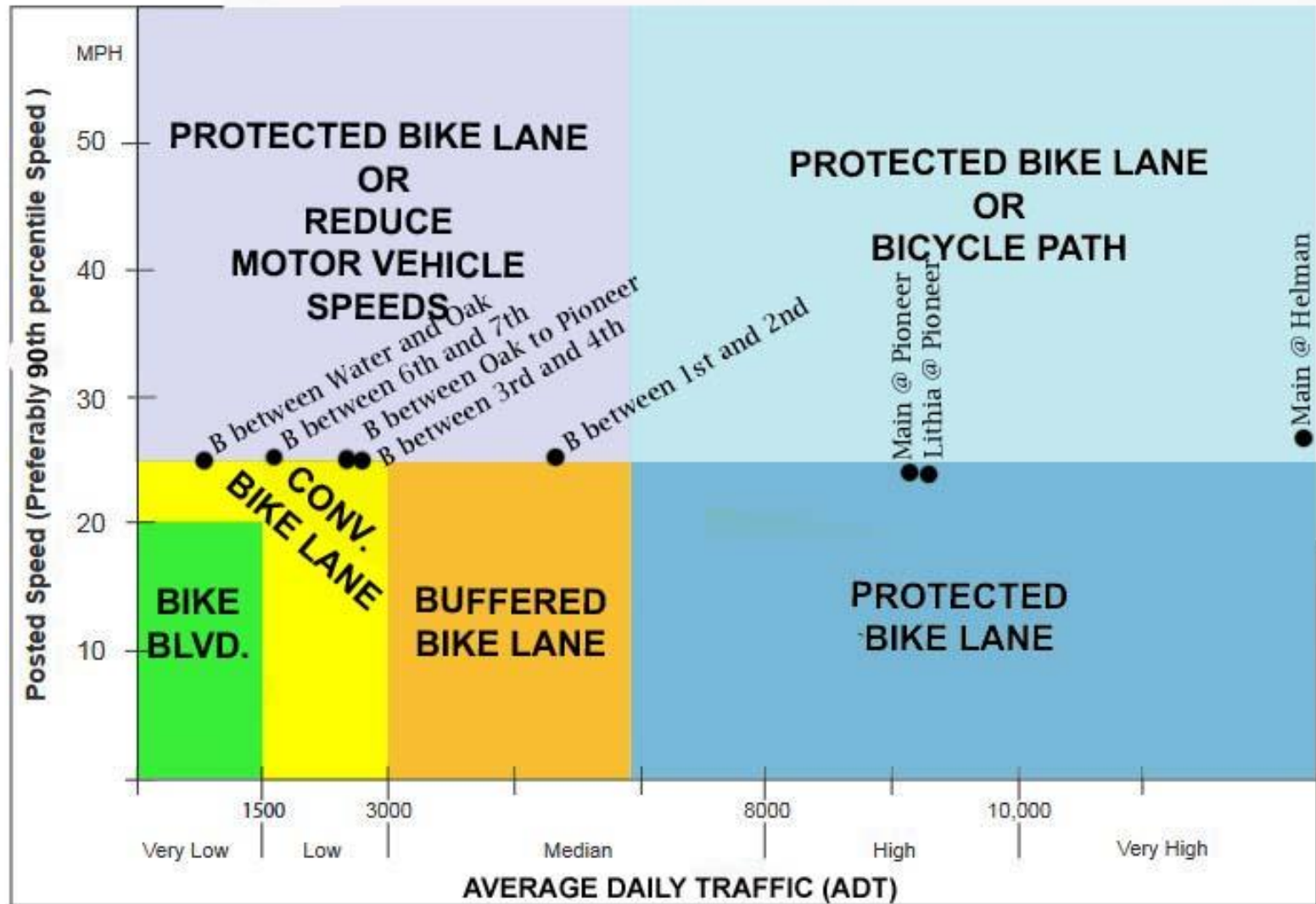
# NACTO

## Contextual Guidance for Selecting All Ages & Abilities Bikeways

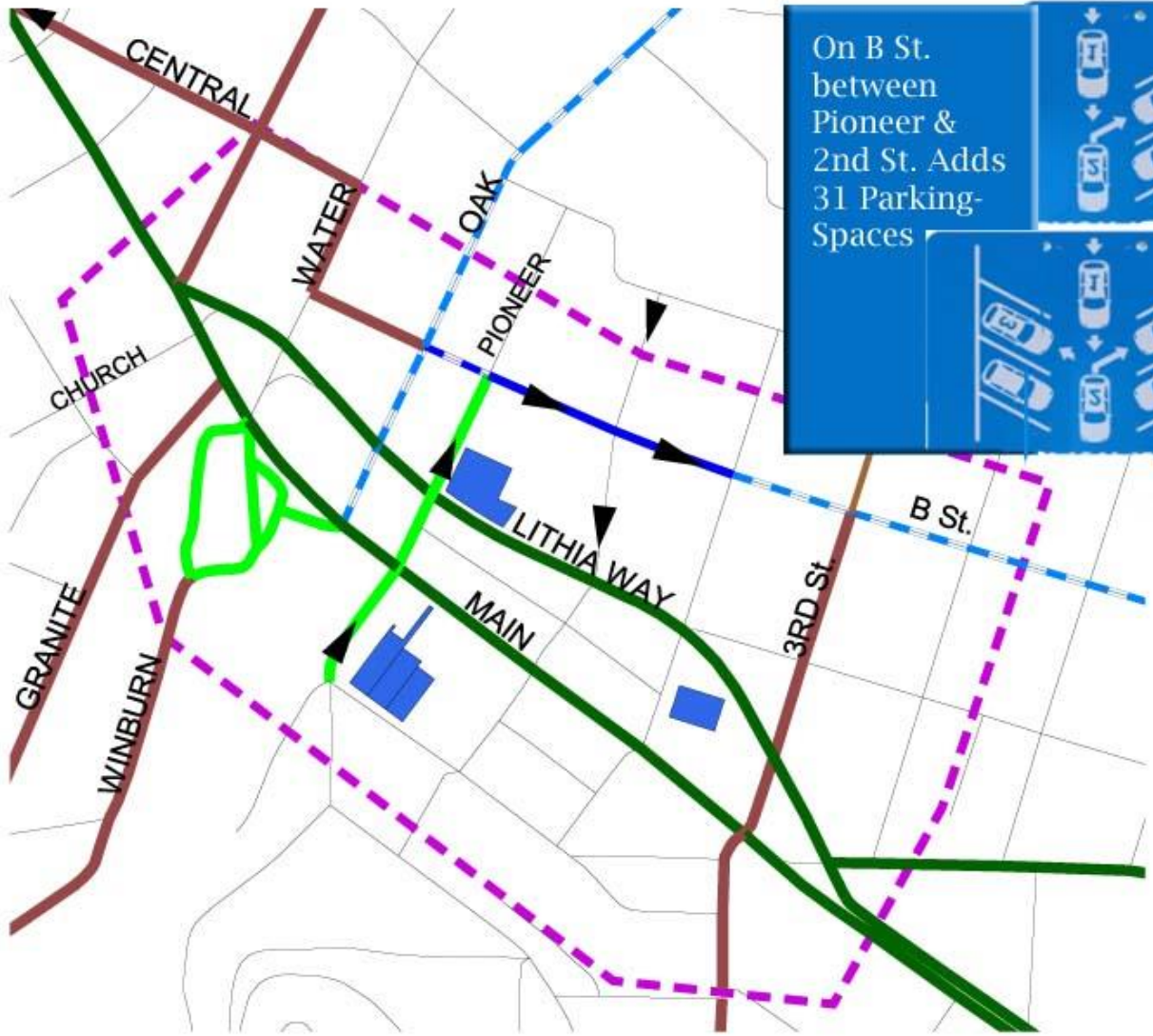


# NACTO

## Contextual Guidance for Selecting All Ages & Abilities Bikeways



# Downtown Ashland Bicycle Network - All Ages and Abilities -



On B St. between Pioneer & 2nd St. Adds 31 Parking-Spaces

CYCLE  
TRACK



**LEGEND**

- Bicycle Boulevard
- Protected Bike Lane
- Conventional Bike Lane
- Woonerf (one-way except bikes)
- Buffered Bike Lane
- One-way Cycle Track
- Dwtwn study area.shp
- Ashland public parking.shp
- Streets.shp



## 1 – Woonerf (i.e. Low-Speed Shared Streets)



Source: Revitalize Downtown, Tech. Memo 3, Figure 6

- Very low operating speeds
- Volume of people walking/bicycling greater than motor vehicle volume

Proposed on Pioneer Street between OSF's campus and "B" Street and on streets within the Plaza

## 2 - Bicycle Boulevards (or neighborhood greenways)



- Provide continuous comfortable bicycle routes through the local street network
- Often on narrow streets with no major destinations
- Traffic calming and diverting motor vehicle traffic may be needed

Proposed on Central, Granite, Winburn, and 3<sup>rd</sup> Streets.

### 3 - Buffered & Conventional Bicycle Lanes



- Improve safety and comfort for all users
- Suitable where motor vehicle speeds are less than 25 MPH and volumes under 2,500
- Buffered bike lanes are almost always higher comfort than conventional bike lanes

Proposed on portions of “B” and Oak Streets.

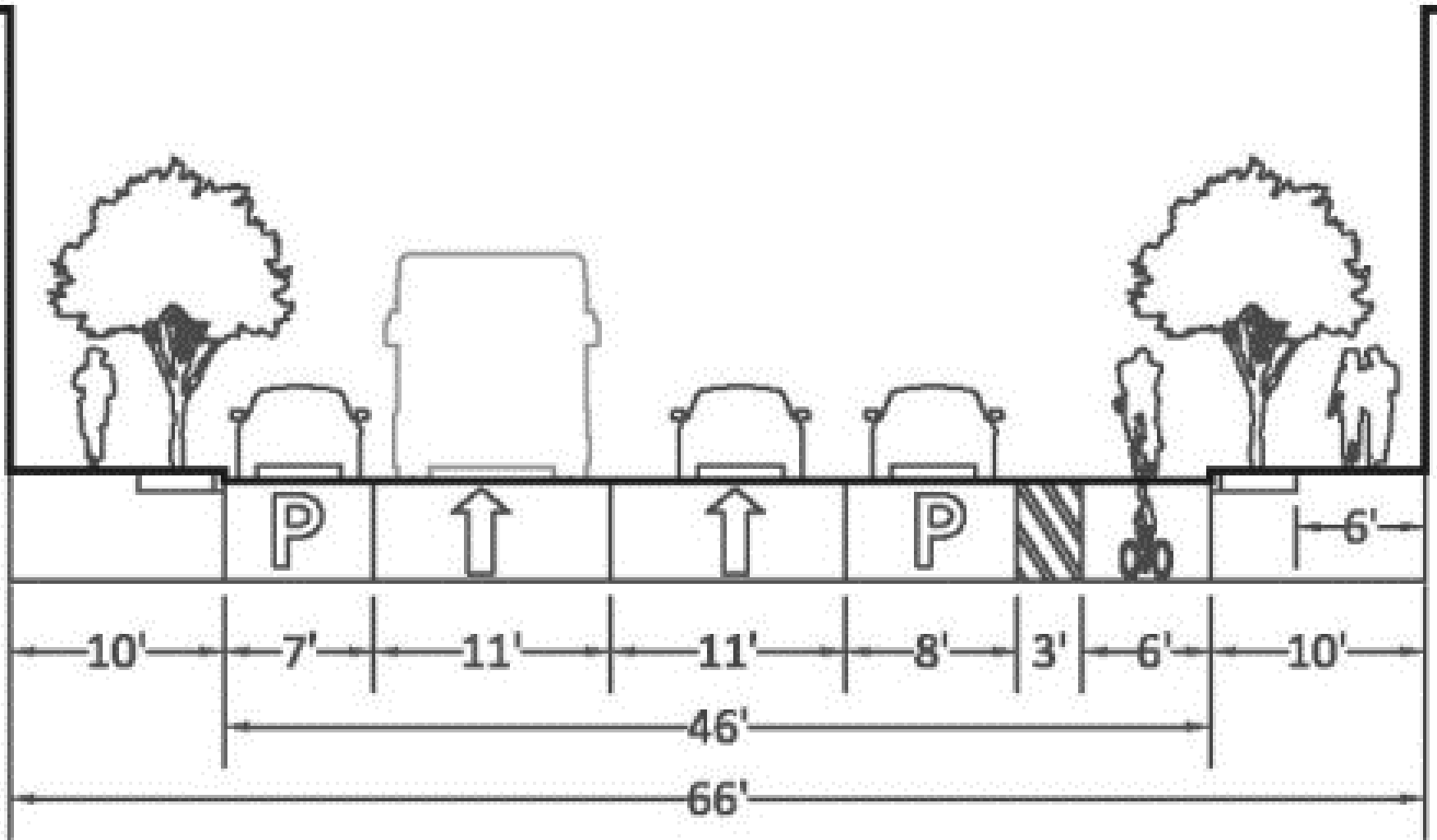
## 4 - Protected Bicycle Lanes (also known as Separated Bike Lanes or Cycle Tracks)



Source: Revitalize Downtown, Tech. Memo 3, Figure 9

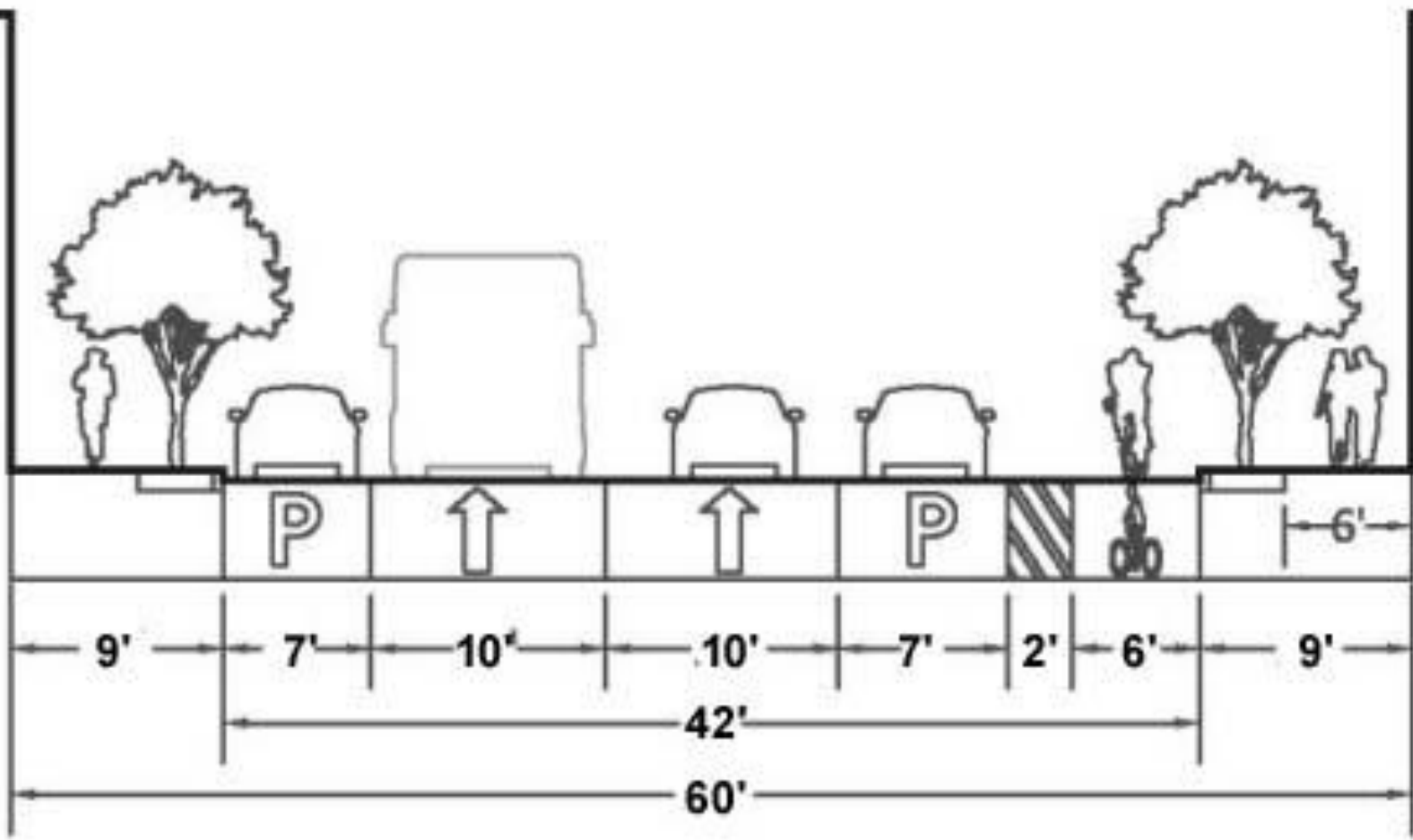
- Use a combination of horizontal and vertical separation
- Needed when motor vehicle speeds exceed 25 MPH or volumes exceed 6,300 vehicles per day
- Robustness of bikeway separation often scales with motor vehicle speeds and volumes

Proposed on Main Street and Lithia Way.



N. Main Street Cross-section





Lithia Way Cross Section

## 5 - Shared-Use & Bicycle Paths



- Can serve as the backbone of an on-street All Ages & Abilities network
- Usually do not take riders to their destinations
- Ideally bicycles should be separated from pedestrians (where volumes are significant)

The Central Ashland Bike Path is a good local example of a shared-use path.

# Benefits

- **Improving community health through active transportation**
- **Increasing mobility for everyone and reducing both motor vehicle congestion and parking demand**
- **Improving neighborhood livability**
- **Stimulating a more vibrant and equitable economy**
- **Reducing vehicle emissions especially those that contribute to climate change and increase particulate pollution**
- **Making Ashland a better place to live through the creation of a bicycle-centric rather than car-centric city**

## Memo

To: Climate Policy Commission

From: Elizabeth Taylor

Date: March 2020

Re: Requesting Agenda Items for Other Advisory Bodies

Since the Commission has been approving items to send to other advisory bodies, it is important to note that the items CPC approves to send off does not necessarily mean that the receiving advisory body has to put that item on the agenda of a future meeting. The approved items are actually received as informational items and completely up to the receiving advisory body whether or not they would like to bring it back to a future agenda. I'm assuming most will be willing to review the items, but keep in mind that they all have their own work scheduled for future meetings.

Also each advisory body has a set agenda in advance of what they will discuss. Items not on the agenda are typically not discussed as there has been no noticing of those items to the public. Most advisory bodies have similar deadlines to CPCs; the agenda is sent out a week before the next meeting and there is preparation for that agenda that occurs a few days if not a week before. This needs to be kept in mind when requesting items to be placed on the next scheduled meeting.

A good practice for CPC going forward would be to approve the items to send to other Commissions with some clarification of expectations. This could include specifically requesting items to be placed on a future agenda for discussion and offering a representative of CPC to attend the meeting to help answer any questions that may arise.

To: Housing and Human Services Commission  
From: Climate Policy Commission  
Date: March 13, 2020  
Subject: Spending Priorities for Community Development Block Grant Funding

As you know, the City Council approved the Climate and Energy Action Plan (CEAP) in 2017 and established the Climate Policy Commission to advise the Council and provide oversight for implementing the Plan. Among the Commission's duties and responsibilities is to "monitor and make recommendations on the implementation of the CEAP for the community and for City operations," as well as to "recommend changes in City ordinances, administrative rules, and processes that facilitate or incentivize residents and businesses to reduce greenhouse gas emissions."

It is in this context that we ask you to ensure that the spending priorities for CDBG funding incorporate the City's goals and objectives pursuant to CEAP Strategy CC-3-1 and CC-3-3 (CEAP, pages 102 and 103).

Understanding that CDBG funds are directed to "providing decent housing and a suitable living environment and expanding economic opportunities principally for low- and moderate-income persons," we think that CDBG funding should be targeted in ways that also will contribute to meeting Ashland's greenhouse gas emissions reduction targets or adapt to the changing climate. We have several specific suggestions including:

- a) Focusing CDBG funding on the provision of high-density workforce housing,
- b) Funding installation of single-head heat pumps coupled with weatherization in low and moderate income housing with emphasis on gas or electric base-board heated homes, and
- c) Funding conversion of both gas or resistant electrical water heaters to modern heat-pump water heaters.

At a minimum, we would ask that you require that all applicants for CDBG funding detail "how the proposed project/program will contribute to meeting the City of Ashland's CEAP's goals and objectives."

We are available to assist you in this endeavor if you wish.

March 12, 2020

Dear Downtown Revitalization Committee Members,

This letter is a formal request from the Climate Policy Committee (CPC), that our recommended bicycle facilities plan, attached, be included for further discussion and evaluation as part of the Revitalize Downtown planning process. This can be achieved in either of two ways -- by incorporating the CPC recommendation into another Citizen Advisory Committee alternative or as a distinct and separate improvement alternative. In any event, we anticipate that improvements recommended by the CPC will be fully incorporated into the Revitalize Downtown Plan in order to, ultimately, become a part of the City's updated Transportation System Plan.

The CPC believes it is crucial for the City's future, and for the future of Ashland's downtown, that all modes of travel be safe and convenient for all ages and abilities. We recognize that there are a multitude of issues downtown and that bicycle transportation is but one. Yet the transportation system is a citywide (in fact, regionwide) network. As such, it must provide continuity throughout the City, ensure that every resident is served, and provide safe and efficient travel from every origin to every destination. Our Commission detailed why and how that outcome is necessary in our letter of January 15, 2020. A copy is attached for your convenience.

Transportation accounts for about 30 percent of Ashland's total greenhouse gas emissions. There are three principal ways to reduce these emissions to achieve the Climate Energy Action Plan, CEAP, greenhouse gas reduction targets (as approved by the City Council in 2017 - following extensive public input and consultation). Two options to reduce emissions could come from increasing the share of electric vehicles, and improving public transportation options. A third important way is to increase the mode share of people traveling by bicycle (including e-bike and e-scooter). This will require well-designed infrastructure to ensure that bicycling (and scootering) is safe and convenient for everyone. Investing in safe bicycle transportation and clean public transport are also important equity considerations, as well, because they provide good options for lower income residents to get around town.

For more information please see the National Association of City Transportation Officials, NACTO, document entitled, [Designing for All Ages and Abilities](#). Communities that have embraced this approach have transformed the bicycle from a toy to a mode of travel that allows everyone to travel from anywhere to everywhere--SAFELY.

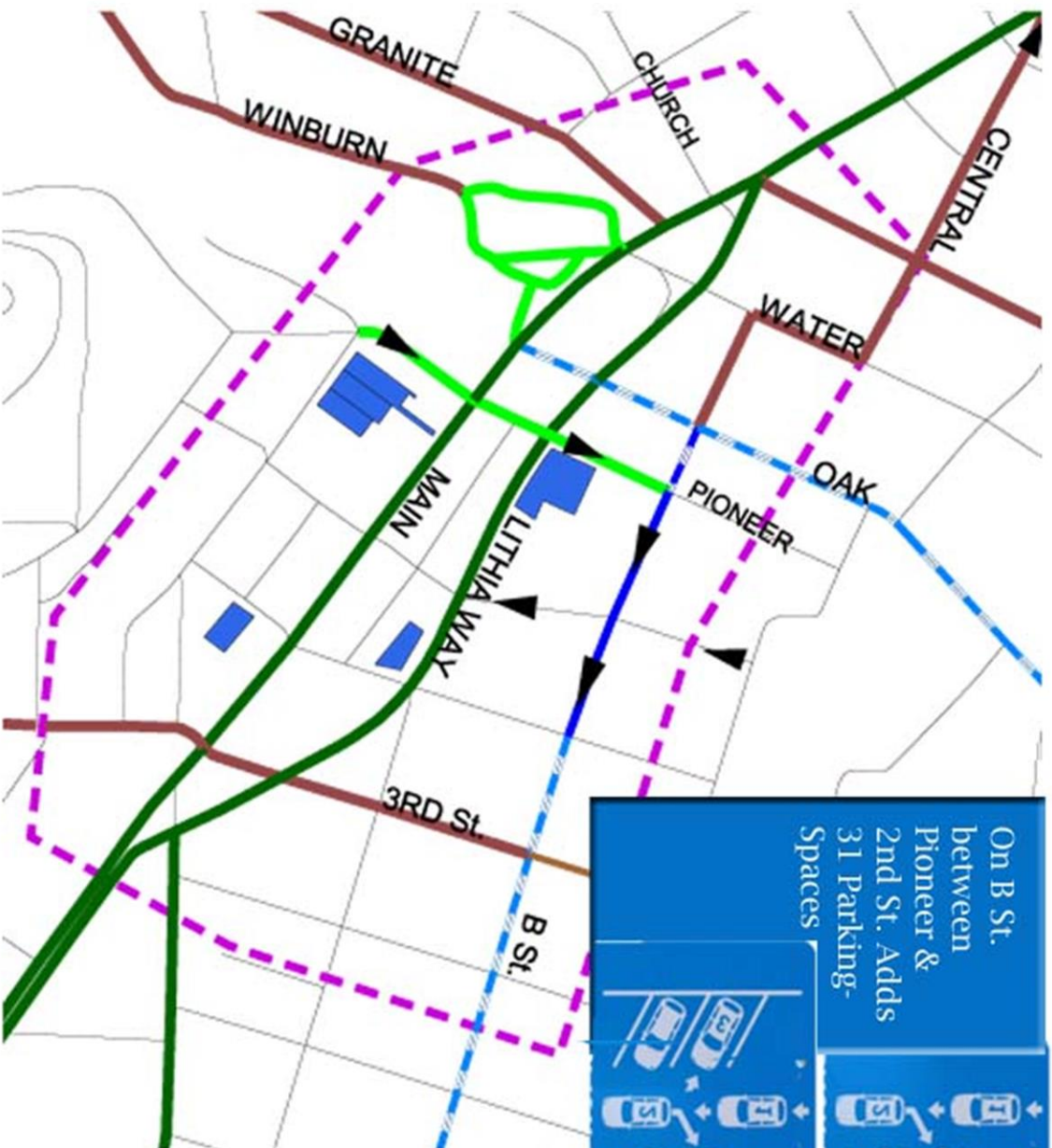
We would be honored to attend a future meeting to answer questions or provide additional background on the CPC's recommendation.

Thank you,

Climate Policy Committee, Chair

CC: Ashland Transportation Commission

# Downtown Ashland Bicycle Network - All Ages and Abilities -



On B St. between Pioneer & 2nd St. Adds 31 Parking Spaces

CONTROL  
FLOCK  
AFLACK



- LEGEND**
- Bicycle Boulevard
  - Protected Bike Lane
  - Conventional Bike Lane
  - Woonerf (one-way except bikes)
  - Buffered Bike Lane
  - One-way Cycle Track
  - Dwntwn study area.shp
  - Ashland public parking.shp
  - Streets.shp



To: Revitalize Downtown

From: Climate Policy Committee

Date: January 15, 2020

RE: Ensuring Bicycles are a Viable Form of Transportation

Ensuring that transportation facilities are safe for everyone is a fundamental objective of city planning in Oregon. To achieve that outcome, facilities for people riding bicycle must be designed, funded and constructed to be usable by people of all ages and abilities. Traffic volumes and speeds of motor vehicles on major roads in Ashland necessitate that vulnerable road users (bicyclists and pedestrians) be separated from passing motor vehicles (see Appendix A – NACTO All Ages and Abilities). Separation is the only way to ensure that people riding or walking on these roads will not be killed or severely injured if struck by an automobile (see Appendix B – Injury and Motor Vehicle Speeds).

Improvements on the major roadways must be complimented with a network of bicycle boulevards throughout the community that serve to connect every neighborhood with the major street network. Completion of this network will ensure that bicycles are a viable mode of transportation and could lead to enough people riding bicycles to account for 20 percent of local travel by 2035 (excluding trips that originate or end out-of-town) and, possibly, 40 percent by 2040. Some cities have already achieved these levels of bicycling. They have achieved this by creating a transportation system that ensures safety for all modes of travel - not just motor vehicles.

The reduction in the community's dependence upon the automobile is an important strategy in the City's overall plan to have zero net greenhouse gas emissions by 2050. The transportation sector accounts for more than 30 percent of Ashland's carbon emissions.<sup>1</sup> **These emissions, from the transportation sector, can be reduced by about one percent for each one percent increase in bicycle mode share.**<sup>2</sup>

Additionally, for each one percent increase in bicycle mode share there is a like **reduction in traffic congestion and parking demand.** Maximizing bicycle transportation solves a wide range of challenges faced by the City, its residents, and the environment as a whole.

Average trip lengths for traditional pedal bicycles are around three miles. The longest axis in Ashland, along the length of OR99, is just under four miles. E-bikes, whose sales are growing at 100 percent per year<sup>3</sup>, can travel 20 miles or more between charges.<sup>4</sup> With e-bikes, even the streets above the Boulevard are easily ascended. Almost anyone can travel anywhere in Ashland on a bike provided the transportation system is changed to ensure their safety. Importantly, **people that travel by bike are likely, if not certainly, to shop locally.**

Bicycles are a very inexpensive mode of transportation. Traditional bikes cost a few hundred dollars while electric-bikes vary widely but start around \$1,500. Even the most expensive e-bikes are still much less expensive than the purchase, and cost of operation and insurance for a motor vehicle. In fact, the cost of driving an automobile accounts for almost 12 percent of average household income in the USA.<sup>5</sup> Only expenditures for

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<sup>1</sup> Approximate: According to the City GHG emission inventory, seventeen percent of the City's carbon emissions are attributable to from residential driving. Roughly an equal amount is attributable to energy used in the construction of motor vehicles and auto emissions from visitors to the City.

<sup>2</sup> The U. N. Fourth Intergovernmental Panel on Climate Change, Assessment Report refers to a study of transport policies in Latin American cities which found that increasing the share of trips by bicycle from 1% to 10% can reduce the amount of greenhouse gas emissions in the city by 8.4%

<sup>3</sup> <https://www.npd.com/wps/portal/npd/us/news/press-releases/2017/its-electric-e-bikes-led-by-higher-price-points-drive-bicycle-sales-in-the-us/>

<sup>4</sup> <https://www.juicedbikes.com/pages/real-world-range-test>

<sup>5</sup> U.S. Bureau of Labor Statistics: <https://www.bls.gov/news.release/cesan.nr0.htm>



housing (25% of average household income) account for a larger share of household expenditures. Transportation costs even exceed the expenditures for food (10% of household income). Transforming the transportation system to make bicycling a safe and practical form of transportation could **increase local disposable income and thus reduce the cost of living in Ashland**. Importantly, those “savings” could also provide the basis for **increased purchases in local stores**.

Little data is available on retail sales before and after installation of a protected bike lane. But in one case, **the percentage increase in retail sales was higher than control sites without bike transportation improvements and grew up to twice as fast over the course of two years**.<sup>6</sup>

Obesity is a public health crisis. Active transportation, walking and bicycling, create opportunities for people to integrate exercise into their daily routines.<sup>7</sup> This is especially important among children and youth, where utilizing modes of transportation that require physical activity, can **alter the trajectory of adult obesity and type 2 diabetes**.

The City, through the creation of a safe bicycle network, can complement OSF’s efforts to **diversify the demographics of its visitors**. Young people account for a large percentage of people who visit Ashland to enjoy mountain and road biking. These visitors often have high disposable incomes. Making bicycling safe throughout the City can encourage these visitors to explore town instead of simply riding the trails and rural roads.

Similarly, by making bicycling a safe and practical mode of travel, the City can increase its overall attractiveness to “remote” workers; potentially key to diversifying the local economy. Remote workers are expected to account for 50 percent of the work force by 2027<sup>8</sup> and can live anywhere. **Boosting Ashland’s draw to young professional workers**, especially given their high relative salaries, will help increase our community’s social and economic diversity.

The City Council’s adopted 2017 Climate Energy and Action Plan includes the following statement: “each action of the CEAP should be implemented in an equitable manner that addresses Ashland’s unique equity issues and concerns.” The CEAP also explicitly acknowledges that implementation of the CEAP will provide four co-benefits. These include “benefits: 1) to low-income or disadvantaged communities, 2) benefits local habitats, recreation, or natural aesthetic, 3) benefits households, local economy, City operations budget, or jobs and 4) benefits public health (e.g. by enhancing local air quality).” The bicycle strategy, as described here, includes identifiable benefits in all of these diverse areas.

In summary, making bicycling a safe mode of travel for everyone has the following benefits:

- Reducing carbon emissions from the transportation sector
- Reducing traffic congestion and parking demand
- Increasing the number of residents who shop locally
- Increasing disposable income for residents who bicycle
- Increasing retail purchases
- Reducing the incidence of obesity – especially among children

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<sup>6</sup> <http://www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf>

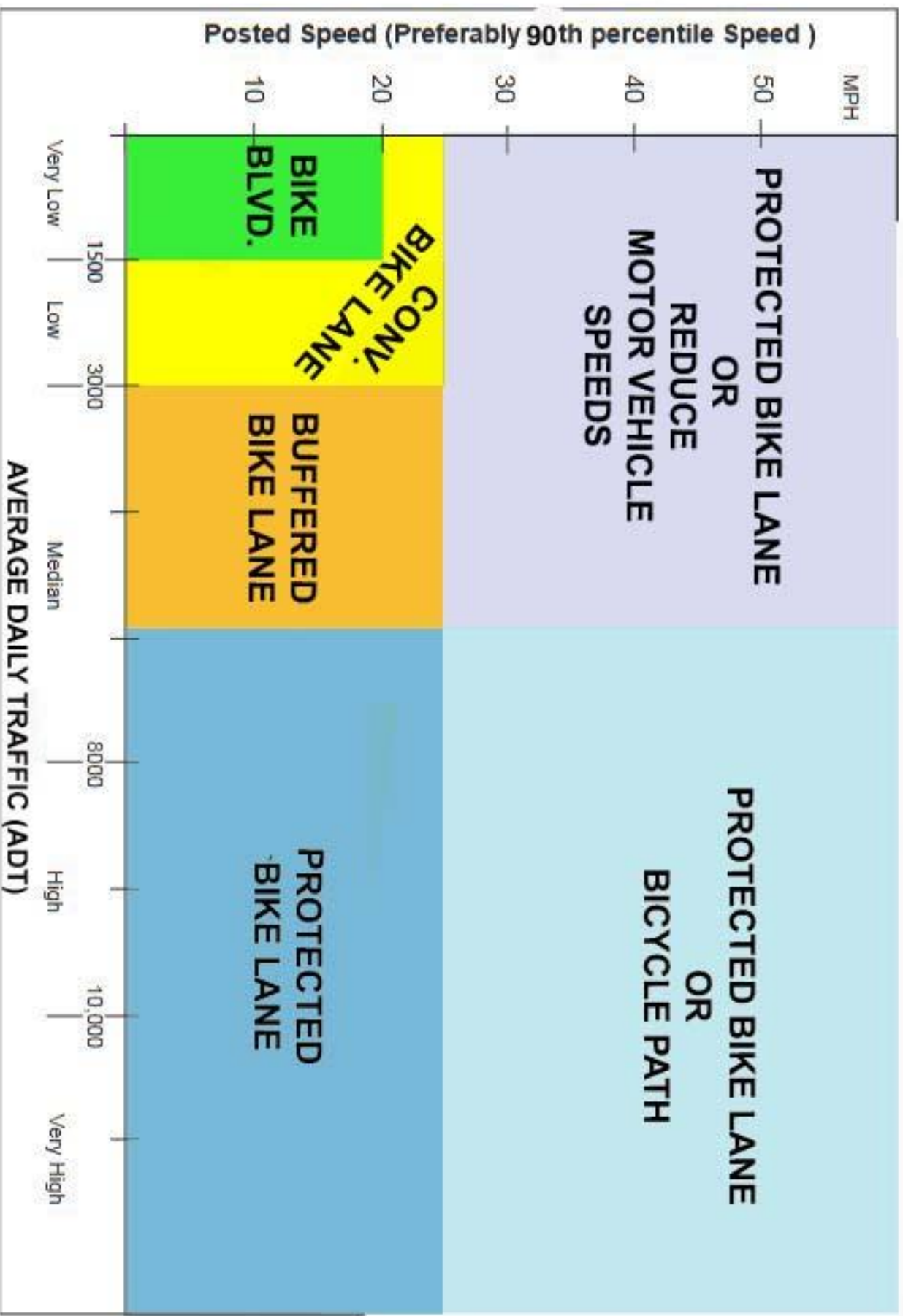
<sup>7</sup> Harvard University: <https://www.hsph.harvard.edu/obesity-prevention-source/obesity-prevention/physical-activity-environment/community-design-active-transportation-and-obesity-prevention/>

<sup>8</sup> Forbes: <https://www.forbes.com/sites/samantharadocchia/2018/07/31/50-of-the-us-workforce-will-soon-be-remote-heres-how-founders-can-manage-flexible-working-styles/#13b0536d5767>

- Diversifying the demographics of visitors to Ashland
- Making Ashland a more attractive place to live for young professionals

# NACTO

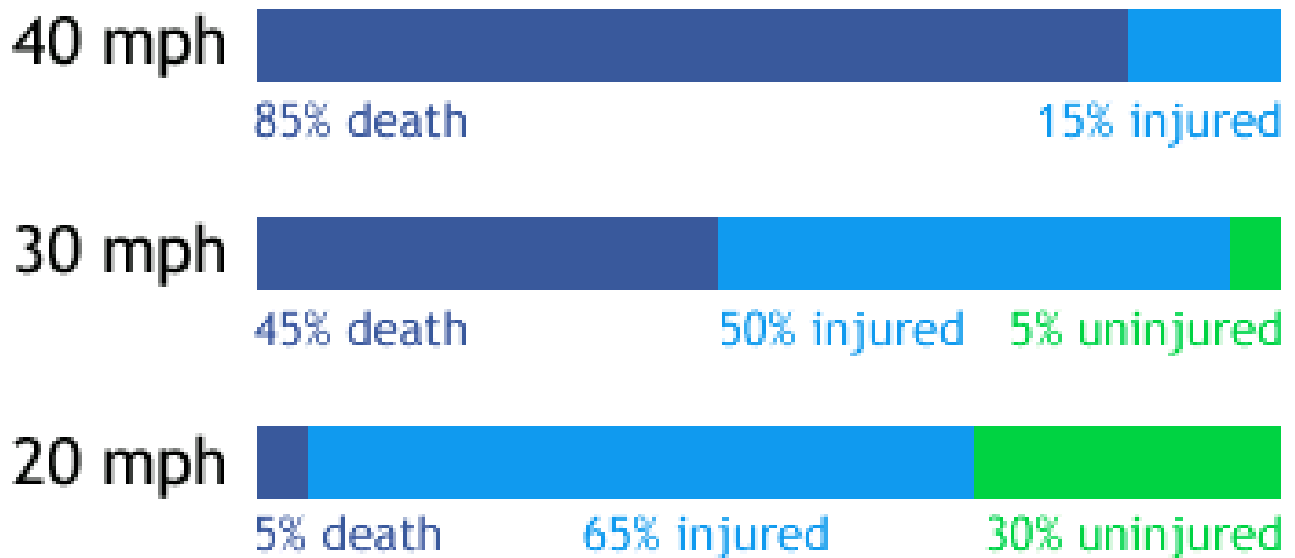
## Contextual Guidance for Selecting All Ages & Abilities Bikeways



# Reducing Vehicular Speeds

## Decreases Crash Risk and Crash Severity

### Pedestrian Injuries at Impact Speeds



Source: [http://guide.saferoutesinfo.org/engineering/slowing\\_down\\_traffic.cfm](http://guide.saferoutesinfo.org/engineering/slowing_down_traffic.cfm)

## **COMBINED CLIMATE EMERGENCY DECLARATION AND LIST OF ASKS**

### **RESOLUTION ENDORSING THE DECLARATION OF A CLIMATE EMERGENCY AND EMERGENCY MOBILIZATION EFFORT TO RESTORE A SAFE CLIMATE**

**WHEREAS**, in April 2016 world leaders recognized the urgent need to combat climate change by signing the Paris Agreement, agreeing to keep global warming “well below 2°C above pre-industrial levels” and to “pursue efforts to limit the temperature increase to 1.5°C;”

**WHEREAS**, the harm to people and nature already wrought by current average global warming of 1°C demonstrates that the Earth is already too hot for safety and justice, as evidenced by increased and intensifying wildfires, floods, rising seas, diseases, droughts, and extreme weather;

**WHEREAS**, according to the United Nations’ Special Rapporteur on Extreme Poverty, 1.5°C of global warming could expose 500 million people to water poverty, 36 million people to food insecurity because of lower crop yields, and 4.5 billion people to heat waves;

**WHEREAS**, in October 2018, the United Nations released a special report which projected that limiting warming to even the 1.5°C target this century will require an unprecedented transformation of every sector of the global economy by 2030;

**WHEREAS**, climate change and the global industrialized economy’s overshoot of ecological limits are driving the Sixth Mass Extinction of species, could devastate much of life on Earth for many millennia, and may pose as great a risk to humanity as climate change, according to the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services;

**WHEREAS**, the United States of America has disproportionately contributed to the climate and ecological emergencies and thus bears an extraordinary responsibility to rapidly solve these crises;

**WHEREAS**, in July 2019, Oregon Representative Earl Blumenauer and congressional colleagues introduced a resolution to declare a national climate emergency in the United States, calling for a “national, social, industrial, and economic mobilization of the resources and labor of the United States at a massive scale to halt, reverse, mitigate, and prepare for the consequences of the climate emergency and to restore the climate for future generations;”

**WHEREAS**, restoring a safe and stable climate requires a Climate Mobilization, an emergency mobilization on a scale not seen since World War II in order to reach zero greenhouse gas emissions across all sectors of the economy; to rapidly and safely drawdown and remove excess carbon from the atmosphere until pre-industrial greenhouse gas levels are restored; and to implement measures to protect people and nature from the consequences of abrupt climate destabilization;

**WHEREAS**, such necessary measures to restore a safe climate include:

- a) A rapid, just, managed phase-out of fossil fuels;

- b) Ending greenhouse gas emissions as quickly as possible to establish a zero-emissions economy;
- c) A widespread effort to safely drawdown excess carbon from the atmosphere;
- d) A full transition to a regenerative agriculture system; and
- e) Widespread conservation and restoration of ecosystems;

**WHEREAS**, fairness requires that disadvantaged communities, which often experience the impacts of climate change “first and worst” participate actively in the planning and implementation of this mobilization effort and that they benefit from the transition to a climate-safe economy;

**WHEREAS**, the massive scope and scale of action necessary to stabilize the climate and biosphere will require unprecedented levels of public awareness, engagement, and deliberation to develop and implement effective, just, and equitable policies to address the climate emergency;

**WHEREAS**, the City of Ashland can act as a global leader through rapid implementation of its Climate and Energy Action Plan (CEAP) and by advocating for regional, national, and international efforts necessary to reverse global warming and the ecological crisis;

**NOW BE IT THEREFORE RESOLVED**, the City of Ashland declares that a climate and ecological emergency threatens our city, region, state, nation, civilization, humanity and the natural world;

**BE IT FURTHER RESOLVED**, the Ashland City Council directs staff to collaborate with the Climate Policy Commission to develop a comprehensive energy plan, including electric and gas utility plans, that charts a course for Ashland to meet its near and long-term climate mitigation and adaptation goals;

**BE IT FURTHER RESOLVED**, the Ashland City Council commits to opening conversations with Bonneville Power Administration and advocating for adjustments to the current contract in order to allow the community of Ashland to pursue renewable energy production without financial penalty;

**BE IT FURTHER RESOLVED**, the Ashland City Council directs staff to collaborate with the Climate Policy Commission to incorporate the goals of the CEAP into all city plan updates, including but not limited to Master Plans, Comprehensive Plans and Updates, and Capital Improvement Program plans;

**BE IT FURTHER RESOLVED**, the Ashland City Council directs staff to prioritize climate action in future budget processes until the climate crisis is addressed to the point where human and ecological communities are no longer in danger due to an unsafe climate;

**BE IT FURTHER RESOLVED**, the Ashland City Council requires all Council, Commission, and Ad Hoc Committee work and decisions incorporate CEAP goals as appropriate and that those bodies are educated about the climate crisis by staff and/or the Climate Policy Commission or the Conservation and Climate Outreach Commission;

**BE IT FURTHER RESOLVED**, the Ashland City Council directs staff to immediately implement efficiency recommendations from the City facilities water and energy audits throughout City facilities and vehicle fleet;

**BE IT FURTHER RESOLVED**, the Ashland City Council directs the City Administrator to work with the relevant departments to include greenhouse gas impact statements in all relevant Council motions, much as it currently includes fiscal impact statements;

**BE IT FURTHER RESOLVED**, the Ashland City Council directs staff in collaboration with the Climate Policy and Conservation and Climate Outreach Commissions to develop a website to track progress against CEAP goals, and demonstrate actions individual citizens, businesses, and organizations can take to help the Ashland community meet its climate mitigation and adaptation goals;

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**BE IT FURTHER RESOLVED**, the Ashland City Council requires that management level hiring decisions prioritize climate knowledge and demonstrated leadership in helping communities meet climate goals;

**BE IT FURTHER RESOLVED**, the Ashland City Council recognizes that additional policy and program recommendations will be coming forward with urgency from the Climate Policy Commission and commits to prioritizing consideration of those recommendations in the normal course of Council business;

**BE IT FURTHER RESOLVED**, the City of Ashland joins a national-wide call for a regional, national, and international climate emergency mobilization effort focused on rapidly catalyzing effective action at all levels of government to reverse global warming and the ecological crisis;

**BE IT FURTHER RESOLVED**, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Ashland supports House Congressional Resolution 52 and Senate Congressional Resolution 22, "Expressing the sense of Congress that there is a climate emergency which demands a massive-scale mobilization to halt, reverse, and address its consequences and causes," as well as any legislation that would initiate a national emergency-speed mobilization to reverse global warming and the ecological crisis, as described in the text of this Resolution;

**BE IT FURTHER RESOLVED**, the City of Ashland calls on the State of Oregon, the United States Congress, the President of the United States, and all governments and people worldwide to declare a climate emergency, initiate a Climate Mobilization to reverse global warming and the ecological crisis, and provide maximum protection for all people and species of the world; and,

**BE IT FURTHER RESOLVED**, in furtherance of this resolution, the City of Ashland shall submit a certified copy of this resolution to Senators Ron Wyden and Jeff Merkley, Representative Greg Walden, State Senator Jeff Golden, State Representative Pam Marsh, and County Commissioners Ricky Dyer, Colleen Roberts, and Bob Strosser, and request that all relevant support and assistance in effectuating this resolution be provided.



## **CLIMATE EMERGENCY DECLARATION ONLY**

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## **LIST OF CLIMATE ASKS ONLY**

Direct staff to collaborate with the Climate Policy Commission to develop a comprehensive energy plan, including electric and gas utility plans, that charts a course for Ashland to meet its near and long-term climate mitigation and adaptation goals;

Open conversations with Bonneville Power Administration and advocate for adjustments to the current contract in order to allow the community of Ashland to pursue renewable energy production without financial penalty;

Direct staff to collaborate with the Climate Policy Commission to incorporate the goals of the CEAP into all city plan updates, including but not limited to Master Plans, Comprehensive Plans and Updates, and Capital Improvement Program plans;

Direct staff to prioritize climate action in future budget processes until the climate crisis is addressed to the point where human and ecological communities are no longer in danger due to an unsafe climate;

Require all Council, Commission, and Ad Hoc Committee work and decisions incorporate CEAP goals as appropriate and that those bodies be educated about the climate crisis by staff, the Climate Policy Commission, or the Conservation and Climate Outreach Commission;

Direct staff to immediately implement efficiency recommendations from the City facilities water and energy audits throughout City facilities and vehicle fleet;

Direct the City Administrator to work with the relevant departments to include greenhouse gas impact statements in all relevant Council motions, much as it currently includes fiscal impact statements;

Direct staff in collaboration with the Climate Policy and Conservation and Climate Outreach Commissions to develop a website to track progress against CEAP goals, and demonstrate actions individual citizens, businesses, and organizations can take to help the Ashland community meet its climate mitigation and adaptation goals;

Direct staff to build on existing internal climate education efforts to ensure that all City staff receive annual training on the climate crisis and the City of Ashland's climate goals;

Require that management level hiring decisions prioritize climate knowledge and demonstrated leadership in helping communities meet climate goals; and

Recognize that additional policy and program recommendations will be coming forward with urgency from the Climate Policy Commission and commit to prioritizing consideration of those recommendations in the normal course of Council business.

## Memo

To: Climate Policy Commission

From: Bob Kaplan

Date: March 2020

Re: Council Commission Interaction Process Comments

The record shows a very robust consultation process for the CEAP, and I think it is very important to continue to set a high standard going forward. We should do so carefully and deliberately. It seems to me that there are two types of “consultation” that could be handled in different ways. The first, early consultation, is more like research and could be relatively informal. It is carried out by asking relevant questions to a few subject matter experts. In the case of gasoline-powered leaf blowers, for example, such experts could include a landscaper, an occupational health specialist, and a landscaping equipment retailer. The purpose is to learn about the technical issues that should inform policy design. Preparation for this kind of research could be a list of questions and identification of the subject matter experts. It should NOT involve review of a draft ordinance. It need not result in an exhaustive record. I hope this sort of consultation would not be worrisome to the city council or staff. The second consultation is later in the process and involves feedback on the draft ordinance before it goes to the city council for decision. This consultation should be guided by a clear articulation of the policy objectives, a draft of the ordinance, relevant implementation detail, and additional questions aimed at identifying possible alternative policy designs. The plan should identify stakeholder classes and the means for gathering, recording, and responding to their feedback. The record should inform the commission’s decision on what to recommend to the city council, and it should be available to the city council as it considers appropriate action. It is important to avoid catching the council by surprise with opposition within the community. These needn’t be lengthy processes. If done well, they could even save time. Nobody is well-served when affected parties’ first opportunity to make an impassioned case comes late in the process. That usually results in acrimony and considerable delay. The city carries out consultations on many issues, so we needn’t reinvent processes or tools. What staff resources are available to help, both with designing the consultations and carrying them out? Do we need to designate a point-person for our consultations to learn as we go and achieve some standardization?

# Climate Policy Commission Utility Subcommittee

2/27/20 Meeting Notes  
Pony Espresso, Ashland

## Attendance

Commission members: Rick, Les, Talia, Ray on the phone

Staff: Stu

Public: Huelz

## Notes

### ***First Topic - Start of meeting , discussion of prior activities***

**Description:** Status of CPC recommendations to the Water Master Plan

Ray sent the recommendations to Adam on 2/14/20. He sent it to the Public Works Director and will include it in the 3/12/20 CPC meeting packet .

**Decision:** Waiting to hear feedback from Public Works

**Task Assignments:** City Staff to keep us informed.

**Description:** Reviewed previous work items Rick had provided to decide where to focus next for integrating CEAP goals into City Utility Plans. Team feels that for the CPC to be successful eventually all of the CEAP goals should be imbedded into City documents, which could mean you no longer need a standalone CEAP document.

Discussed options of focusing on either the Electric Utility or the Avista Gas franchise next.

**Decision:** Focus on Electric utility but would like to get the electric utility director to come to a CPC meeting for a short presentation along with Gas utility (Avista Rep?) in the future. The CPC would like to understand and help to provide input on what is the future direction that the Electric Utility wants to take regarding being only a service distributor / consumer vs a supplier / generator of electrical power.

**Task Assignments:** Rick to put a proposal for the Electric Utility director invite and topics on the CPC agenda.

### ***Second Topic - Electric Utility Master Plan Discussion***

**Description:** Discussed with Stu that there is currently no Electrical Master plan but there is a 10 Year planning Study Completed in 2014 which does not contain climate related actions as it was focused on capacity, loading, distribution and reliability. Stu mentioned one option is to put the CEAP goals related to electrical into the City Comprehensive plan unless there is a plan by

Public Works to create a master plan for the Electric Utility. Stu mentioned the City of Talent has taken the Comprehensive plan approach with their newly enacted CEAP in Dec 2019.

**Decision:** Look at the possibility of putting CEAP goals related to the Electric Utility into the City's Comp Plan.

**Task Assignments: (For All)**

-Review the CEAP for items associated with the the Electric Utility

- Review City Comp Plan chapter 9 (Public Services) and Chapter 11 (Energy, Air and Water Conservation) . See how CEAP goals could be included along with any climate action items already mentioned.

-Review City of Talent Comprehensive plan and CEAP to see an example of how they are integrated

***Third Topic - Discussion about Electric Utility Rates***

**Description:** Discussed voluntary Rate Tiers and optional RECs to pay for new services the electrical customers may want ie Solar. Stu mentioned rate tiers are adjusted yearly around May.

**Decision:** The sub-committee needs to see what rate studies have been done and explore further.

**Task Assignments:** See if Stu can get some information for us on rate tier studies

***Fourth Topic - Electric Utility Contract Renewal with BPA***

**Description:** Discussed how the CPC may provide input if any in the contract renewal with BPA and if there may be other suppliers of electrical power in the future.

**Decision:** *Let's understand the contract timeline and what options the city may be exploring.*

**Task Assignments:** Rick to send us a timeline of contract renewal from Tom

**Climate Policy Commission  
Built Environment Subcommittee**

2/25/20

Siskiyou Room

**Attendance**

Stu Green, Gary Shaff, Chris Brown, Bob Kaplan, Julian Bell. No public participation.

**Notes**

**1 Topic changed – discuss Community Development Block Grant**

Description: Can the Advisory Body of the CDBG include climate considerations in its allocation decisions.

Decision: Will research

Task Assignments: Stu will do initial outreach and, if appropriate, Bob will prepare a draft letter to the Housing Commission, upload as a Google Doc, and other BE members will edit as they feel appropriate.

**2 Recommendation to the CPC to advance the following to City Council**

**A. Phase out strategy for natural gas**

**I; Outreach and coordination with SOU and Ashland School District**

Description: Do city staff wish to permit or approve research efforts by individual commission members acting on their own initiative if they relate to climate change and therefore the CPC?

Discussion: As long as a commission member is not bringing a policy to a stakeholder meeting for discussion, then the meeting is research.

Decision: No

Task Assignments: None

**II; NG Water Heater Phase Out Ordinance**

Description: Does the BEWG of the CPC wish to advance the “Natural Gas Water Heater Phase Out” to the City Council?

Discussion: Pros and cons were discussed.

In conclusion the consensus appeared to be that we wished to do some basic policy related stakeholder research (that is, individual members would undertake research with stakeholders regarding possible future policies), and this would inform the strategy for advancing a phase out plan in the Ashland.

Separate from this research, the plan itself would be uploaded to a Google document and the BEWG of the CPC would edit it as a group. The consensus document would then be vetted by the CPC and then brought to the City Council.

In addition to this it was felt that an outreach project / rollout strategy was a good idea, but since this was the Climate *Policy* Commission, we should have a proposed ordinance to present to the City Council. It may be that this would be more a general aspirational document rather than specific language in the sense of a “ready to go” ordinance. This will also be uploaded into a Google document to be edited by the group.

Decision: Yes, with conditions

Task Assignment: Bob Kaplan will upload the “strategy” document written by Bell (attached to the agenda for this meeting) into a Google document. Members of the BEWG of the CPC will edit as they feel appropriate.

**Climate Policy Commission  
Built Environment Subcommittee**

2/25/20

Siskiyou Room

***B. Phase out strategy for Lawn and Garden Gas Powered Equipment and Tools***

***I. Gas Powered Blower Phase Out Ordinance***

Description: Parallel to the above.

- 1) Stakeholder engagement
- 2) Upload "Strategy" into a Google document,
- 3) Edit by members of BEWG of CPC
- 4) Vet by CPC
- 5) Present to city council.

Decision: Agreed

Task assignment: Bob Kaplan to upload "strategy" as written by Shaff for all to edit.

***3. Other recommendations to the CPC***

***a. Approval of the CPC letter to Revitalize Downtown CAC re: CPC recommended Bicycle Network in the Downtown (attached to the original agenda).***

Description: Do we approve the submission of the document

Decision: Yes.

Task assignment: To be submitted to the CPC following Bob's introductory paragraph and review by BE members.

***5. Update of ongoing or pending initiatives (Reviewed by Green)***

***a. Bikeshare development / revamp***

Green noted that the city is expecting or hoping to provide electric bicycles for the bikeshare program. There are funds available for clean transportation.

***b. Upcoming changes to Building Code***

The baseline building code has changed. There are a group of cities advocating for a local amendment process – whereby we could have an opt in code that would be acceptable to the state. PDX, Eugene, Milwaukee, Bend are working together on this. Zero Energy Ready Oregon is one source for information.

***c. EV charging upgrades***

EV subsidy is over but there are still funds available for commercial charging.

***d. Building Energy Score Program concept***

Defer to next agenda.

***e. Climate Adaptation Loan Program concept***

Kaplan, Green, Bell to discuss – as well as possibly Shaff and Brown.

Respectfully submitted,

Julian Bell.



# Climate Policy Commission Administration Subcommittee

2/17/20 Meeting Notes

Washington Federal

## Attendance

Commission members: Tonya Graham (Chair), Rick Barth (Vice-Chair), Zander Huston, Julian Bell (Built Environment Chair, by phone)

Staff: None

Public: Bob Kaplan, Huelz

## Notes

### *Subcommittee Status*

Description: Utilities reported that their Water Master Plan work was completed at their last subcommittee meeting and the work was sent to CPC. The Electrical and Gas work from the previous agenda will be addressed at the next utility subcommittee meeting. Built Environment reported the preparation of a methane strategy document. This document was circulated to a subset of CPC in a manner consistent with public meeting law requirements.

Decision: None

Task Assignments: None

### *Council Study Session Feedback*

Description: Staff is preparing background material for the 12 CPC recommendations (aka asks) presented at the 2/3/20 council study session. This material will then be brought forward to council. In addition a sample recommendation plan in the form of a Small Engine Phase Out Implementation Plan will be prepared by the built environment subcommittee.

Decision: See task assignments.

Task Assignments: Chair to forward to staff

- CPC recommendations as presented to council and annotated with CEAP references
- Council feedback summary

Both are included below in the supporting material section.

### *Council Commission Interaction Process*

Description: As part of the 2/3/20 council study session the discussion of the interaction process between CPC and council was started. Subsequent to that meeting the mayor, city administrator, CPC chair and CPC vice-chair met to further that discussion. One conclusion is that CPC is not like other commissions that typically do their work independently and report back to council once per year. The expectation is that the same group will meet once again and an additional council study session will be scheduled. That study session will focus on the CPC council interaction process but may also provide an opportunity to receive additional council feedback. The Small Engine Phase Out Implementation Plan will be used as an example. Bob Kaplan had some thoughts on this process. His notes are included in the supporting material section below. Subsequent to the administration subcommittee meeting the meeting

with the mayor, city administrator, CPC chair and CPC vice-chair was scheduled for 3/4/20 and the council study session was scheduled for 3/16/20.

Decision: None

Task Assignments:

- Council liaison to request that the next study session be as soon as possible.
- Built Environment to apply the type of planning presented in the methane strategy document to the Small Engine Phase Out Implementation Plan.

### *New Commission Member Role*

Description: Bob Kaplan was appointed to CPC by the mayor. His appointment is on the 2/18/20 council meeting consent agenda. His role on CPC is yet to be determined, e.g. which subcommittee he might join.

Decision: None

Task Assignments: Chair to chat with Bob.

### *Commission Look Ahead*

Description: A sample CPC look ahead document was presented at the 2/3/20 council study session and at the 2/13/20 CPC meeting.

Decision: Each subcommittee is responsible for sending items they foresee needing full commission time to the CPC chair.

Task Assignments: Chair and Vice-Chair to prepare a look ahead as part of each CPC meeting agenda.

### *Subcommittee Agenda and Notes Standardization*

Description: A template has been prepared to standardize subcommittee meeting notes. This document is an example of such.

Decision: Bring to 3/12/20 CPC meeting.

Task Assignments: None

### *CEAP Update*

Description: The possibility of writing a Climate and Energy Implementation Plan as a companion document to CEAP was discussed. This new document would respond to the CEAP requirement of updating the CEAP every 3 years.

Decision: Bring this Admin recommendation to the 3/23/20 CPC meeting.

Task Assignments: None

### *Future Meetings*

Description: The following topics need to be addressed at future Administration subcommittee meetings:

- CPC staffing level
- Google Docs organization
- Measurement
- Web site development
- Adaptation Subcommittee
- Adding Subcommittee Members
- existing applicant list

Decision: Measurement and Adding Subcommittee Members will be on the 3/16/20 agenda.

Task Assignments: None

## Supporting Material

### *CEAP Annotated CPC Recommendations to Council*

#### *Energy*

1. Direct staff to collaborate with the Climate Policy Commission to develop a comprehensive energy plan, including electric and gas utility plans, that charts a course for Ashland to meet its near and long-term climate mitigation and adaptation goals
  - BE-1-1. Develop a comprehensive plan for the Municipal Electric Utility. (pg. 52)
2. Open conversations with Bonneville Power Administration and advocate for adjustments to the current contract in order to allow the community of Ashland to pursue renewable energy production without financial penalty
  - CEAP support not researched

#### *Planning*

3. Direct staff to collaborate with the Climate Policy Commission to incorporate the goals of the CEAP into all city plan updates, including but not limited to Master Plans, Comprehensive Plans and Updates, and Capital Improvement Program plans
  - CC-3-2. Incorporate CEAP goals and actions in future updates of city plans. (pg. 102)
4. Require all Council, Commission, and Ad Hoc Committee work and decisions incorporate CEAP goals as appropriate and that those bodies be educated about the climate crisis by staff, the Climate Policy Commission, or the Conservation and Climate Outreach Commission
  - CC-3-1. Consider climate change in all City Council policy, budgetary, or legislative decisions and as part of the Council Communication document template. (pg. 102)
  - CC-3-3. Include consideration and perpetuation of climate action goals within the scope of every appropriate City Advisory Commission. (pg. 103)
  - CC-2-1. Ensure all City departments educate their staff members about the Climate and Energy Action Plan. (pg. 102)

#### *Budget*

5. Direct staff to prioritize climate action in future budget processes until the climate crisis is addressed to the point where human and ecological communities are no longer in danger due to an unsafe climate
  - This recommendation has no direct relation to CEAP actions, but it is noted in the funding section of the CEAP that “incremental funding increases may be needed to meet the higher level of action called for in the plan.” (pg. 109)
  - This recommendation may relate to the CEAP in so far as the funds allocated in the budget process are in congruence with the CEAP goals.

#### *City Operations*

6. Direct staff to immediately implement efficiency recommendations from the City facilities water and energy audits throughout City facilities and vehicle fleet
  - BE-3-1. Use results from City Facilities Energy Audit to prioritize City Facilities Capital Improvement Plans (CIPS) and maintenance improvements. (pg. 56)
  - NS-3-2. Implement efficiency recommendations from the City facilities water audit. (pg. 87)

7. Direct staff to build on existing internal climate education efforts to ensure that all City staff receive annual training on the climate crisis and the City of Ashland's climate goals
  - CC-2-1. Ensure all City departments educate their staff members about the Climate and Energy Action Plan. (pg. 102)
8. Require that management level hiring decisions prioritize climate knowledge and demonstrated leadership in helping communities meet climate goals
  - Strategy CC-3. Mainstream and integrate climate considerations. "... climate change should be integrated into all other City activities and processes, as relevant. This means that any decision that could affect or be affected by climate change should explicitly address that connection and ensure coherence with the city's climate action goals." (pg. 102)
  - No CEAP actions explicitly addresses this recommendation.

#### *Council*

9. Direct the City Administrator to work with the relevant departments to include greenhouse gas impact statements in all relevant Council motions, much as it currently includes fiscal impact statements
  - CC-3-1. Consider climate change in all City Council policy, budgetary, or legislative decisions and as part of the Council Communication document template. (pg. 102)
10. Recognize that additional policy and program recommendations will be coming forward with urgency from the Climate Policy Commission and commit to prioritizing consideration of those recommendations in the normal course of Council business
  - CEAP support not researched

#### *Outreach*

11. Direct staff in collaboration with the Climate Policy and Conservation and Climate Outreach Commissions to develop a website to track progress against CEAP goals, and demonstrate actions individual citizens, businesses, and organizations can take to help the Ashland community meet its climate mitigation and adaptation goals
  - Strategy CC-1. Educate and empower the public. "Addressing community-wide emissions starts with ensuring that the public understands climate change and what they can do to address the challenge" (pg. 101).
  - No CEAP actions explicitly addresses this recommendation.
12. Climate Emergency Declaration

#### *Council Feedback*

1. We have been aware of BPA contract negotiations for a year and some staff have already been working on it. 2025 is on agenda. Dennis
2. Prioritize means rank order or make most important. John
3. Has CPC talked to staff about the cost of implementing all the energy efficiency recommendations? Kelly No, but we should. Rick
4. Don't have facilities water audit. Kelly via Adam
5. Critical to have climate educated leadership staff. Ask 8. Rick Public Works Director. Required to the exclusion of other metrics or as one of many? Kelly
6. Hires required to know something about climate change? Julie Yes, something. Rick
7. Water vapor more significant than CO2 in atmosphere? Science shifting changes things? John CO2 and other GHG modulate the amount of water vapor; GHG and water vapor together then control trapped heat. Rick

8. Does council want a resolution or not? Rich
9. Is the content as proposed appropriate? Rich
10. Council needs to go through asks one by one. Rich
11. Council will need to have another meeting about this. Rich
12. Resolution needs to be considered in a regular session. Probably in two steps: staff updated language and final approval. Dennis
13. We somehow have to handle complexity. Didn't go through each element of CEAP. How to translate each into action. John
14. What does an emergency mean? Mental health and homeless emergencies. Asks overlap. How to handle resource competition. Council must deliver essential services. Need to discuss this process. John
15. Declaration separate from asks. Asks will be awhile. Two years? Dennis
16. Other communities have made declarations. Can make resolution and then act consistent with that resolution. Dennis
17. Once an emergency is declared people expect action. John
18. Ashland has already adopted CEAP. Other communities are declaring emergency to start their work. A declaration, if made, should move Ashland to another step. Tonya
19. Measures to restore a safe climate including a through e. Questions on every one. Need specifics. Another meeting? Two stroke engines. Decisions will affect a lot of people. Support CPC but need to understand. Julie
20. How does this interact with other commissions? Homelessness, inflation, senior population. Gas blower elimination effects class working at low level; landscaping. Most vulnerable people shouldn't pay for protecting climate. Stef
21. Process is fine. Dennis Its ok for CPC to go out and sample stakeholders in small quantities and deferring engaging the entire citizenry. Rick
22. What would fossil gas phaseout look like? Stephen HVAC and plumber examples. Rick
23. Bring an example stakeholder engagement forward to council. Rick City administrator can decide if council approval is necessary. Dennis Staff involved in meaningful way. Kelly No disagreement heard.
24. Low hanging fruit. 3, 8, 11, 12 in order of presentation. Keep in potential resolution to bring forward. Rich
25. Other asks need whole lot more information including staff. Rich
26. Asks are intentionally vague to not restrict city's implementation of them. But council would like commission to speak more to implementation. Tonya Yes. 3 and 9 through 12. Also from staff. Some will be difficult so more specificity is helpful to me and how to roll things out. Rich
27. Not banning anything tonight. Stephen Agree. John
28. Inserting CEAP paradigm into all master plans has big implications. Need to work through examples. John WMP target of opportunity. Rick
29. Water conservation is a good example; sometimes want to use water for sustainability purposes rather than maximizing conservation. John
30. Stay away from BPA. Best brought to council through staff. Dennis
31. Remove blame from the declaration. WHEREAS, the United States of America has disproportionately contributed to the climate and ecological emergencies and thus bears an extraordinary responsibility to rapidly solve these crises. Escalates dislike. Stef

32. City administrator to engage with commission about next steps. John

### *Bob Kaplan Council Commission Interaction Process Comments*

The record shows a very robust consultation process for the CEAP, and I think it is very important to continue to set a high standard going forward. We should do so carefully and deliberately. It seems to me that there are two types of “consultation” that could be handled in different ways.

The first, early consultation, is more like research and could be relatively informal. It is carried out by asking relevant questions to a few subject matter experts. In the case of gasoline-powered leaf blowers, for example, such experts could include a landscaper, an occupational health specialist, and a landscaping equipment retailer. The purpose is to learn about the technical issues that should inform policy design. Preparation for this kind of research could be a list of questions and identification of the subject matter experts. It should NOT involve review of a draft ordinance. It need not result in an exhaustive record. I hope this sort of consultation would not be worrisome to the city council or staff.

The second consultation is later in the process and involves feedback on the draft ordinance before it goes to the city council for decision. This consultation should be guided by a clear articulation of the policy objectives, a draft of the ordinance, relevant implementation detail, and additional questions aimed at identifying possible alternative policy designs. The plan should identify stakeholder classes and the means for gathering, recording, and responding to their feedback. The record should inform the commission’s decision on what to recommend to the city council, and it should be available to the city council as it considers appropriate action. It is important to avoid catching the council by surprise with opposition within the community.

These needn’t be lengthy processes. If done well, they could even save time. Nobody is well-served when affected parties’ first opportunity to make an impassioned case comes late in the process. That usually results in acrimony and considerable delay.

The city carries out consultations on many issues, so we needn’t reinvent processes or tools. What staff resources are available to help, both with designing the consultations and carrying them out? Do we need to designate a point-person for our consultations to learn as we go and achieve some standardization?

## Climate Policy Commission

**NAME** Subcommittee

**DATE** Meeting Notes

**Location**

### Attendance

Commission members:

Staff:

Members of the Public:

### Notes

#### *First Topic (Name it)*

Description:

Decision:

Task Assignments:

#### *Second Topic (Name it)*

Description:

Decision:

Task Assignments:

#### *Third Topic (Name it)*

Description:

Decision:

Task Assignments:

#### *Fourth Topic (Name it)*

Description:

Decision:

Task Assignments:

**Climate Policy Commission**  
**Utilities Subcommittee**  
Utility Invitation

## **Background**

The utilities subcommittee is charged with evaluating and reducing GHG production from the electric and gas utility supplies. As part of executing that charge the subcommittee is developing an understanding of how those utilities currently work and how they may evolve. The subcommittee would like to extend an invitation to the Ashland electric utility director and an Avista representative to make a presentation and discuss possibilities. Initial requested outlines are below. It is expected that these outlines might evolve somewhat as part of extending the invitations.

## **Decisions**

The decisions requested from the commission are:

1. Does the commission agree that invitations should be extended to the Ashland electric utility director and an Avista representative to make presentations as proposed and engage in discussion?
2. If the commission chooses to extend invitations should the presentations and discussions be with the full commission or the utilities subcommittee?

## **Outlines**

### *Electric*

- personal background
- existing system overview
- future vision
- his thoughts on how the CPC can be involved in electric utility planning
- BPA 2028 contract process and status

### *Gas*

- Avista company overview
- local facilities
- future plans including renewable gas
  - renewable gas tariff
  - H2 injection
- fossil gas well through appliance GHG emissions
- production through consumption renewable gas GHG emissions net of otherwise released to atmosphere