

Climate Policy Commission Update 2021

Executive Summary

The Climate Policy Commission has organized its work to implement the City of Ashland's Climate and Energy Action Plan around five initiatives:

- Formal Planning
- Clean Buildings
- The Path Off Natural Gas
- Energy Efficient Transportation
- Sustainable Electricity

Progress on these initiatives will further Ashland's efforts to reduce greenhouse gas emissions and adapt to the challenges of climate change.

Introduction

In 2019 the Ashland City Council approved the formation of the Climate Policy Commission (CPC) to implement the Ashland Climate and Energy Action Plan (CEAP) and recommend updates to the CEAP. In consultation with City staff, the CPC has determined that a comprehensive update of the 2017 CEAP is not needed at this time. The purpose of this report is to meet the requirements of set forth in AMC Chapter 9.40.040(c)4) and serve as the CPC's annual report to the Ashland City Council. The CPC will request, as a part of the 2023-2025 city budget, funding for a comprehensive CEAP update including an updated emission inventory.

The Climate Policy Commission (CPC) is composed of eight representatives from the community plus staff and council liaison. Two student representative positions from either SOU or ASD are presently unfilled. The Commission's charter includes mandates to monitor progress on climate-related goals and targets, recommend changes in City ordinances and practices to facilitate or incentivize residents and businesses to reduce GHG emissions, and address social, economic, and environmental equity and goals. The details of CPC's charter can be found at <https://ashland.municipal.codes/AMC/2.27>. The code requirements for the city's climate response can be found at <https://ashland.municipal.codes/AMC/9.40.010>.

Background

Climate change in southwest Oregon increases the risk of wildfires, diminished snowpacks, and extreme weather events. Wildfire smoke threatens the health and livelihood of sensitive and exposed populations, and together with chronic water shortages, harms the important agriculture, outdoor recreation, and tourism sectors of the local economy. And as the 2020 Almeda fire demonstrated, wildfires can move into urban areas posing an existential threat to life and property.

The growing awareness of the impact of a warmer and drier climate led the City of Ashland to commission a greenhouse gas inventory in 2015 and initiate a two-year process to develop the 2017 Climate and Energy Action Plan (CEAP). The Council's adoption of the CEAP was preceded by an extensive community involvement effort including 2,000 surveys mailed to randomly selected residents of Ashland, with 75% responding that immediate action was needed to curtail and adapt to climate change. A series of workshops followed to solicit additional community input in the areas of equity and under-represented populations, natural resources and systems, health and emergency services, business and local economy, and infrastructure and City planning.

The CEAP's adopted vision for 2050 is for Ashland "to be a resilient community that has zero net greenhouse gas emissions, embraces equity, protects healthy ecosystems, and creates opportunities for future generations." This vision will be met by reducing community greenhouse gas emissions and preparing Ashland to be more resilient to the impacts of climate change. The CEAP targets an 8% annual reduction in community greenhouse gas emissions through 2050, and for City Operations to attain carbon neutrality by 2030 and reduce fossil fuel consumption by 50% by 2030 and 100% by 2050.

CEAP Goal Progress

In his annual progress update to the City Council, Climate and Energy Analyst Stu Green reported that Ashland has not reduced greenhouse gas emissions at the rate specified in the CEAP. In fact, emissions have likely increased above the baseline documented in the 2015 Ashland greenhouse gas emission inventory. During the height of the pandemic there was a significant reduction in motor vehicle travel but it now appears to have returned to pre-pandemic levels. The city's transportation system and land use patterns continue to foster reliance upon the automobile and there is no data which suggests that emissions from goods consumption have declined.

Achieving Ashland's GHG mitigation goal will require a focus on reducing emissions from the two largest sources: transportation and natural/fossil gas. This entails accelerating transportation emission reductions through electrification and mode shifting and replacing natural gas use in space and water heating with electricity. Changing Ashland's energy consumption profile will require a commitment on the part of the City, its businesses and residents to implement the changes required. It is critically important that the City models climate leadership by making investment choices that reduce emissions and increase resilience to likely climate impacts.

Equitable climate action demands a special emphasis on assisting low and medium income residents by maximizing current programs, designing and implementing new initiatives, and securing financial resources in support thereof. The Council's recent resolution authorizing application for the U.S. Department of Agriculture home energy loan program furthers this work.

Specific strategies and actions must be developed and adopted to prepare for likely climate impacts on the city's residents, the urban environment, the city's watershed, and the city's operations. The City must ensure that its operations and staff have resources sufficient to initiate strategic climate action.

2020-2021 Activity

Coordination

Addressing climate change requires addressing energy use across multiple sectors and how the overall community adapts to a warming climate. The CEAP calls for actions to educate and empower the public and city staff, and mainstream climate considerations into city operations. Engagement and coordination with other governments and organizations on climate change issues is a mechanism to incorporate best practices and encourage community involvement.

The CPC is actively collaborating with the two commissions whose work is most directly connected with CPC's present work – the Conservation and Climate Outreach Commission (CCOC) and the Transportation Commission (TC). The CPC is actively participating in the formation of a community based climate coalition to enhance collaboration among the various stakeholders which need to address climate change. The CPC has also engaged the City of Eugene and its legal advisors on Eugene's moves to transition off natural gas. Members of the Commission will also continue to interact with state and local non-profits involved in climate change advocacy.

The CPC also provides input on the City's new climate webpages developed by staff as part of the CEAP's strategy to create a formal public outreach and education plan to inform the community about climate actions.

Measurement

AMC 9.40.040 states that CEAP updates must contain specific and measurable GHG reduction targets, milestones and a schedule to guide and direct City operations and the community toward meeting the goals. To date little progress has been made on reducing emissions and achieving the CEAP's 8 percent reduction in GHG emissions per year.

The 2015 GHG inventory relies upon broad correlation-based mechanisms to estimate consumption emissions, as well as direct causal mechanisms like fossil (natural) gas usage. During 2020-2021 CPC began working with City staff to evaluate more precise evaluation mechanisms and plan for a GHG inventory and fossil gas usage inventory in the next budget cycle. The Commission decided to focus future measurement work on the two largest GHG sources in Ashland: transportation fuels and fossil gas.

Reporting Content and Schedule

AMC 9.40.040 states that CEAP updates must include presentations to City Council on CEAP, GHG Inventory updates, and progress towards achievement of the Plan's GHG and fossil fuel reduction targets. During 2020-2021 CPC supported staff on the development of the spring staff report and concluded that it provides an excellent implementation of these reporting requirements given available resources.

Initiatives

The CEAP classifies strategies and actions into discrete focus areas, many of which share connections across natural gas, electricity, transportation and the built environment. To avoid confusion with the terminology in the CEAP, the CPC has decided to use the word "initiative" to describe its work partitions as these partitions cover multiple CEAP focus areas.

The commission agreed to focus efforts on five priority initiatives designed to have maximum impact on Ashland's GHG emissions:

- Formal Planning
- Clean Buildings
- The Path Off Natural Gas
- Energy Efficient Transportation
- Sustainable Electricity

The disruption of the COVID-19 pandemic during 2020 resulted in turnover on the commission and the requirement to meet virtually or not at all for over 18 months. This disruption substantially diminished CPC productivity. A more comprehensive undertaking to implement each and every one of the CEAP's strategies and actions is not presently possible due to limited CPC and City staff resources. However, the Commission is of the opinion that full implementation of the five initiatives will substantially move Ashland toward meeting its climate policy goals.

Each of these initiatives is detailed below in the remaining subsections of the 2020-2021 Activity section. The "Clean Buildings" initiative complements "The Path Off Natural Gas" initiative by focusing on the elimination of fossil gas appliances while the latter addresses the supply of fossil gas including reducing its GHG impact through changing its chemical content and the means of production. Similarly, "Clean Buildings" and "Energy Efficient Transportation" address electricity consumption while "Sustainable Electricity" addresses the supply of clean, affordable, resilient electricity.

During 2020-2021 CPC began work on two projects aside from the initiatives: a phase out of small engines such as gas powered lawn and garden equipment and a roadmap for adaptation to climate change.

Formal Planning

CPC activity is aligned with the City's principal functions through meetings with City staff and the use of a Master Plan Tracking worksheet (Attachment 1). CPC uses this tool to schedule appropriate staff meetings and submit comments on planning documents. Comments were submitted on the Water Master Plan, the TAP Master Plan, the Water Management and Conservation Plan, the Storm Drain Master Plan, and the Capital Improvement Plan. CPC has communicated with Parks and Recreation on the design of the Daniel Meyer Pool Renovation. Activity in other areas is detailed below in the remaining Initiatives sections.

Together with City staff CPC monitors State level activity on climate change and carbon policy to assess the potential impacts on Ashland's policies and implementation. This includes tracking activity of key agencies: Department of Energy, Global Warming Commission, Department of

Environmental Quality, Land Conservation and Development Commission (LCDC), Department of Transportation, Public Utilities Commission, and Building Codes Division. CPC also follows the implementation of Executive Order 20-04 directing state agencies to reduce and regulate greenhouse gas emissions. The CPC prepared recommendations on the LCDC's transportation planning rulemaking for the Council's consideration in July. Additionally, carbon policy and electrification efforts at the municipal level in Oregon, Washington and California are monitored for best implementation practices and legal options.

Clean Buildings

The built environment contributes a substantial portion of Ashland's GHG emissions principally through space and water heating, cooking, and electricity consumption. The City's efforts to reduce the carbon intensity of buildings include conservation measures and the encouragement of fuel switching from natural gas to electricity. Two major factors determine the pace of conversion to energy efficient and clean buildings: building codes and the economics of upgrading older structures.

Oregon's building codes are updated in a piecemeal fashion on a three-year schedule. In 2020 Ashland submitted comments requesting Reach Codes of at least 10% above the Base Code and authorization to use the Reach Code as a mandatory base code.

CPC is supporting the city's efforts to increase energy efficiency by upgrading heating and cooling systems and appliances. The City currently offers cash incentives for efficiency and an on-bill zero interest loan program. CPC supported the City's application to the USDA Rural Energy Savings Program (RESP) in July 2021 for a \$10 million 20-year zero interest loan to expand the City's on-bill financing program.

In accordance with Oregon's Building Codes Division CPC is working with the Planning Department to mandate implementation of solar reservation requirements for new buildings and electric vehicle charging infrastructure at multifamily and commercial developments.

The Path Off Natural Gas

Natural gas consumption accounts for the single largest fraction of Ashland's direct GHG emissions. The CEAP requirements for a reduction in GHG emissions will necessitate replacing natural gas with renewables, primarily hydropower, wind, or solar electricity. There is a widespread lack of awareness among residents of Ashland about the urgent need to transition away from natural gas. Critically, the public has been led to believe by the natural gas industry's advertising that burning fossil gas is a clean energy source when, in fact, without proper venting, it is a significant source of indoor air pollution in concentrations that are a threat to human health.

Over the past year CPC has met with Ashland's natural gas utility Avista to better understand the utilities current energy efficiency programs and its plans to respond to the need to reduce GHG emissions from natural gas. Although Avista indicated an interest in using landfill or biogas in their system, the only local source (Dry Creek Landfill operated by Rogue Waste) is already producing 3.2 megawatts of electricity sold to Pacific Corp, the regional electric utility. Avista's

current business plan is to serve existing and new fossil gas customers with no intent or path to meet Ashland's GHG reduction goal.

Ashland's franchise agreement with Avista expires in 2025. The CPC is closely following the City of Eugene's renegotiation of its franchise agreement with Northwest Natural Gas as Eugene's climate action plan has reduction goals similar to Ashland's CEAP. The CPC has met virtually with Eugene City staff and an attorney representing a consortium of community and environmental groups.

Energy Efficient Transportation

The CPC drafted an integrated urban land use and transportation plan for consideration by the CCOC and Transportation Commission. The plan addresses:

- transportation efficient land use patterns,
- electrification of light duty vehicles,
- high frequency public transit services using electric powered transit vehicles, and
- creating a safe, efficient and convenient bicycle and pedestrian networks.

(https://www.ashland.or.us/SIB/files/CPC/040821_Transportation_and_Land_Use_Attch7.pdf)

The CPC also collaborated with members of the Conservation and Climate Outreach Commission and Transportation Commission to write a report detailing the benefits of reduced maximum speed limits in Ashland. Each of the commissions subsequently endorsed the recommendation to reduce the posted speed limit to 20 mph.

https://www.ashland.or.us/SIB/files/CPC/011421_Benefits_of_Reduced_Maximum_Speeds_in_Ashland_-_Final_Attch2.pdf.

[Need to address EV incentives and EV charging]

Sustainable Electricity

CPC met with the director of Ashland's Electric Utility to help coordinate development of an Electric Utility Master Plan that accommodates significant changes in the power supply market due to hydropower risk, growth in renewables, a transition to electric vehicles, increased residential solar, and replacement of natural gas. Ashland's electric grid capacity may need to be upgraded to support the additional loads that come from fossil gas reduction and future growth in the number of electric vehicles. Development of the master plan will dovetail into the coming renegotiation and renewal of Ashland's power purchase agreement with the Bonneville Power Administration.

The primary goals of the new electric master plan are to provide safe, secure and reliable service compatible with the CEAP greenhouse gas requirements, do so at competitive market rates, and be resilient to natural disasters, disruptions and economic risks. Electric Vehicle charging requirements and incentives will be included in the CPC's work on sustainable electricity as it will have a major impact on future demand.

2021-2022 Initiatives

Formal Planning

The major goal of CPC's formal planning is to ensure that the goals of the CEAP are integrated into the City's formal plans. CPC will continue to track the various formal plans listed in Appendix 2. As opportunities present themselves CPC will seek to incorporate CEAP goals, policies, and actions into these plans.

Review of the Energy, Air and Water Conservation element of the Comprehensive Plan is scheduled for early 2022.

The CPC will work with the Administration Department to integrate a "Carbon Note" into the Council communication template. The addition of the carbon note would fulfill the CEAP requirement (Strategy CC 3-1) that climate change be considered in all City Council policy, budgetary, or legislative decisions and as a part of the Council Communication document template. CEAP strategy CC 3-2 further states that city plans incorporate CEAP goals and actions in future updates. Strategy CC 3-3 provides that 'consideration of climate change shall be included within the scope of every appropriate City Advisory Committee.' CPC cannot independently move these strategies forward without the Council's leadership. Therefore CPC will propose an ordinance for inclusion of a Carbon Note in 2021. This will help the Council, city departments and community better calibrate the GHG impact of future policy, budgets, and changes to the built and natural environmental.

A summary of the CPC's 2021-22 goals is shown in Appendix 1.

Clean Buildings

CPC will work with City staff on the following clean buildings initiatives:

- Enhance the energy retrofit loan program if the USDA loan is approved. Add a new emphasis on building electrification and more incentives for low-income ratepayers. Develop a pilot program for renters that addresses the split incentive problem. This initiative will involve substantial community engagement, partnering with the Conservation and Climate Outreach Commission and specialized community organizations to identify and manage challenges and opportunities for electrification.
- Develop a home energy score program similar to that adopted by Portland with input and collaboration from the community. Propose a Home Energy Score Ordinance, requiring the disclosure of a Home Energy Score and Report when a home is publicly advertised for sale in Ashland.
- Prepare an Amendment to sub-section 18.4.8.050-B of the solar access code for City Council's consideration that requires the design of habitable structures locate the primary living spaces on the south side of buildings and requires a minimum of 30% of the roof area face within 15 degrees of south to provide surface area for solar collection.
- Prepare a proposal for land use planning that dedicates at least one EV-capable or EVSE-ready outlet off-street parking space per residence. For multi-family dwellings and

commercial properties, EV infrastructure is required as a percentage of total parking spaces.

- Review and recommend a contemporary update to density bonus calculations for residential projects that specifically includes reductions in GHG emissions.

The Path Off Natural Gas

CPC will work with other commissions and community groups to engage and raise the awareness of the residents of Ashland to the urgent need to transition off natural gas. In the context of the 2025 expiration of Avista's natural gas franchise, CPC will explore legal options (including franchise agreements, fees, moratoriums and ordinances) at the city and state level to reduce fossil gas use. Plans are underway to complete an Ashland fossil gas inventory in the next year to better understand what incentives and changes need to be made to replace natural gas. The impact of changes in Ashland's energy mix on low income and minority members of the community will be a major consideration.

Energy Efficient Transportation

CPC will continue working with the Transportation Commission and the Conservation and Climate Outreach Commission on electrification and mode shift policies. Through a representative on the Citizens Advisory Committee CPC will seek to incorporate CEAP goals, policies, and actions into the Transportation System Plan (TSP). The CPC will recommend the TSP update include:

- Reduce speeds to 20 MPH on low volume roads throughout the City except where already posted at a lower speed.
- Reconfigure/reconstruct four lane-miles of existing higher volume roadways to include protected bike lanes between now and 2035.
- Shift planned transportation investments to areas and projects that can most effectively reduce existing motor vehicle use and make the pedestrian and bicycle system safe.

These changes are needed to create a functional, practical, safe, efficient, and convenient bicycle & pedestrian transportation system for everyone. CPC will continue to work with city staff to implement electric bike incentives and an updated bike loan program which will offer transportation independence and low-cost mobility with zero carbon emissions.

The CPC will continue to work with other city commissions and public agencies on the Urban, Land Use & Transportation Implementation Plan. Input will be sought from RVT, ODOT, RVMPO, Planning Commission, Housing Commission, and Social Equity and Racial Justice Commission to formally update the CEAP in upcoming years.

The CPC also plans to collaborate with SOCAN and Ashland Bicycle Advocacy Group to build community support for changes to the transportation system to address:

- 1) the transportation needs of people who don't own a car,

- 2) the continued reliance upon automobiles as the almost exclusive mode of travel in the city,
- 3) the improvement of the transportation system to create a convenient, safe, and efficient pedestrian and bicycle network serving all ages and abilities, and
- 4) avoiding GHG emissions from fossil fueled buses, automobiles, and trucks.

Additional transportation detail can be found in Appendix 3.

Sustainable Electricity

2021-2022 work will address how Ashland's electric grid will respond to the additional loads that come from fossil gas reduction and future growth of EVs. This will begin by updating the Electric System 10-Year Planning Study followed by preparation of a strategic plan for Ashland's electric utility that includes:

- Infrastructure Plan (includes reliability)
- Cost of Service Study and Rate Design
- Power Purchase Plan (Bonneville Power Administration, Pacific Corp, Northwest Public Power Association)
- Risk Assessment and Hazard Mitigation Plan
- Adaptation and Flexibility for Future Utility Changes
- Local Utility Generation and Storage
- Community Electrification Plan
- Summary for inclusion in the City's Comprehensive Plan

The CPC will also be working with Ashland's electric utility to evaluate the feasibility of a 1 MW solar project at the airport.

2021-2022 Projects

Recruitment

The Climate Policy Commission presently has two open voting positions and two open student positions. CPC would welcome the City Council's assistance in recruiting additional commissioners with an emphasis on adding diversity to the commission.

Adaptation

Climate change impacts are upon us. We have seen it over the past five years in extreme heat, wildfire threat, and smoke impacts from wildfires burning across the West. While Ashland is currently in a severe drought, we also know that wider swings in climatic conditions add substantial flood risk to our community. These impacts affect all community systems – economic, natural, built, human health, and cultural. While efforts to aggressively reduce greenhouse gas emissions are a critical element of a successful response to the climate crisis, we are no longer in a position where we can focus entirely on mitigation. The future of our community depends on our ability to navigate the impacts that are underway and worsening while we transform our relationship with energy. Updating the 2016 Climate Change Vulnerability Assessment and revising the adaptation element of the CEAP are critical first steps to ensure that we protect our community while we implement the mitigation elements to ensure a vibrant future.

The near-term task is to review the 2016 vulnerability assessment and the current adaptation element of the CEAP to create an outline of the issues that need to be addressed by the City and community. With that outline in hand, it will be possible to address some of the vulnerabilities through existing City processes and determine which vulnerabilities require additional stakeholder engagement processes to develop strategies. Ultimately, the CPC's 2021/2022 work program should set the stage for revising the adaptation element of the CEAP in 2022/2023 to elevate adaptation strategies to the level of mitigation strategies in the plan.

Small Engines

CPC plans to continue work with Parks and Recreation and commercial landscape companies to explore phasing-out the use of gas-powered lawn and garden equipment in residential neighborhoods.

Appendix 1

CPC 2021-22 Goals

Formal Planning

- Seek funding for an updated emissions inventory and comprehensive CEAP Update
- Participate in a formal public outreach and education effort [?]
- City Council CEAP update and presentation [?]
- Monitor state level activity on climate change and carbon policy
- Monitor municipal level activity on climate change and carbon policy
- Integrate a requirement for a Carbon Note in the Council Communication template
- Review and comment on the Energy, Air and Water Conservation element of the Comprehensive Plan
- Liaise with City staff and commissions with overlapping responsibility and interests

Clean Buildings

- Request changes in building reach codes
- Support City efforts to increase energy efficiency and phase out natural gas
- Work with Planning Dept to mandate solar reservation requirements and EV charging infrastructure
- Enhance the USDA energy retrofit program for electrification, renters and low-income ratepayers
- Develop a Home Energy Score System
- Amend the residential solar access code to require 30% of the roof space be solar ready
- Prepare a land use planning proposal for EV infrastructure
- Recommend an update for density bonus calculations in new development

The Path Off Natural Gas

- Monitor and report on Eugene's franchise agreement negotiation
- Explore legal options to reduce fossil gas use
- Complete a fossil gas inventory
- Draft an outline of a revised natural gas franchise agreement

Energy Efficient Transportation

Finalize the integrated urban land use and transportation plan

Incorporate CEAP goals into the Transportation System Plan

Work with City staff to implement bike incentives and an updated bike loan program

Sustainable Electricity

Begin master plan development beginning with a 10-year planning study

Evaluate the feasibility of a 1 MW solar project at the airport

Projects

Phase out of gas-powered lawn and garden equipment

Climate change adaptation roadmap

Appendix 2

Formal Planning Tracking Sheet

Ashland Master Plans and Documents for CPC Project Planning							Jul 2021
Department	Last Update	Next Update	Work Quarter	CPC Group	CEAP Input	Status	
Public Works							
Water Master Plan	07/2020	2027-2030	3Q20	U	<input checked="" type="checkbox"/>	Adopted 08/04/20, New WTP Study Session 4/19	
TAP Master Plan	09/2020	2021	1H21	U	<input checked="" type="checkbox"/>	Reviewed by Council Oct120, Adopt 2H21, CEAP input sent Sep, Jan and Jun	
Water Management and Conservation Plan	12/2013	2023		U	<input checked="" type="checkbox"/>	Plan to imbed an updated Climate Study (last was 2011)	
Stormwater and Drainage Master Plan	06/2000	2021	1H21	U	<input checked="" type="checkbox"/>	2021 Draft available, Study session 3/1, Adopt 2H21, input sent Nov and Feb	
Wastewater Collection Master Plan	04/2012	2021-2022	3Q21	U	<input type="checkbox"/>	Update in progress by Public Works 2021	
Wastewater Facilities Master Plan	05/2014	2021-2023			<input type="checkbox"/>	WWTP Facilities Assessment done Aug'19	
Transportation Systems Plan	10/2012	2022-2023	2H21	B	<input type="checkbox"/>	TSP update proposed to start Aug'21, Coordinate with RVMPO, RVTD, ODOT	
Airport Master Plan	01/2020	2030			<input type="checkbox"/>	Approved Sept 2020	
Facilities Master Plan	06/2008			B	<input type="checkbox"/>		
Capital Improvements Program	04/2019	2021	1Q21	U	<input checked="" type="checkbox"/>	Covers 2022-2040, Adopted 3/16/21 High level CEAP goals sent Jan, Feb	
Electric							
Electric 10 Yr Planning Study	07/2014	2022-2023	2H21	U	<input type="checkbox"/>	Focused on Load, Design, Transmission, Reliability, Resiliency. Plan to update adding PV generation, security, microgrids	
Electric Master Plan		2023		U	<input type="checkbox"/>	Draft Master Plan Elements meetings ongoing with Staff, Electric, 1st step is updating 10 Yr Planning Study	
Parks and Recreation							
Daniel Meyer Pool Renovation	Design 4Q20	2021-2023	1H21	B.U	<input type="checkbox"/>	Public review of design draft from Robertson Sherwood Architects 12/8/20, Parks meeting with CPC on hold due to funding	
Community Development							
Comprehensive Plan	1985-2016	2022-2023		B.U	<input type="checkbox"/>	14 Elements, Focus on - IX Public Services, X Transportation and XI Energy-Air-Water; CEAP goals to be added, Add FGas	
Administration							
Climate Energy Action Plan	03/2017	TBD	2H21	B.U	<input type="checkbox"/>	Working on planning documents for 5 CEAP initiatives: Formal Planning, Clean Buildings, Path Off NGas, Energy Efficient Transportation and Sustainable Electricity	
Economic Development Strategy	2014	2022-2023			<input type="checkbox"/>	Coordinate with Ore Rogue Valley Plan, SOREDI	

Appendix 3

Energy Efficient Transportation

Additional Detail

Transportation mode shifting and land use requirements were a major focus of CPC work during 2020-21. CPC worked to develop an implementation plan for Urban, Land Use & Transportation and an analysis of the benefits of slower maximum speeds.

The aspirational CEAP Urban, Land Use + Transportation section provides few specifics that will actually lead to a reduction in emissions from the transportation sector. CPC developed a draft implementation plan to address this deficiency and forwarded it to the Transportation Commission and the Conservation and Climate Outreach Commission for review. The draft plan (https://www.ashland.or.us/SIB/files/CPC/040821_Transportation_and_Land_Use_Attch7.pdf) emphasizes emissions reduction through:

- transportation efficient land use patterns,
- electrification of light duty vehicles,
- initiation of high frequency public transit services using electric powered transit vehicles, and
- creating a safe, efficient and convenient bicycle and pedestrian networks suitable for use by everyone to everywhere.

Expected outcomes from the implementation of the Plan's strategies include:

Land Use and Transportation Efficiency:

- Maximize land development within areas with easy walking distances to commercial/service businesses and high-capacity transit.
- Reduce reliance upon single occupant motor vehicle transportation
- Increase reliance upon walking, bicycling and transit with an associated growth in mode share.

Public Transit

- Reduced reliance upon single occupant motor vehicle transportation
- Increased transit mode share
- An electrified public transit fleet leading to the elimination of CO₂ and other dangerous emissions from diesel and natural gas fueled public transit vehicles.
- Increased mode choice for all Ashland residents.
- An integrated public transportation system providing seamless service between fixed and on-demand transportation.

Auto-Centric Transportation System

- Reduced reliance upon single occupant motor vehicles
- Improved safety for all road users with a goal of Vision Zero (no fatalities).

- Increased transit, bicycle and walking mode shares
- Increased adoption of electrified transport by the residents of Ashland.
- Increased mode choice for all Ashland residents.
- Improved parking availability coupled with parking revenue enhancements.
- Maximize existing right-of-way width to provide safe and efficient travel for all modes.
- Increased effectiveness of speed enforcement and control.

Bicycle/Pedestrian and other non-motorized modes of travel

- Reduced reliance upon single occupant motor vehicle transportation
- Increased bicycle mode share leading to a significant and measurable reduction in CO₂ emissions from the transportation sector.
- Real mode choice (among equally safe transportation options) for all Ashland residents.
- Reduced consumption of gasoline by residents leading to real household savings which will help to make Ashland more affordable for everyone.
- Improved quality of life including health and enjoyment.
- Improved air quality.

The implementation plan identifies needed and substantial changes in land use, urban design, and the transportation system to effectively reduce emissions from the transportation sector. Of these, only the transportation system is owned and managed exclusively by public entities (city, county and State). With only four jurisdictions (including RVTB) responsible for the design and improvement to the transportation system, it will be relatively straightforward to implement changes.

The CPC recognizes that some of the implementation strategies are controversial. With a 2050 planning horizon there is time for public education and, with it, for attitudes to change and policy initiatives to be adopted. Importantly, the combined reduction of transportation sector carbon emissions from full implementation of the plan could be upward of 90 percent by 2050; approaching the CEAP's net-zero goal.

The CPC collaborated with members of the Conservation and Climate Outreach Commission and Transportation Commission to write a report entitled Evidence Demonstrating the Efficiency, Safety and Economic Benefits of Reduced Maximum Speed Limits In Ashland. Each of the commissions subsequently endorsed the reduction of speeds in the city. A copy of the report is available at:

https://www.ashland.or.us/SIB/files/CPC/011421_Benefits_of_Reduced_Maximum_Speeds_in_Ashland_-_Final_Attch2.pdf.

The benefits of reduced speeds will:

- Reduce the incidence and severity of motor vehicle collisions
- Improve safety—especially for people walking and bicycling
- Increase mode share of bicycling and walking
- Reduce carbon emissions
- Reduce consumption of gasoline and expenditures on transportation by Ashland households

- Improve human health
- Reduce vehicle miles of travel
- Lower costs for road maintenance
- Improve social equity
- Increase the potential to attract remote workers (economic development)
- Reduce neighborhood noise

Quantifiable annual benefits include over \$750,000 in reduced frequency and severity of accidents, over \$300,000 in fuel savings and over \$134,000 in carbon emissions reductions totaling over \$12 million over a ten year period.

The CPC prepared recommendations for the Land Conservation and Development Commission's (LCDC) Climate-Friendly and Equitable Communities Rulemaking. This rulemaking will lead to amendments to Transportation Planning Rules (OAR Chapter 660, Division 12) and Interpretation of Goal 10 Housing Rules (OAR Chapter 660, Division 8). LCDC's rulemaking is in response to the Governor's Executive Order 20-04 and will develop the following amendments to the Oregon Administrative Rules related to housing and transportation:

- Require jurisdictions to allow high levels of development in climate-friendly areas, including city and town centers, and corridors with high levels of transit
- Require high quality pedestrian, bicycle, and transit infrastructure planning.
- Limit minimum off-street parking mandates.
- Limit use of motor vehicle congestion standards.
- Prioritize and select projects within transportation system plans that generally support achievement of GHG reduction targets.
- Support electric vehicle charging facilities.
- Require jurisdictions to allow high levels of development in climate-friendly areas, including city and town centers, and corridors with high levels of transit.

The CPC's recommendations have been forwarded to and approved by Council for submission to LCDC.