

Eugene's Climate Action Plan 2.0 Community Feedback Summary

This document summarizes the feedback city staff received in several formats in November and December 2019:

- Tabling during a Fix-it-Fair;
- Over 100 responses to an Engage Eugene Survey*;
- Six focus groups made up of participants from the Sustainability Commission, the Eugene Area Chamber of Commerce, students and youth (under 25 years old), business owners and operators, environmental justice advocates, and environmental expertise groups.

Results and Common Themes

The community outreach focused on collecting feedback on [12 Strategies](#) City Council is considering adding the CAP2.0. See the 12 strategies here: <https://www.eugene-or.gov/DocumentCenter/View/48215/CAP20-Additional-Strategies>.

Four common themes emerged from both the survey and the focus groups:

- **Natural Gas:** Action should be taken to reduce the emissions associated with natural gas; however, care should be taken to be aware of unintended consequences for businesses and low-income residents.
- **Energy Efficiency:** More investment in energy efficiency programs were strongly supported.
- **Transportation Strategies:** Accelerating investments in the Transportation System Plan and moving forward on the EV Strategies were strongly supported.
- **Equity Concerns:** Equity concerns about raising prices of fuels. Low-income people will be disproportionately impacted by increasing fees, taxes, and rates.

CAP2.0 Improvements

Many participants in the focus groups as well as the survey suggested improvements for the CAP2.0 document. A summary of the themes includes:

- The document should include more explicit outcomes, descriptive graphics, and timelines;
- The document should encourage council and staff should to take “bold” and “courageous” actions soon – to stop studying and act;
- The document includes actions that are “virtue signaling” and will not impact climate change – why make Eugene pay when the rest of the world does not?

The attached documents provide more in-depth feedback from the CAP2.0 survey and focus groups.

**The Engage Eugene CAP2.0 Survey was promoted on social media and on the City's web page and invited anyone to participate. The survey was intended as an opportunity to provide feedback to staff and council. It was not a statistically valid survey.*

Climate Action Plan 2.0 Focus Groups

Sustainability Staff hosted four facilitated focus groups with a variety of community stakeholders in December 2019. The groups consisted of students and youth (under 25 years old), business owners and operators, environmental experts, and environmental justice advocates. Each group was tasked with reviewing the CAP2.0 document and the “Additional Strategies” document. The facilitator provided opening remarks and provided participants with an opportunity to make general comments about the CAP2.0. Then the facilitator led a discussion regarding the additional strategies broken into three categories: natural gas/buildings, transportation, and other. The following is a high-level summary of each of these categories:

Natural Gas/Building

- **Natural Gas Action:** All participants supported acting to reduce the emissions associated with natural gas. However, there were differing opinions on how to achieve this goal. Most felt that the City should work with EWEB to incentivize fuel switching.
- **Energy Efficiency:** There was strong support across all focus groups for the City contributing to the existing energy efficiency programs run by local utilities.
- **Natural Gas Needs:** Some respondents were concerned about businesses that needed natural gas to run equipment; however, most supported no new natural gas infrastructure. There is fear that this could create an unintended consequence of losing businesses to other communities.
- **Carbon Offsets:** The Smart Energy Offset Program was generally supported with the proper sideboards put in place to ensure that the investments were made locally and that an opt-out option was clearly communicated to customers.
- **Biogas and Renewable Hydrogen:** Many participants supported the concept of biogas and renewable hydrogen. Some stated that this may be an adequate transition strategy while others were concerned about the technological limitations.
- **Home Energy Score/Rentals:** Most participants strongly supported implementing a home energy score program, though most also stated that focusing on the rental market was equally important in terms of ghg reduction potential, and more important in terms of equity.

Transportation

- **Raising Revenue for the Transportation System Plan:** Most participants were in favor of raising revenue using a gas tax or increased parking rates to make additional investments in the Transportation System Plan. There were strong reservations regarding the equity of these taxes or fees because they would be burden on low-income residents.
- **Bus Pass Requirements:** Focus group participants supported a mandatory bus pass program for companies with more than 20 or 25 employees, or creating a similar policy.
- **Electric Vehicle Strategy:** There was strong support for implementing the EV strategy. Some voiced concern about equitable access to EVs themselves, but most stated that the City should proceed with the existing plan.

Two additional, less formal, focus groups were held with the Sustainability Commission and with the Chamber of Commerce’s Local Government Advisory Committee. Those notes are included here as well.

Full summary notes from the focus group are attached to this document.

City of Eugene CAP2.0 Student and Youth Focus Group

December 10, 2019

In Attendance:

Kaelyn – LCC

Abe – UO

Eloise – UO/Sunrise

Sydney – UO

Brendon – UO; student sustainability network; climate justice league

Sophia – LCC; Lane’s Climate Action Team; Sunrise

Samantha – City of Eugene (library staff/ride along)

Zowie – Willamette High School

Jason, Mark, and Chelsea – City Staff

Jason introduced the focus group topic and explained what processes the students and youth will review. Jason introduced Mark who provided a brief introduction to the CAP2.0 process, then the participants were asked to provide general feedback about the CAP2.0 and the process to develop it. The group provided this commentary:

- How do we hold these organizations accountable?
- Could the City provide tips for how to lobby community organizations? How can we advocate? A lot of people want to help, but they don’t know who to talk to or how to start.
- It’s often hard to navigate the tangled web of responsibilities.
- What’s the timeline on different actions?

The participants were then asked to reflect on the Additional Strategies being presented to City Council.

Smart Energy Offsets

- Would the offsets be created locally?
- Looks good; should make it mandatory for all business. When start a business, they have a big impact. If they are profiting off the community, they should pay for offsets. Make it opt out for all residents.
- In general, there are some issues with offsets. Need to get off natural gas really soon. NWN doing some things, but also resistant to some things because it’s their industry. Concerned that this will delay the transition. For the amount of time we will be on natural gas, it might make sense.
- UO, using offsets before can make larger transitions. Why wouldn’t we keep the money local. Could the money be better spent on other emissions reductions?
- All offsets go to Oregon.
- Curious how to make sure that folks do know they can opt out – low income folks. Make sure people are informed.

- Could this incentivize natural gas use? Markets natural gas as a clean product (ie, greenwashing)
- Climate emergency is creating an economic subset that marketers are trying to buy in to.
- Adding to the cost of business, can also fall onto customers.
- Smart Energy is good for current users of natural gas.

Takeaways:

- A. Mandatory, opt-out, natural gas carbon-offsets are a good transitional policy to compensate for emissions while residents and businesses transition off natural gas.
- B. Care should be taken to emphasize the opt out nature for low income groups and to ensure that carbon offsets are not used for marketing more use of natural gas.

Regulate Natural Gas

- Really important. Something we need to do in our community.
- How do we address homes that already have it?
- Harder with rural homes?
- Cut off new customers. Incentivize EWEB for existing.
- This is great. Doing it is important.
- Other cities have done this. This is a relatively easy thing to do and the City should do so to show leadership.
- Do we have any core deadlines to wean ourselves off natural gas?
- No new infrastructure should be using fossil fuels in general.
- New project might be an affordable housing complex. If it would add cost, then that seems problematic.
- Natural gas peaker plants can't be a part of the conversation if we are addressing climate change.
- May be an equity concern if electricity is more expensive.

Takeaways:

- A. Limiting Infrastructure is an important policy decision to make. There should be no more new natural gas customers. By doing so the City of Eugene would be showing leadership.
- B. The City should work with EWEB to incentivize fuel switching.

Biofuels and Hydrogen

- Concern that it takes fossil fuel to create the hydrogen
- Really appealing because of the fact that the infrastructure is in place.
- Concern – great to invest in the technology that already works. More concern about relying on hydrogen. Should spend on technology that we know.
- Okay that it costs more. It costs us when we release gas anyway. It's our future. It acts like a carbon tax without using the word tax.
- Why invest in a system (natural gas infrastructure) when we are trying to get consumers off natural gas.

Home Energy Score and Benchmarking

- We need a program at point of sale of a home.
- What is next with Benchmarking?

Transportation System Plan and Electric Vehicles

- City owns electric vehicles and rents/shares them
- car sharing strategy
- uber (and similar companies) can only use EVs
- Electric bike subsidies
- More bike sharing
- Free public transit—pay for higher vehicle fees/gas taxes

Other Comments

Keep lobbying for stronger state and federal action

Additional Comments from Eloise Parish Mueller (UO Student)

- A. This is more in EWEB's court, but there are scientific predictions that climate change may pose risks to the reliability of hydropower in the PNW (<https://www.nwcouncil.org/news/climate-change-impacts-will-affect-hydropower-river-flows-study-asserts>
<https://link.springer.com/article/10.1007%2Fs10584-007-9306-8>)
so I'm wondering why EWEB is not concerned about this given our extreme reliance on hydropower and EWEB and the cities seeming lack of interest in investing in renewables. I'm also wondering if EWEB and the COE have considered indigenous justice/ rights and ecosystem issues around dams in Oregon. It's true that in solar and wind can be more expensive in certain contexts, and that we will need to invest in energy storage technology, but the cost of being unprepared for the changes ahead and of ignoring the issues with hydropower dams is great as well. Oregon also has a lot of potential when it comes to renewable technologies, such as wind/ offshore wind and wave energy, so developing this could really make us leaders in the new energy economy and could be a great asset for our state. I realize this is a lot for one city and utility to tackle, but I think it's really important that we address this, and lobby at the state level or higher for it if needed.
- B. I remember reading in the materials about some of the additional strategies: "Mechanisms like cap and invest systems and carbon taxes are often regressive" and wanted to thank the city for considering this. We need to consider what kind of legislation we're lobbying for at the state and national level. While it is clear that Oregon desperately needs climate legislation, we need a solution that will get us off fossil fuels rapidly and justly and also address the climate impacts of land use and agriculture, and carbon pricing systems don't fulfill all of this. We need to work with other Oregon towns, counties, and organizations to get a Green New Deal for our state, and build on the work the Oregon Just Transition Alliance is already doing on that front.

City of Eugene CAP2.0 Business Focus Group

December 12, 2019

In attendance:

Anita Van Asperdt—Land Current

Kim Forrest—Forrest Technical Coatings

Bethany Eveleth—Summit Bank

Carolyn Stein—Bring Recycling

Mark Sheppard—Farmers Union Coffee

City of Eugene Staff—Jason, Chelsea, Mark

Jason provided an overview of the focus group. He then opened up the conversation for general feedback about the CAP2.0.

- Climate Action Plan is a misnomer. It's an inventory. The Additional Actions are a good start to make a plan. Missing in the inventory – who's measuring? Who's recording? How often reported? What is the action that the City will take when they are not meeting those goals? What actions can be taken to ensure ECC Members take the actions that are included? The goals still seem aspirational.
- Did Good Company take into account the loss of tree canopy – the loss of carbon sequestration. Losing tree canopy within the City of Eugene.
- Liked that the consultant is local.
- Use the hack-a-thon to create an app that leads to an accelerated climate action plan.
- Needs a unifying narrative that people can get behind. Need a stronger call to action.
- People don't understand the math, makes it easy to tune it out. Or it's so traumatic (fires), people don't know to respond.
- What can we give to business to help them rally around the cause? How can we make it work for them to help it work for the client? The City should develop images/outreach materials where businesses can help. The community needs to find the middle space between doing nothing and the feeling of impending catastrophe.
- Business need a specific and direct framework. Needs to be too not be too challenging. They need help to create a bridging narrative.
- We need resources to answer the questions "why now and what can we address right now?" City needs to be reaching out more. Businesses need time and resources to take action.
- Those engaged know what to do but for those who are not, the City should provide a "plug & play" structure that they can easily implement.
- Some businesses want to upgrade facilities, fuel switch, add solar, etc. but have not capacity to evaluate and invest.
- Businesses need help identifying what are the most impactful actions.
- Need to do a better job linking housing policy/development/sprawl with climate. More honest, direct communication.
- Be honest that it's not free. It is like living in a house that's been in disrepair—we need to invest to improve.

- Need something that's really easy with clear costs. Seems like all we hear that there's going to be this new tax/cost.
- Too many people talk about protecting their own neighborhood while destroying the planet.
- Lack of connectors to businesses. A lot more motivation at the business level than people give credit to.
- Joe Midacozi's presentation. Why aren't we talking about that more? There's a connection piece.
- Concern about timeline – when will these things go into effect. Would hope NWN would work with business to help them figure out a strategy.
- Really smart to get the big entities involved.
- Think of gas usage in cubic feet, not therms – what's the conversion to ghgs.
- Additional strategies have long term businesses content/impact.

Additional Strategies—Jason lead the group in a discussion of the additional strategies. Mark provided additional information when requested.

Natural Gas

- Smart Energy – Interesting that it's a stick, not a carrot. Don't like the carbon credit plan. Why don't we just fix the problem. Need an incentive program.
- Offset programs are something, but they are a bit of a band aid. It's fine to get the ball rolling but offsets shouldn't be part of a permanent plan. These allow business to excuse stopping there. Doesn't decrease the amount of consumption in the end.
- For behavior change, it needs to be tied to therm use. Make it more expensive.
- Right about the offsets. Bring looked at putting on ghg impacts on receipts to see the impact of buying. Offsets disincentives people from taking more responsibility because they think they have done their part.
- EPA Moves – did not find that Prius drivers drive more.
- Finds it shady for City to get the money. Offsets feels cleaner. Accountability on both fees or offsets are necessary. Both need a reporting mechanism.
- Participants don't have enough information to make a decision on fee versus offsets.
- Agree about the accountability for any funds that go to the City. With this the challenge – it's hard. The bike lanes are a permanent solution. Offsets are a band aid.
- Bike lanes are an equity issue.

Regulating Natural Gas

- Good options for households. Induction stove tops are amazing. There are really great alternatives now for electricity.
- If we could limit the number of connections seems like a strategy.
- Would need to incentivize builders using natural gas to fuel switch.
- Resiliency is a concern. Need attention to alternatives for natural gas. Suggesting two types of fuels is extreme. City needs to pay attention to a different structure to natural gas such as neighborhood electric storage or implementing microgrids. These changes are not for free. They are part of building up our housing that we haven't maintained for years.
- Can we ban fossil fuel generators?
- Awareness campaign—more education is needed. Had no idea that natural gas is so bad.

- Business incentives to support local business to keep them here.
- Not a good electric alternative for some businesses. If can't plug it (natural gas) in in Eugene, then I'm going to Springfield.
- At what point are we actually creating more emissions by locating elsewhere.
- There needs to be more research around what businesses actually need an exception.
- What does the clean fuels program cost to Oregon?
- Actions two and three (No new natural gas or fees/limits on existing and biogas) are complementary to each other.
- (Regarding biogas) fan of alternative fuels. At the same time, we need to focus on reduction.
- Eventually things need to have an impact on folks for them to make a change—rising costs may lead to changed behavior.
- Number 3 (biogas) has the most potential to impact outside of Eugene. Seems like a win. Helps to create demand for the technology. Pushes it forward.
- Number 3 (biogas) is the most exciting one. May help more folks get on board.

Home Energy Score Program

- Not seeing the value—what is the impact of HES?
- Is this the best use of staff time/money?
- EWEB lighting programs – Bring was able to leverage those incentives when they work with businesses. Some contractors could help businesses provide no fee electrical upgrades

Transportation

- Largest financial impact is not doing any of things. Everything is a minimal financial impact compared to that. It's a generational equity issue.
- For TDM – assume it's around the cost of a bus pass for every employee
- Different rates for EVs. Or free charging at least (current system).
- EV Ready for homes is a must - The City needs to invest City funds in multifamily EV ready.

Time ran out at this point. All participants agreed to participate in future focus groups.

City of Eugene CAP2.0 Environmental Expertise Focus Group

December 16th, 2019

In Attendance:

Linda Heyl

Linda Perrine

Lisa Arkin

Matt McRae

Zach Mulholland

Kelsey Zelvor

City of Eugene Staff—Lacey Johnson (ride-a-long), Mark Nystrom, Jason Dedrick

Jason provided an opening statement and asked group members for general feedback on the CAP2.0. The following are the statements collected.

- Its been over a year with actions—not enough action between council and staff.
- How is this meeting going to be different?
- Monthly meetings that state action priorities and energy and transportation actions.
- How is this process going to be different? What would you like to see? The members are not feeling hopeful about the plan. It needs to be beefed up and have more clear goals. There needs to be robust input in design, better graphical analysis, annual updates, the document needs to speak to the community and tell the story of carbon emissions.
- They see a chasm between the goals and how to reach them. There is no funding mechanism for implementation.
- There needs to be clarity on offsets? What are they used for?
- There are three key pieces of feedback:
 - Actions need to be time sensitive for council;
 - Department that is responsible for actions should be identified and there needs to be more specifics on the equity panel implementations.
 - More discussion on consumption emissions—plenty of opportunities there. A list of “Mitigation Actions for Consumption-Based Emissions Options for Oregon Cities” was provided and attached to this document.
- Gap Strategy Process—Need a specific timeline, council needs more information, and is there a sequestration target?
- Council/staff relationships are challenging—how does the communication work? What level does council ask for information? At what level of understanding does the council ask for?
- Funding packages—what are the recommendations for incoming budget?
- The plan should ask for a wholistic cultural change (the LA model).
- The goals of the CAP2.0 should connect to the sustainability Development Goals.
- The plan should make a pitch to individuals as to what is in it for them.
- The plan needs milestones.
- Realizing that outreach could be a full time job.

- There needs to be an intra-governmental structural change—a Department of Sustainability and it needs more FTE.
- The Consumption based goals are dropped. Council does not understand that.
- There should be a community climate advisory board.
- CEAP1.0 was abandoned—why are there no similarities? Portland continued their old plan. The goals are aspirational.
- The Portland model and pie icons are greatly admired.
- How is the CAP2.0 going to be more readable?
- The community needs to be more engaged.
- Public health impacts are not included.
- Council needs to dedicate more time to understanding the gap strategies.
- Survey is very cursory—not enough smart people weighing in.
- There are a lot of untapped intellectual people.
- If this crowd (the EE folks) do not feel heard how does the general public feel?
- EWEB is on its 10-year planning cycle
 - No community input there
 - They need a better renewable energy standard
 - Too dependent on hydro
 - No connections between City and EWEB. Staff not communicating.
 - IRP process—get off process
 - EWEB needs to invest more in solar
 - City needs to have a sit down and plan for energy use with EWEB.
- Where are we with the large lever shareholder process? City staff explained that many have their own governing board. The City should investigate changing the authority structure so that the City has more oversight.
- Council asked for a plan that reaches the CRO goals—find a pathway to that goal.
- City staff needs to get their stories straight—who works for whom?
- The City needs to lead by example—develop a partnership with everyone.
- What does the picture mean?
- How does this plan work in terms of decision making?
- Council needs more trust in staff and the public.
- “Green New Deal” as a model for marketing. Need to get in front of the public more.

Jason then lead the participants in a discussion of the Additional Action cards. The following comments were captured on the first three cards (Smart Energy Offsets, Regulate Natural Gas, and Biogas/Renewable Hydrogen)

Natural Gas

- There is a concern over the capacity of biogas and renewable hydrogen.
- Offsets should be used to build local biogas facilities.
- There is a card missing on transitioning to electricity.
- Offsets just dodge reducing emissions.
- Investments in biogas is expensive and questionable—maybe a good transition to get people off of fossil natural gas.
- Biogas is not realistic—not enough capacity.
- Hydrogen is not viable—technology is over 10 years away.

- Transitioning to electricity is the goal.
- Regulate appliances—make installing natural gas appliances illegal.
- Encourage more fuel switching.
- 350Eug already made these recommendations—their ultimate goal is no natural gas.
- Some things in transition to get us off gas.
- Building more infrastructure is going in the wrong direction.
- No more dairy farms—why build collection facilities?
- No new natural gas customers. EWEB, Northwest Natural and the City need to work together.
- Ultimate goal is to get the City off of fossil fuel gas, biogas can meet the needs of gas-only appliances.
- Fuel switching is critical.
- Smart Energy is the least preferable option—they would rather put incrementally increasing biogas requirements (5%, 10%, 15% etc).
- There needs to be an opt out of Smart Energy program for low income residents.
- Burden should not only be on the homeowner.
- Is natural gas more efficient than electricity in certain applications?
- Why doesn't the City take a more active role in engaging EWEB?
- EWEB's work has not been fully vetted? Does the City trust their data?
- The 15% maximum hydrogen in the line value—how do we know that? Who verifies this data?
- Do not trust Northwest Natural.
- There should be board policy to have oversight of EWEB actions.
- Carbon offsets do not take in upstream emission of natural gas, just use.
- The City needs to be putting in price controls on natural gas—help the policies get through the PUC.
- No new infrastructure at all could have a large impact.
- No new users that require an air quality waiver—don't allow natural gas to industries that are going to be polluting more.
- Supports biogas to transportation.

Home Energy Score

- Renters included? Must have a mandatory energy efficiency requirement for rentals.
- Home energy score is not enough, there should be a minimum requirement for a home score.
- Sustainability Commission recommends requiring HES.
- Each inspection should collect a small fee to be put towards low income purchasers who cannot afford fees.

Commercial Benchmarking

- This would be a good start.
- Good motivator to improve energy efficiency.
- How does the City influence the UO with all the building they are doing?
- Could be positive financial impact because lessees would search out buildings with better scores.

City Investing in Energy Efficiency Programs

- There is strong support for energy efficiency and fuel switching.
- Solar and wind is cheaper per kwh.

- There are financial savings when energy efficiency is included.
- Differences between switching from natural gas to baseboard heat—NWN customers should not be incentivized to convert to conventional electrical heat (instead, heat pumps).

Jason then led a conversation about ways of funding the Transportation System Plan so it meets the CRO goals. Gas tax, increased parking rates, and transportation demand management (bus passes were an example used) were all discussed.

Transportation System Plan

- Slow down on road projects and instead invest in bike-ped infrastructure.
- Make public transit free.
- Smaller buses with more frequent routes.
- Bikes are a challenge for families and for everyone on hot, bad-air days.
- Mass transit needs more routes.

EV Strategies

- Building codes should have a net zero building code. Take net zero seriously.
- Be bold.
- Work with car sales people.
- There is a high up front cost to EV ownership—how do you overcome that?
- Low interest loans—work with banks doing auto loans and negotiate lower rates for EV owners.
- PACE loans for solar panels and charging stations.
- City should use its bonding authority to pay for EV infrastructure.
- The City could pay for EVs and bill customers through EWEB.

Jason led a wrap up discussion.

- Climate work needs to be a higher priority.
- Council gave artificially inflated marks.
- Disappointed.
- The critique of the work is being frank and honest, but they appreciate the efforts.
- Carbon sequestration needs to be discussed more.

Comments on Consumption Based Emissions (submitted post-meeting by Matt McRae):

- Enabling/incentivizing the construction of smaller homes is a huge policy lever that is included within the 2010 plan but is omitted from the CAP 2.0 and omitted from the list of “gap strategies” considered for inclusion within the CAP 2.0. Smaller homes effect energy use and emissions in a number of ways. Smaller homes: a) use less energy to heat and cool, b) allow more homes to fit into existing neighborhoods (reducing need to expand roads and sewers and increasing walkability), c) accommodate less furniture and goods, d) use fewer construction materials. City Council has tremendous influence on the ability of residents to build small homes, including zoning laws that radically limit accessory dwelling units and limit “missing middle” housing types like townhouses and duplexes, and limit the ability to convert large homes into smaller rentable units, and on, and on.
- Air travel goes completely unaddressed in the CAP 2.0
- There is a pile of opportunity here that goes unaddressed. The City can specify low-carbon cement used in concrete projects, for example. This is not listed as an action. The City could similarly specify a preference for cross laminated timber instead of steel for city-funded projects, and on and on....

Mitigation Actions for Consumption-Based Emissions Options for Oregon Cities

The mitigation measures listed here focus on the embodied carbon emissions associated with production and consumption. Measures to address renewable energy, building energy use and low-carbon transportation options are not included as they are typically addressed in existing climate action plans. The options below are organized by product or service categories found in a Consumption-Based Emissions Inventory (CBEI). This is not an exhaustive list but provides a broad menu of actionable measures along with some more specific examples. Additional resources included below may spark some other ideas.

Community Climate Action Plans

Food and beverages

- Low-carbon diet
 - Outreach campaigns to promote healthy, low-carbon food choices
 - Food procurement in local government, schools, hospitals and other institutions: sample procurement policies, collaboration on group purchasing
- Wasted food prevention
 - Outreach campaigns to prevent wasted food in the home (Love Food Hate Waste; Food Too Good to Waste)
 - Voluntary food merchandizing actions: work with local food producers and retailers to address portion size, promotional offers, packaging, labeling and display
 - Support or create industry education programs focused on the carbon-intensity of food choices, and on avoiding wasted food
- Food rescue
 - Invest in local programs and infrastructure to collect and distribute healthy, edible food that would otherwise be discarded
- Food waste recovery
 - Invest in programs and infrastructure to process food waste, including anaerobic digestion and composting

Products: electronics, furnishings, clothing, other manufactured goods

- Product life extension through reuse, repair and remanufacturing
 - Repair and reuse events
 - Incentives and financial support for reuse and repair businesses, including work force development
 - Advocacy for Right to Repair legislation
- Avoided purchase: renting, borrowing and sharing
 - Create programs to educate and support residents at critical times for new habit formation (e.g. online resource such as Resourceful PDX)
 - Incentives for car sharing, tool-sharing libraries, clothing swaps and other local exchanges
- Reduced supply chain emissions
 - Encourage businesses to conduct supply chain assessments to identify changes in production methods and or inputs
 - Provide financial incentives and/or technical assistance: demonstration projects, technology transfer and investments
 - Promote local services as alternative to products
- Recycling programs
 - Invest in local programs and infrastructure to collect and process recyclable materials

Construction

- Space-efficient housing: corner lots, cottage clusters, ADUs, conversion of large homes, other “missing middle” options
 - Zoning changes, particularly for residential infill
 - Incentives in System Development Charges (SDCs)
 - Permitting support
- Smaller single family homes
 - “McMansion” ordinances to restrict larger homes
 - Remove or reduce minimum house size requirements
- Community development
 - Planning and zoning for “20-minute neighborhoods” that promote active transportation and compact urban form
 - Locate residential development with proximity to services, shared resources and recreational/cultural/natural amenities
- Low-carbon building materials
 - Implement local version of Buy Clean CA by requiring use of EPDs for specific building materials (e.g. concrete, steel) and establishing upper limits for carbon over time
 - Establish options for salvage materials, locally sourced, Cradle-to-Cradle certified, Environmental Product Declarations (EPDs), whole-building Life-cycle Assessment (WBLCA)
- Building deconstruction, whole building and material reuse
 - Mandatory deconstruction ordinance for residential and/or commercial buildings
 - Support development of programs, facilities, networks and trained workforce

Transportation services

- Air travel
 - Promote staycations, local travel, reduced trips
 - Develop options for purchase of carbon offsets
 - Charge flight levies, or raise airport transportation and parking charges to discourage air travel

Cross-cutting actions

- Economic development
 - Low carbon industries: repair and product life extension; resource recovery
 - Benefit corps
 - Work force development
- Work and income
 - Support flexible and part-time work, reduced work weeks
- Marketing and advertising
 - Limits on billboards and other advertising in public spaces
- Education in schools
 - Collaborate with K-12 on curriculum and activities highlighting low-carbon lifestyles
- Price on carbon
 - Advocate for state policy for carbon tax or cap and trade system
- Public outreach and education
 - Promote use of local carbon calculator
 - Programs or pilot projects that help to demonstrate low-carbon lifestyles

Internal/Operational Climate Action Plans

Government purchases

- Climate Friendly Purchasing: city procurement policy and practice
- Supply chain analysis: evaluate and target high impact materials and products using LCA and multi-attribute approach
- Collaboration with other large institutional purchasers: support network and coordinated policies and practices
- Low carbon food procurement: city facilities and collaboration with other institutional purchasers (see above)
- Carbon offsets for staff travel

Infrastructure

- Low-carbon concrete and asphalt
 - Require use of concrete Environmental Product Declaration (EPD), establish upper limit for global warming potential (GWP)
 - Specs in city contracts
- Road design and maintenance strategies to reduce embodied carbon and material inputs over life of the infrastructure
- Implement local version of Buy Clean CA by requiring use of EPDs for other specific building materials (e.g. steel) and establishing upper limits for carbon over time

Additional resources

West Coast Climate and Materials Management Forum: [Climate-Friendly Purchasing Toolkit](#), [Climate Action Toolkit](#)

USDN Sustainable Consumption Toolkit: [CBEI Guidebook](#)

Cool Climate Network: [Carbon Footprint Planning Tools and Scenarios](#)

City of Eugene CAP2.0 Environmental Justice Focus Group

December 19th, 2019 NAACP Headquarters

In Attendance:

Pat Bryan—NAACP

Tre'von Robinson—NAACP

Ana Molina—Beyond Toxics and NAACP

Pablo Alvarez—NAACP

Isis Barone—NAACP

Dulce Cano—Community Member

Eric Richardson—NAACP

Jason Gonzalez—Oregon Wild and NAACP EJC

City of Eugene Staff—Chelsea and Mark

Due to a miscommunication the assembled group could only commit to an hour—although most people stayed for over 90 minutes. Chelsea led a discussion starting with the Additional Actions.

The first topic was natural gas (Smart Energy Offsets, regulating natural gas, using biogas/renewable hydrogen):

Natural Gas

- Is hydrogen dangerous? More flammable?
- Sunset natural gas
- Offsets do not reduce use but could raise money for resilience.
- Regulating natural gas would be preferred over smart energy offsets.
- Biogas/Renewable hydrogen facilities—should there be government investment to get these going?
- What are the differences between Smart Energy Offset Program and the City of Eugene collecting a fee?
- Smart Energy would take money out of the community to invest elsewhere.
- Can we require offsets to be done locally? Benefit our community.
- Northwest Natural Customers pay into the offset fund, how about everyone else?
- Who is the rate payer? Renters might get stuck with the increase.
- How are landlords of large complexes or multiple properties going to be assessed? There should be a push to have the landlords to take on the fees.

Chelsea asked how \$5.50 a month feels (the cost of the Smart Energy Program):

- Most marginalized communities have the least information and access to information. Its often them who do not know about the options to opt out.
- Customers pay for capital improvements rather than NWN paying.
- Do we have to prioritize carbon reduction, or can money go towards conservation and resilience?

- Money should be used to make a social impact over simply reducing carbon.
- Could restaurants just use LP gas if natural gas was banned?
- Benefits go to the homeowner or community?
- Gas and coal will be needed elsewhere in the world. We need to get off of it so those who need it can still use it.
- Concern that customers will be funding this work. What is NWN contributing?
- We care a lot more about the resiliency side, than reducing carbon at the local level.
- Prefer to see the money collected and be focused on the social impact.

Home Energy Score

- Make it mandatory that a home buyer who will use their house to rent must hit a certain minimal score.
- Make information available to renters.
- There needs to be a renters version of Home Energy Score.
- City staff should calculate the investment value for energy efficiency upgrades. Investment cost vs lower energy rates (ROI).
- Needs to be tied to education.

Energy Efficiency and Fuel Switching

- How can renters access these dollars?
- How can land lords be required to do the energy upgrades?

Gas Tax

- NAACP national recommendations
- TSP—too much improvement on roads, not enough investment elsewhere.

Transportation Demand Management (mandatory bus pass program)

- Should be required of companies with more than 25 employees.

Parking Rate Increase

- Be careful of unintended consequences
- These hit disproportionately low-income folks who have to drive due to lack of transportation options.
- Bus takes too long and working families struggle to get children to school and parents to work.

Other notes

- What's in the CAP2.0 around healthcare, housing access, food affordability?
- We are in a housing crisis.
- What social education programs are out there to raise awareness about climate change. Are there education programs in parks, schools, etc.?
- Housing – where is new housing being built?

City of Eugene CAP2.0 Local Government Affairs Council (LGAC)

December 6th, 2019—Eugene Chamber of Commerce Offices

Chelsea presented an overview of the CAP2.0 process and document and a short Q&A session was held. She then presented the Additional Actions approved by Council at the November 18, 2020 Work Session. LGAC was then asked to work in small groups and discuss each action. The participants were given flip charts to record feedback.

The following notes are from those flip charts that were collected at the end.

Northwest Natural Smart Energy Program

- Businesses are stuck with the heating system in their property, not easy to choose a different source.
- Small business are facing numerous other cost increases from local to state to federal.
- Infrastructure responsibility of landlord but costs are on the tenant.
- Would rather see money go to reduction or efficiencies rather than carbon offsets.
- Certainty of cost vs variable → businesses want set fees.
- Optional program is more positive.
- Want certainty that is scalable (capped) and optional?
- What are the offset programs?
- Residential offsets are probably feasible with a low income carve out. Allow some customers to pay more to help low income portion.
- Businesses are so different. It is hard to determine viability/interest. Needs a cap—max exposure/certainty.
- Need to look at this cost holistically—lots of cost pressures to business. City/state taxes.

Regulating Natural Gas

- NW Natural leading towards renewable natural gas, need to encourage that to happen quicker.
- Some industries need natural gas more than others.
- Our region is difficult to run on solely renewable electricity—potential brownouts.
- Large buildings very difficult to go to all electricity.
- There is a stacking of costs and burdens.
- Does regulating natural gas increase coal consumption?
- Forcing people to use less efficient energy (more expensive)
- Regulating natural gas needs to pace with technology like batteries and heat pumps.
- Some industries don't have natural gas substitutes—this is a big concern.
- What about proximity to Springfield? Need to consider or cross-cities.

Renewable/Bio Natural Gas

- This is an area of opportunity and partnerships are already in place.
- May be more affordable option than Offsets or Regulations and can ramp over time as technology improves.
- 2024—5% renewable for Northwest Natural

Energy Efficiency Programs/Home Energy Score/Commercial Benchmarking

- Energy storage needs more emphasis
- Repeating energy score doesn't make sense

- Costs add up and wont help our housing crisis
- Make energy scores optional and done by buyer
- Home Energy Score. Costs to the user, not seller.
- Just apply to pre 1996 homes before major energy code upgrades.
- Could further marginalize Low Income home.
- Subsidies needed to prompt action.

Sustainability Commission Feedback on the CAP2.0 Document and Additional Strategies

November 19th, 2019

In Attendance: Vice-Chair- Zach Mulholland, Howard Saxion, Ralph McDonald, Art Farley, Jon Kloor, Laura Allen, Louisa de Heer, Julia Johnson, Greg Ringer and Councilor Emily Semple **Staff:** Chelsea Clinton, Mark Nystrom

Chelsea provided an overview of the CAP2.0 document and process. The Commission was then separated into two groups where they were provided an opportunity to write feedback on particular topics. The topics included the overall document, transportation, energy used in buildings, and other ideas. Commissioners were asked to categorize their comments as “pro”, “con”, or “comments.” ‘

The following tables summarize the Commission’s feedback.

Overall		
Pros	Cons	Comments
Nicely presented, readable	Need a matrix on who has primacy on each strategy. What can Eugene do regulatory, state, feds, etc.	Regional deforestation causes climate change heat CO2 pressure canopy outside/inside Eugene
Equity Panel inputs	Insufficient time to comment on plan.	Involvement of community groups is good but more is needed as a strategy/action
Good breakdown on problem areas	Timeline needs extension until March	Deadlines, point people, funding, defined actions
Good summary of ghg emissions and gap to meet goals	More science in plans, not appendices	EV strategy public vetting, when/where comment on EV plan, updates to TSP
	No prioritization of actions, who is lead, costs, timelines, and ghg reduction estimates	Need place to make substantial comments
	Needs a plan for monitoring progress and evaluation	Actions don’t add up to goal
	CAP is too brief and does not include important info/data that is in appendix. Traded pretty photos for important data	Goals explained. Is the 2030 target correct. Match up with carbon budget for 1 C.
	Need to identify policies and ordinances that will need to be enacted by council. Policies, etc by state/Fed	

Transportation		
Pros	Cons	Comments
Information provided transport alternatives. Fuels	Reliance on EV may be adversely limited by natural disasters or loss of electric infrastructure	Implement safe routes to school
	Think effects of bike paths and busses are overstated	Car free zones downtown like European Cities (Barcelona etc, Eugene in the 1990s)
	No <u>new</u> highway infrastructure under TSP. <u>Repair and safety.</u>	EV strategies. Require charging stations at multi family residences. Can be commercial like charge point.
		How to move towards solar powered EVs
		Reduce vehicle parking requirements for apartments, etc.
		Smaller effective feeder busses to connect the main routes
		Are electric scooters appropriate alternative form of sustainable transport?
		Make all bike lanes protected where possible
		EV incentives and charging for renters
		Low interest loans for EVs
		Money for bike/bed portion of TSP
		Adopt 25,000+ EV goal

Energy Used in Buildings		
Pros	Cons	Comments
Regulate Natural gas	Offsets not actual reductions	Eugene/EWEB needs to join Energy Trust of Oregon
Ban new gas	Issues with international offsets	Push for higher efficiency standards for all new construction
Biogas	Mandatory NWN customer participation in Smart Energy Program may increase costs for low income users	Tax or permit restrictions new construction based on embodied energy carbon. City hall reuse EWEB building.
Push hard		NW Natural can't incentivize
Home energy score		Add alternative materials like cob/strawbale/hempcrete to code
Score would help—apply to rentals		Minimum efficiency standards for rentals
Link scoring and incentives		
Energy efficiency and incentives		

Incentives for fuel switching		
Should have positive ROI		
Home energy score may add to perceived home value, as well as provide indicators of impact		
Energy efficiency incentives can shift users to make more effective heat/cooling systems, reduce energy need by EWEB and NWN		

Other Ideas	
Cons	Comments
State bill not guaranteed to happen. Some emission reductions are duplicative	Consumption/VAT Tax
No new fossil fuels in EWEB mix. <u>Rule.</u>	Air shed regulation/Regional big trees
Address apartments and condos in compost program	Add air travel components. Offsets and charging stations for air travel.
Tax for Eugene flights to offset emissions	Require offsets of actual emitters. Fuel providers
Mandate/regulate refrigerate disposal.	Offsets as a last resort. Including could encourage reductions that cost less than offsets.
Cost offsets for low income to dispose of refrigerants. Educate!	Capturing biogas from Organic waste sounds good, do it.
	Coordinate the many groups into an effective task force.
	Address annexation to include county numbers.
	Need more info alternatives for refrigerants
	350 Eugene Carbon free challenge made city wide reported with lane transit tax IRS form
	Align transportation goals with lobbying
	Coordination between agencies for infrastructure ODOT/Feds



Linda Heyl, Linda Perrine

City of Eugene CAP 2.0 Focus Group comments (Top 10)

12/16/19

- 1. Why did COE staff abandon Eugene’s CEAP, or CAP 1.0?**
 - a. CEAP process included 7 public forums; CAP 2.0 = none
 - b. CEAP included 7 subject areas; CAP 2.0 = ??
 - c. CEAP included its process of development; CAP 2.0 = Equity panel, Mayor Ad Hoc Advisory Board, ECC, anyone else?
 - d. CEAP cost \$200K; CAP 2.0 cost \$450K with less results
 - e. CEAP made excellent use of pie charts, graphics to inform the public; CAP 2.0 lacks any graphical analysis other than “buckets” - do not explain CAP Goals
 - f. Why did COE or ECC not engage large for-profit businesses in Eugene (timber mills, food businesses, industrial businesses in West EUG)?
- 2. 350 Eugene’s viewpoint: We tried in a variety of ways to offer our well researched ideas & opinions over the last 2 years without any content being added to CAP2.0. How do we know that this Focus Group will produce different results?**
 - a. Monthly meetings with Jon Ruiz, Chelsea Clinton
 - b. Monthly meetings with Mark Nystrom
 - c. 350EUG Action Priorities document (3 months work, 13 pages) dated Jan 2019
 - d. 350EUG Drawdown recommendations on Energy & Transportation
- 3. GAP Strategies since Nov 2018: Who decides which GAP strategies will be chosen -- It appears Staff believes it is CC decision, CC shows no interest or aptitude for diving into the details to make an informed decision. How does this get resolved?**
 - a. CC asks for information at most work sessions and no requests are followed up by COE Staff
 - b. If Council is the deciding authority, then there needs to be much more Council education, discussion, debate, problem solving than what has been allotted in the last 2 years to reach the final approval.
- 4. How will Council or COE assure that measurable objectives, timelines and metrics get into CAP2.0? A comparison to Portland’s CAP:**
 - a. PDX CAP subject areas match EUG CEAP 1.0, but not EUG CAP 2.0?
 - b. PDX CAP emphasizes effective presentation of data, smaller fonts, more text than pictures, professional graphics and professional readability
 - c. PDX CAP uses effective graphs, icons, color to convey metrics
 - d. EUG CAP needs a carbon emissions reduction graph intended to be tracked through 2050 as is done in PDX CAP (2015), p17 (see page 2 of this document)
 - e. EUG CAP needs a carbon budget to reach CRO (p. 19, PDX CAP 2015) (see page 3 of this document)
- 5. Does City Council and/or COE have any enforcement authority to require compliance with the CRO/CAP by ECC, residents and businesses?**
 - a. How will all Eugene businesses be brought into the CRO goals?

- b. Seems EWEB and COE need a dialog of how IERP will meet CRO goals, renewable energy goals, resiliency goals?
 - c. COE Staff and City Council need a work session devoted to reaching a decision on Natural gas reduction and transition; determine which strategies are adopted
6. **CAP 2.0 is only addressing Sector-based emissions. What happened to Consumption based emissions? Is it left out because you see having no authority over these emissions?**
 7. **When and what process will be used to define the implementation plan?**
 8. **350 Eugene thinks a 3 month extension is necessary and we want input to who the community members are to contribute to closing the CAP GAP to a final document.**
 9. **Budgeting?? Starting with Funding of TSP:**
 - a. Federal funding for TSP? State Funding? If so, who is working on this?
 - b. Increased Parking fees going to TSP and discourage car transit
 - c. Vehicle registration fees going to TSP?
 - d. Business transport taxes going to TSP?
 10. **This CAP's numbering of 2.0 implies a MAJOR release which should be complete including: goals, objectives, plan to reach CRO, timelines, budgets. How many more CAP updates are planned to get to a complete Climate Action Plan?**

We still have work to do

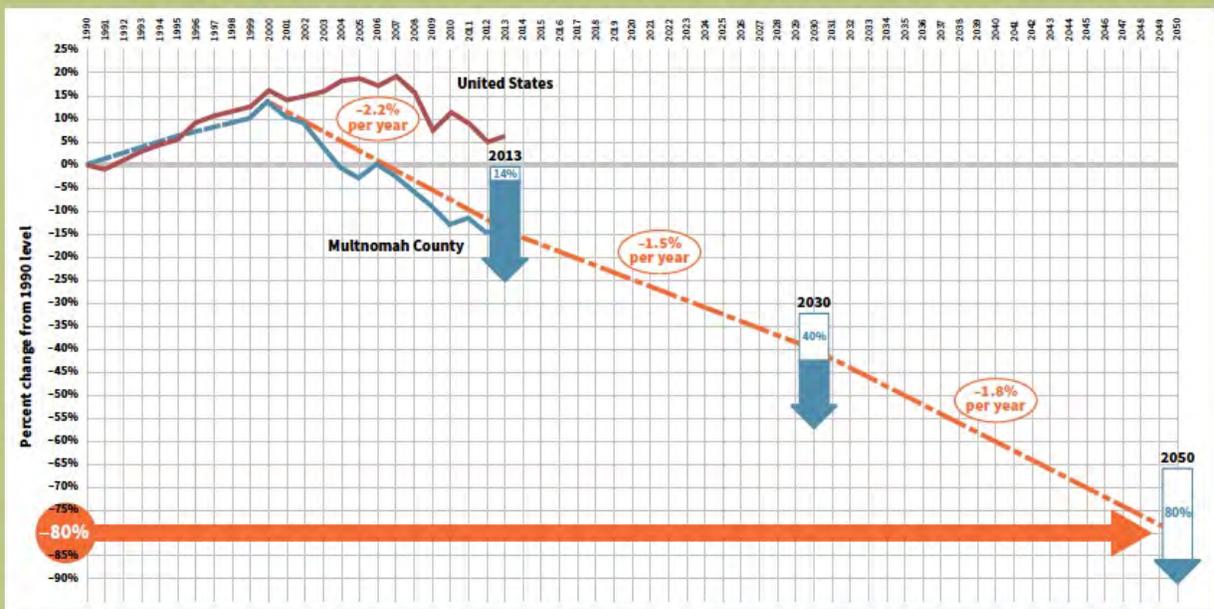


Figure 2. Carbon emission trend and reduction goals. Source: Portland Bureau of Planning and Sustainability

Portland and Multnomah County have committed to reducing local carbon emissions by 80 percent below 1990 levels by 2050, with an interim goal of a 40 percent reduction by 2030.

2050 CARBON BUDGET

Carbon emissions in Portland and Multnomah County primarily result from:

- Energy used in buildings and industry.
- Fuels used in transporting people and goods.
- Methane from the landfills that accept waste from residents and businesses.

The following tables and graphs show carbon emissions from those sectors, as well as the related energy use and miles driven in Multnomah County in 1990 and 2013. The 2030 columns depict a scenario that puts Portland and Multnomah County on a track to meet the 2050 emissions reduction goal. The 2050 columns represents a scenario that achieves the 80 percent carbon-reduction goal.

For example, by 2030 emissions from the building energy and transportation sector must be approximately 40 percent below 1990 levels (see Table 1). In 2050, residents must be able to meet all of their needs while using 62 percent less electricity and driving 64 percent fewer miles than they do today (see Table 2). (This also assumes a shift to cleaner electricity sources and more efficient vehicles.)

Any number of scenarios could hypothetically achieve the 2050 goals; the one described here reflects the City and County's best judgment of a probable and achievable scenario. (Key assumptions are described in Appendix 5: Carbon budget assumptions.)

Drive less and use less electricity to help meet Portland's goal

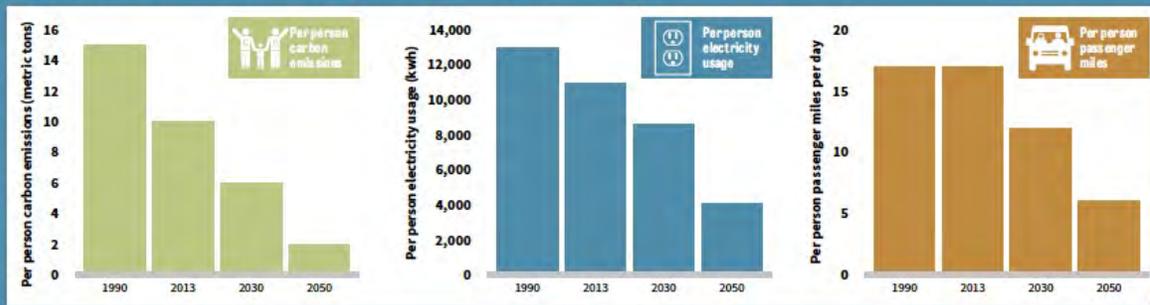


Figure 4. Per person carbon emissions, electricity use and passenger miles in 2030 and 2050. Source: Portland Bureau of Planning and Sustainability

To achieve the needed per person carbon emission goals, by 2050 residents must meet all of their needs while using 62 percent less electricity than they do today and driving 64 percent fewer miles per day.

City of Portland & Multnomah County 2015 Climate Action Plan p. 19

These two charts are basic information in any Climate Action Plan. They represent the “big picture” to the people that this CAP intends to influence. They are simple, effective and demonstrate the commitment behind the entire document. Eugene’s CAP is lacking this kind of “big picture” explanation to its own constituents in CAP 2.0. COE Staff should not expect all people of Eugene to read the appendices, therefore, it needs to include these “big picture” goals in the main document and preferably in the first 20 pages as the summary of the plan.

CAP2.0 Survey Summary

Background

After publishing the Draft Community Climate Action Plan 2.0 (CAP2.0), staff opened a survey on the Engage Eugene platform to evaluate the community's thoughts on the Additional Actions presented to Council on November 12, 2019. The survey was divided into four sections:

1. Strategies related to energy used in buildings and natural gas use;
2. Strategies related to transportation;
3. Other strategies;
4. Open feedback on the strategies or the CAP2.0

The survey was open from November 12, 2019, through January 2, 2020, and 102 people responded. For the first three sections each strategy was briefly described, and participants were given options of "strongly support," "support," "no opinion," "opposed," and "strongly opposed." The participants were then given an opportunity to rank their three preferred strategies and a text box to provide feedback. This summary highlights the findings of the survey and the full responses attached.

Energy Used in Buildings Strategies

All five strategies in this category received a majority response of either strongly support or support. The strongest support was for supporting incentives and exploring regulator options for energy efficiency (80% support) and the least support was for mandating the SmartEnergy program (49% support).

Percent of respondents who strongly support or support:

- Energy efficiency incentives and regulatory (80%)
- Home Energy Score and Commercial Benchmarking (79%)
- No new natural gas (68%)
- Biogas and Renewable Hydrogen requirements (67%)
- Increased fees on natural gas (56%)
- Mandating SmartEnergy program (49%)

Transportation Strategies

There was strong support for both transportation strategies:

Percent of respondents who strongly support or support:

- Implementing Eugene's Electric Vehicle Strategy (74%)
- Updating the Transportation System Plan to meet Climate Recovery Ordinance goals (73%)

Notably fewer people were strongly opposed to these two strategies than the Energy Used in Buildings strategies.

Other Strategies

The Other Strategies encapsulated a variety of ideas that would help reduce carbon emissions from different sectors. Capturing biogas from organic waste received the greatest support at 82%, closely followed by continued lobbying for state and federal action in favor of climate legislation at 79%.

Percent of respondents who strongly support or support:

- Capture biogas from organic waste (82%)
- Lobby for state and federal action (79%)
- Reduce refrigerant loss (69%)
- Community innovation fund supporting initiatives for carbon mitigation (69%)
- Carbon offsets for remaining emissions (53%)

It is worth noting that comments opposing both the SmartEnergy program and carbon offsetting of emissions came from two directions: those stating that there was an equity concern about raising rates for low-income customers, and those stating that offsets simply enable people to continue to emit greenhouse gases without making the changes to reduce them.

Ranking

Participants were asked to “check your top three [actions] you would like City Council to take action on.” There were four clear top choices:

Number of respondents who selected an action in their top three choices

- No new natural gas (49)
- Updated Transportation System Plan (43)
- Implement Eugene’s EV strategy (34)
- Capture biogas from organic waste (28)

The rest of the actions received anywhere from 5-19 votes with offsetting receiving the least number of votes.

Comments

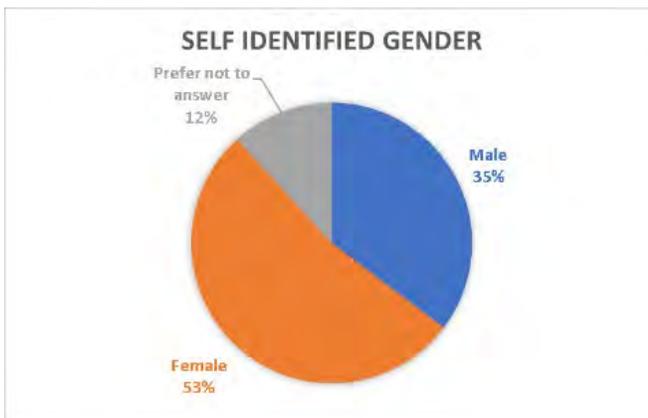
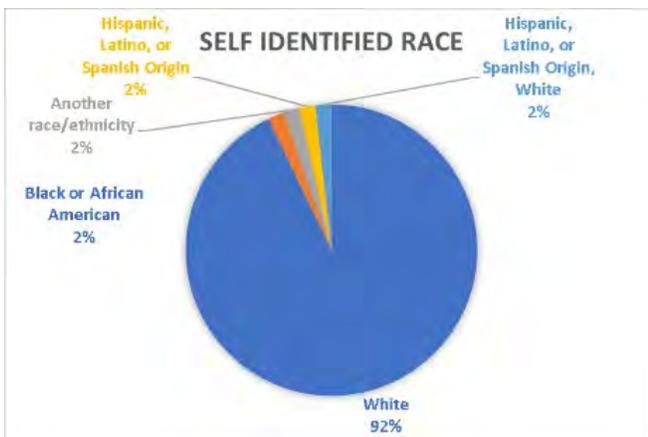
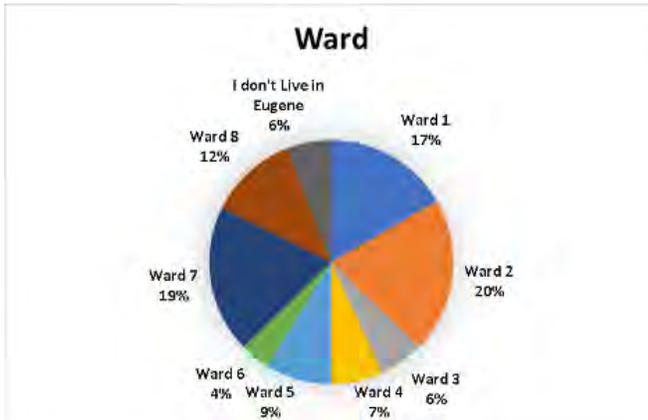
There were 79 text responses to the open-ended question requesting feedback. There were a few recurring themes to the comments (for all comments, please see the attached appendix):

- The City needs to focus more on transportation emissions and increase access/safety of active transit.
- Take “bold” and “courageous” actions soon; stop studying and act.
- These actions are “virtue signaling” and will not make an impact climate change; why make Eugene pay when the rest of the world does not?
- Equity concerns about raising prices of fuels. Low income people will be disproportionately impacted by increasing fees/taxes/rates.
- Increase density along transit routes including implementing HB2001(2019)—fewer car trips needed.
- Plant more trees.

For Survey Demographics, see Appendix 1 of the Survey Summary

Appendix 1: Survey Demographics

The following information was gathered from the Engage Eugene platform. Users were given the option to self-identify ward, race, and gender.



Appendix 2: CAP2.0 Survey Comments from Engage Eugene and other feedback

<p>If 59% of our emissions locally come from transportation, we need to do more to reduce those. There are many steps we could take in transportation but aren't having those conversations. Parking downtown is something that's discussed a lot - in the context that we don't have enough. We have too much. Even switching to EVs ignores the fact that cars have enormous land use impacts, are a major source of microplastics, and require mile after mile of asphalt to be repaired regularly. The reality of the situation is that more people need to walk and bike. If we are making it easier to drive, or even just not making it harder, we will not reach our goals. There's no middle ground - people need to quit driving as much as they do, whether that's in a Prius, Tesla, or F350.</p>
<p>If an increase in carbon is the result of more people living here, why are we encouraging more people to visit and eventually move here? An example would be spending millions to promote this community during the 2010 World Games. Let's consider a population limit.</p>
<p>We should not be continuing to dig/frack fossil fuels. NWNG is a privately owned, for-profit business. Their #1 goal is to make money. They should not be allowed to continue to put new gas in, and they should pay to mitigate the harm they have already done. More e-bikes -- incentives for purchase.</p>
<p>prioritize, safeguard, and improve bicycle routes and pedestrian neighborhoods. bring localized food sovereignty to Eugene using a similar model to California's AB 551, the urban food incentive act - basically creating a network of city gardens on previously vacant lots. i have a non-profit that focuses on this. please reach out.</p>
<p>What action has the city council taken to reduce their carbon footprint? Have they switched all of their vehicles to electric vehicles? How many scientists are there? You quote 11,000 support this but no word on the total number of scientists.</p>
<p>CoE MUST coordinate closely and continuously with EWEB, LTD, and LCOG. Zoning/planning/City code need to support greatly increased pop. density at all income levels. Fund and undertake actions QUICKLY.</p>
<p>I recently spent upwards of \$8,000 to replace my wearing out electric heat pump and electric hot water heater with a modern efficient natural gas system. I am very happy with its operation and do not wish to see additional charges on my bill for social engineering schemes. I've done my part for global warming by not creating any offspring and future generations.</p>
<p>Do everything that actually reduces emissions at a reasonable cost. Look into offering low-interest loans for efficiency upgrades and electric vehicles to lower the high upfront cost.</p>

Place an ordinance so that none of the cost spending programs can be passed to citizens over 65
The city has to get the large lever shareholders to have more of a commitment in reducing carbon footprint and GHG emissions. To date, it has been an ask for them to get a carbon reduction plan and most have had no commitment and not done a thing. Also, the largest GHG emitters in the county need to be brought into this process.
Not sure about this statement in Questions #4: "City Council could Increase the fee charged to natural gas customers". Does the City charge gas customers a fee now? Or is it that CoE charges NWN a franchise fee, which NWN can choose to pass on to customers, or not?
We're losing precious time as we study, and then study, and then study some more, looking for ways to reach our goals without inconveniencing anyone. We need to take bold actions, and rely on and stimulate creative solutions to deal with the disruptions in business as usual as they occur. You can't achieve change without changing!
Insects are important to our food chain and food supply. There are many scientific articles about light pollution and the devastating effects on nocturnal species. Yellow lighting doesn't cause as much harm as the bright white LED. I'm suggesting replacing street lights with yellow lights. Insects are already dying out from many factors so it would be nice to help in any way.
City must stop dragging it's feet and DO something starting NOW! Also, How does one become included in the "stakeholder" groups? Or are they only just big business owners, as usual?
Start with the end goal of 0 GHG emissions by 2030 and plan back to current status to make the needed changes. Dig deep, be courageous. We don't have any time to dick around.
It is disappointing and scary that Eugene hasn't made more progress on the CAP over the years. The CAP 2.0 does not have measurable goals. This document show we won't meet the CRO goal under business as usual, and the document doesn't describe anything but business as usual. There are no objectives stated in the document. Regarding this survey- Of course Eugene should include climate planning in the transportation plan. That is an obvious and simple thing that must be done. If the city wasn't planning to implement the Electric Vehicle strategy why create it in the first place? I don't think these questions should not be in a public survey to help prioritize action items. There also isn't enough information to prioritize or choose items. How much do these things cost (approximately) and how many tons of CO2 do they reduce? Are their funding streams to implement some over others?

<p>This is simply virtue signaling. America could stop emitting any carbon today and it wouldn't make any difference unless China and India got with the program.</p>
<p>I'd like to see the city to regard Climate Change as the emergency it is. War-time-like measures are necessary to regulate and reattach if we are to deflect the emergency coming. This will be cheaper than waiting for disaster to hit before acting. Severely tighten building codes so that all current and new buildings are super insulated, rooftop solar is required for all new buildings, and trees are planted and protected as part of a property's plan.</p>
<p>We really need to be working on nearly all of the above! I think it is probably a waste to lobby for federal action under this administration, though. Please do not add extra fees to gas users -- some lower-income people who rent only have gas as an option in their apartments, and that would be unfair. Eliminating any new buildings with natural gas would be best. I adore cooking with gas, but was relieved when my landlord replaced my gas stove with electric, because we have GOT TO keep it in the ground!</p>
<p>Governmental bodies are much more effective than individuals at changing local, state, federal and ultimately global policies that can have a positive effect on our degrading environment and the climate crisis if they act decisively and immediately.</p>
<p>The CAP 2.0 needs to adopt all strategies that reduce CO2 emissions & GHG emissions as quickly as possible. The CAP needs objectives for these reductions that can be measured over the next 10 years for compliance. I am surprised these questions are asking people what they prefer, when City of Eugene needs to require these carbon reductions on residents, businesses, industry, transportation, supply chains/trucking, and building energy efficiency. There is no option here - we MUST reduce carbon by 50% in 10 years. Eugene needs to require compliance by everyone with the CRO!</p>
<p>Programs such as electric vehicle infrastructure will only support those who are wealthy enough to purchase electric vehicles. Energy policy must be combined with a housing policy that encourages higher density housing along public transportation routes, and making sure that affordable housing is available near where people work.</p>
<p>We are past the point where the needed gig reduction actions are going to be easy and painless. The time scale now requires bold and courageous steps that may very well be difficult for many people. Support people making these difficult changes and do not sugar coat it. You wouldn't tell people escaping from a house on fire to only do the things they're comfortable with. You would tell people to do what is necessary.</p>
<p>Please keep in mind that home renters will be paying the costs associated with higher heating or electric costs, without having control over the efficiency of their home. For this reason I wholeheartedly oppose the "increased feel from natural gas" option.</p> <p>I also oppose the Smart Energy Offset Program and the Carbon Offset Program since these will not impact our community directly.</p> <p>Lastly I'd like to ask that city council prioritize options listed that can improve Eugene's air quality.</p>

Because half of local emissions come from transportation I would hope that the City would fully engage, support and provide funding for community wide efforts to reduce transportation emissions. Suggestions:

Actively support Transit Tomorrow's goal of increasing ridership with improved frequency and reducing/eliminating non-productive routes or sections of routes.

Strategies to increase cost for parking and move parking away from dense corridors (downtown); take full advantage of EmGo and other like options.

Ensure that new construction (inc. road construction/redesign) requires a review of public transit access with the potential for reduced # of parking spaces because of enhanced alternative transportation options.

* utilities and municipalities nationwide are adopting "solar plus storage" as an alternative to fossil fuels, including as a replacement for natural gas plants. What can the city do to facilitate this?

* solar/battery systems are now widely available for homes/businesses, what can the city do to encourage their use and adoption?

* vehicle electrification is critical. How does the city plan to make capital expenditures on electric vehicles to replace gas/diesel

Please consider equity and reduce as much as possible regressive policies that punish our poorest residents. I believe we can reach our CRO goals by asking those who bear the most responsibility to pay the most - not the other way around.

The council is not keeping its word and I am extremely disappointed. Please do all that you can in every way possible to lower the city's carbon footprint. we can not keep on as usual. People may get mad, but we must do more to mitigate the climate crisis or risk having all living beings die.

It is important that you ask of staff that their actions in all areas - particularly transportation, planning and permitting - and require NW Natural and EWEB's actions in our community are aligned with our climate goals. Climate change is the most important issue of our time and action now is crucial. Please support staff in doing the right thing and working towards the community has weighed in on and you have adopted, as council members, even when they receive pushback from the community.

Include an implementation plan which has metrics, goals, timelines, responsible parties, staffing, budget and specific, timely corrective/remedial action where targets and staff fall short.

1) I'm skeptical of NW Natural plan to gather all food waste and generate gas. Are they removing all the plastic the food waste is in? I'd much rather have a vigorous plan to reduce food waste at the farm and public level, this could also reduce transportations ghg.

2) There are new Refrigerants available now. Check this out:

<https://www.benjerry.com/values/how-we-do-business/cleaner-greener-freezers>

3) Carbon Offsets are good for individuals and there is a local option called the Faith Community Fund. Eugene needs to use their money for taking concrete actions within the city limits. Take full responsibility to reduce ghg emissions here.

4) I think the public can do more to reduce ghg emissions with your incentives and thru your advertising and educational programs. Have you noticed that the US car companies do not advertise EV's to the public? Many of us in Lane Co. do as much of that as possible, we post EV rebates in our churches, we place information on the community e-news sites. We hold public EV show & tells, we started an EV car club (Emerald Valley Electric Vehicle Association, EVEVA), we (the public) do all we can to promote HB 2618 the new OR PV (solar array) rebate.

Speaking of OR rebates and Tax Credits, Oregon barely promotes these programs to the public.

Three groups I'm in do all we can to spread these programs to the public. We are small and do not have the dollars to use TV or giant bill boards, you do. You could make a real impact informing the public of these great programs. I want all people in Lane Co. to take advantage of all opportunities to cut ghg emissions with help from these under advertised programs.

5) I live in Springfield and breathe the same air and use most of the same water you do. Thanks for asking.

'If I read correctly, the two biggest producers of emissions are Transportation and Residential/Commercial Energy Use. Thus, rather than hyper-focusing on natural gas, it seems the biggest impact could be gained in these two areas:

1. REDUCE EUGENEANS CAR USAGE.

--Start encouraging car-free lifestyles (how about a Car-Free Citizen Award each year?).

--Absolutely build no more parking garages/lots, and convert some existing ones to other uses (housing/emergency shelter).

--Incentivize all buildings, residential/ADUs + commercial, to be built without parking. If you dont build it, people will eventually give up their cars; if you keep building it, they wont.

--Partner with the BRING annual Home + Garden Tour in the fall to teach car-dependent Eugeneans how to use buses, Uber + Lyft.

--Incentivize transit-oriented development, especially along the EmX line and other major transit corridors, with minimal or no parking.

--Do not build any more affordable housing in areas with low Walk Scores that force people to have cars.

2. INCENTIVIZE SMALL-SCALE LIVING.

--Legalize time-tested ways of living small, like boardinghouses, rooming houses and SROs, throughout the city.

--Incentivize providers of so-called student housing to rebrand it as Sustainable Housing (since all except Titan Court allow non-students, and this way of living is far more sustainable than the traditional apartment or certainly the single-family home).

--START SUPPORTING TINY HOUSES, and work with those wanting to create tiny-house villages here.

--Make ADUs easy and inexpensive to build, waive fees and property taxes if 400sf or less, provide preapproved plans on the City's website.

--Encourage Eugeneans to rent out their extra bedrooms to their fellow residents who need affordable housing; de-incentivize Airbnb and other short-term rentals: our priority should be our citizens, not tourists.

--Support innovation in small-scale housing! Again and again, we hear of people who want to do innovative projects going to Springfield (Dylan Lamars Barnraising project is the latest). Get with it!

<p>The CAP 2.0 is neither a plan nor a "playbook". Many of the actions are simply program references (some of which appear to have been thrown in with no real vetting). CAP 2.0 IS a list of existing programs that demonstrate the CRO goals cannot be met. So, call it a progress report or snapshot assessment. But don't call it a plan. City staff know better. As for Council, they should direct staff to come back with an achievable plan/strategy to meet the CRO goals. The plan should take make clear exactly what would be needed to achieve them. Alternatively, Council should repeal the CRO and stop kidding everyone that they intend to meet it. Or they should revise the CRO goals to match the level of investment and hard policy decisions they actually intend to make.</p>
<p>No Carbon Tax or credit exchange program, as this is unfair to most people. We pay high taxes already. Help new technologies along- don't tax working families more!</p> <p>Natural gas is finally reasonably priced for residential use. It is better to encourage high efficiency furnace, appliance, and plant improvements than tax working people directly for home heating in winter.</p>
<p>As a young person worried about the threat of climate change, it is deeply inspiring to see that City Council cares about this issues and about mitigating our city's impact on the global climate. I urge you to take action to reduce our emissions in line with the best available science and continue to establish Eugene as a national leader in sustainability and confronting climate change.</p>
<p>Make the adopted plan measurable and enforceable with regular reviews (2x yearly minimum) to assure targets are being met. Implement additional strategies/actions if targets are not being met.</p>
<p>I don't see much effort on changing land-use in the Plan. Promoting four to five story construction with parking underneath for businesses and living space would reduce sprawl, shorten travel distances, reduce the footprint of impermeable surfaces, and reduce the amount of green space that is paved over and built upon. Incentives could be given for building over existing parking lots.</p>
<p>Add a specific goal for increasing canopy cover and tree plantings in the resilience section. Work with Friends of Trees to achieve goals.</p>
<p>I am confused as to why you are only asking for input on the additional policy options section--what about the rest of the plan? Overall CAP2 seems stunningly inadequate to the situation at hand.</p> <p>Summarizing current intentions of large-lever stakeholders, along with some ideas from a few equity stakeholders, would be fine as two small sections of a much larger, more ambitious outline of a pathway to actually achieving the CRO goals. We need this to actually happen!</p>
<p>Stop building new roads.</p>

Fund bike infrastructure!
Our city has a lot of power to make the biggest immediate impact on drawdown of emissions by not allowing new infrastructure for Northwest Natural Gas. Put that in place NOW and then apply other incentives to existing customers to transition away from gas. All of the other suggestions regarding Natural Gas should only be considered as secondary and reserved for existing customers only.
Since transportation accounts for more than half of the ghg emissions in the city that is where the most effort should be made. Moving rapidly towards an electric transportation fleet is the best solution. This doesn't mean abandoning bike, transit and ped solutions, but the fact is most people and goods transportation will continue to be done by cars and trucks. Moving towards EV's is the most practical and easiest solution to reducing ghg's in our community.
<p>Please consider the following:</p> <ul style="list-style-type: none"> * Carbon policies are best when implemented at the State or Federal level and is at State level are linked with other states. * Transportation is the number one emitter or GHG...work to solve that first * Affordability must be balanced with Carbon reduction - gas is needed for peaking.
Yes- we need economic incentives for driving gas vehicles less, so a gas tax is needed, or something like one.
Pick up the speed of implementation. 7%/year is required at least. We need to project reductions be complete within 8 years, not 15.
I would like to see more ideas for reducing transportation emissions. More public transit (preferably no fares and electric), more protected bike lanes, more convenient and safe ways to get around without driving. Since this is the largest source of emissions, I think this should be City Council's priority. It will also make Eugene a more enjoyable place to live for years to come.
We need to cut our driving trips by 50%. This means DRASTIC incentives for biking and alternative transit, and making driving very difficult.
<p>Offsets for past emissions would be a good step, but only if funding this does not detract from funds available to help us decarbonize in the presence. Offsets are not a long term solution or excuse for continue to emit GHGs.</p> <p>We not only need to stop all new natural gas infrastructure, we need to find a way to help businesses and households who currently rely on it transition off, because we need to get off of fossil fuels as soon as possible, ideally within the decade. This is a hard task that will take sacrifice,</p>

but the impacts of the climate crisis if we do not act with precision and force now will be a much greater sacrifice.

In terms of changes to transportation, it is definitely essential that we support the transition to EVs, but we also need to make sure carbon-free transport is available to the whole community, not just those who are able to afford a personal vehicle. I think this is where there are major opportunities for the TSP, and figuring out a way to provide free public transit.

We should all be conscious of the strategies above, but we should start with a global mindset and then focus in. Why we are doing what we can in our community and taxing the people that live here, our government, municipalities, and companies buy heavily from the populations that pollute the most to the world's atmosphere. China, for example, is one of the biggest contributors to emissions, but why can't we tax them? Why does Eugene residents have to suffer and pay more to live a cleaner life when no one else in the world seems to care? not fair in my book. Maybe the city of Eugene - led by the city council look into what they purchase from emission heavy countries and clean up their act by ridding it from their buying program. this way, the city wouldn't have to tax the people living here.

Just because you think there is some climate problem does not mean anyone else believes it. Any of these stupid/harmful changes without VOTES of the people you represent is not a democracy. If a preponderance of the people, who it effects, votes in any one of these invasive criminal actions based on bogus science, I would accept the will of the people instead of those few who think they know better. And stop spending money you do not have on this cr*p.

Too many people moving to Eugene. More residents mean more pollution and demand for resources

As I read the plan, I noticed that consumption based emissions rise considerably based on income level, but there is no strategy to encourage those that can best afford to change their lifestyle to do so. Lots of emphasis has been placed on impacts on people of color, low income folks etc, which I support, but that does not address the wealthier segments of the community who are responsible for a disproportionate amount of emissions. I would like Council and the partners to consider how that might be creatively addressed.

One of the reasons that I am opposed to increased fees or even the required participation in Smart Energy Programs is that low income households would be more impacted by this. We need to take into consideration that at times households may have no control over living in a home that has gas and have limited incomes. This is compounded by the tight rental market. If there is a requirement to participate in a Smart Energy Program then I believe income should be considered. Additionally, I think it is very important to consider how to offer INCENTIVES to households who currently do have gas, but would agree to change to a new system if they could afford it.

Make the traffic flow better, sync the traffic lights all the way on 6 + 7th including Chambers and Garfield, stop traffic calming, it add CO to the air

<p>Don't require homeowners to make changes to their homes or punish those who don't as many cannot afford it. Instead, incentivize environmentally friendly steps taken</p>
<p>Do you ever take into account that you are running businesses and jobs out of Lane County with these approaches? Do you ever look at the commercial side of your actions and what it does to our economy?</p>
<p>I think it would be extremely helpful to eliminate the multiple waste hauling companies that travel the same streets - i.e. it doesn't make sense that both Sanipac and Apex pick up garbage on the same residential street requiring two vehicles to travel the same road twice a week. Restrict the street to just one hauler and you've cut the emissions and damage to the roadway in half. You can accomplish this in any number of ways that would also improve the profitability of both companies because they would maintain the same number of customers while reducing their expenses by becoming more efficient.</p>
<p>We need to stop building out infrastructure for single-occupancy heavy vehicles. We should tax driving in town in order to disincentivize it, perhaps with a congestion road-use tax, gas sale tax, or parking tax. Funds could be used to scale up infrastructure for transit, walking, and biking. Rezoning the city so we can all live in 5-minute neighborhoods, and upzoning along major corridors like Willamette St., River Rd., Coburg, etc.</p>
<p>Eugene needs to push for smog checks throughout the Willamette Valley, if not statewide. We are impacted because of our geographic location--what happens downwind of here affects us.</p>
<p>I would like to see more focus on transportation and any funding for projects should come from tax funds and not ghg fees.</p>
<p>Research ideas fully before making policies. Often new "green" policies have a net negative effect on people and the environment.</p>
<p>The Smart Energy Offset should be funded entirely from Northwest Natural Gas at the expense of their profits and lobbying to greenwash natural gas and promote pipeline projects. Individual customers should not pay mandatory fees to cover a corporate responsibility.</p>

<p>Would be great to see more renewable energy being generated directly in the community and public infrastructure through solar and wind especially.</p>
<p>Eugene's goals must align with the carbon reductions and timeline that the IPCC has published. If we stretch the timeline or relax the goals, then we won't contribute our fair share.</p>
<p>As an EV owner, I see a huge need for investment in charging stations. Natural gas is a huge problem and we should simply stop allowing it in new construction.</p>
<p>Stop wasting taxpayer money on this.</p>
<p>I appreciate that the City of Eugene is looking at this critical part of planning for our future. However like most efforts, this does not go far enough, if we're really want a livable planet for our grandchildren.</p>
<p>Transportation should be chief focus. End all freeway projects! It's hard to take the city seriously on this when they are planning to spend a half Billion to increase traffic on Beltline. Put the money into transit and biking instead. As for the building code, how about all those huge outdoor gas heaters at bars, restaurants, etc? Thanks for working on global warming.</p>
<p>I selected "support" for carbon offsetting but this is such a messy, problematic solution that I think it should be weighed carefully and not prioritized over other approaches.</p>
<p>Just stop using fossil fuels and anything that harms the environment. Outlaw those things. Give them months to comply not decades.</p>
<p>The CAP 2.0 plan (Plan). This Plan leaves gaps of about 60% to the Sector-based Emissions goal (Figure 2) and over 2/3 to the Consumption-based emissions goal (Figure 4). If the Strategies for Future Reduction are designed to fill these gaps, they must be measurable, and it must be demonstrated that, if carried out, they will achieve results that add up to the Gap numbers.</p> <p>There are no objectives in the Plan. Any large-scale project must have Objectives to measure its</p>

progress by. The 2010 CEAP had 33 Objectives. An example from Portland's CAP - measurable Objectives for Energy/Buildings include:

- Reduce the total energy use of all buildings built before 2010 by 25 percent.
- Achieve zero net carbon emissions in all new buildings and homes.

The Strategies in Action and Strategies for Future Reduction lack specificity and strength. They are vague, not measurable and often aspirational rather than actionable. Even Appendix 3, which is meant to “further describe” the actions does not strengthen them.

There is no mention of any way to track GHG reductions from the actions. There is no mention of follow up reports to Council. There is no Dashboard or other community-facing method of accountability and information.

No discussion of funding. No mention of budget considerations, or staffing plans.

The Plan is filled with Business As Usual: Of the 44 Actions listed, 19 are items that are already underway, and many more were already planned by the LLS agencies. By contrast, the 2010 CAP had 70 action items, many with multiple specific subactions, effectively making many more actions.

And the Plan should specify timelines, funding or monitoring mechanisms for voluntary reductions by large lever shareholders. The Plan should focus on how the additional strategies for reduction of GHGe mentioned in the section directly above this section would affect emission reductions. How would zoning changes and the Urban Growth boundary affect GHGe? Why aren't there effective strategies to reduce consumption-based emissions in the Plan? Why is there no section on promoting climate equity in the Plan? I expected that the COE CAP would summarize specific ways that the citizens of Eugene can meet specific goals and targets, and ways that the COE can help and guide the citizens to reach goals, and this is no where to be found in the current Plan.

"The CAP2.0 is like a plan in that it sets a destination with aggressive goals, data to help the community understand the path ahead, and a set of realistic actions that our community is prepared to act on." Except that this Plan does not have aggressive goals that are well defined, nor does it have data to help the community understand the path ahead. This Plan is a charade. Please make the changes suggested above and from other well intentioned community members so that we as a community can be prepared to act together to reduce our greenhouse gas emissions.

Since 53% of local emissions are from transportation, we should focus much more on correcting that source (which is sorely missing from this survey). We should: triple our funding for public transit and cycling/pedestrian infrastructure (reduce that for cars to compensate), and eliminate personal cars from the downtown core.

Government at all levels needs to stop privileging individual vehicles and put more funds toward mass transit that will serve everyone...high-speed regional rail especially.

Transportation being the largest contributor to emissions needs to be reworked. Money is the motivator. Charge more for parking spaces (I'm a car driver too, yet often this prompts me to ride my bike), providing more secured bike parking downtown, encouraging businesses to provide for cyclists by offering bike parking, hangers for wet rain gear, discounts for cycling. Improve the bus frequency and make it free. A surcharge on gas in Eugene could help pay for the transit system. I would definitely take the bus more often if it ran every 10-15 minutes and was free.

Land Use and Transportation Infrastructure contribute significantly to GHG emissions but encouraging or discouraging single occupancy vehicles. Take bold steps to encourage the development of needed housing in our community around transportation corridors and fund public transportation and alternative transportation infrastructure. A secondary but equally impactful housing-related implementation strategy in terms of GHG reduction is to incentivize smaller housing unit development (bigger homes use more resources now and into the future).

Induced demand: adding capacity for cars creates added car trips and adds to congestion. Removing car amenities reduces car use and decreases congestion. This is now proven to the extent that even pro-car CalTrans accepts it. Thus:

1. Remove on-street car parking and replace it with better walking/cycling conditions
2. Stop building parking garages
3. Stop working with Lane County and ODOT to widen freeways
4. Remove off-street parking requirements for residences and businesses
5. Remove redundant travel lanes (In some settings, this will require legislative removal of the "level of service" amenity for cars; go get it.)
6. Stop supporting easy driving into Eugene from the suburbs by closing many entry roads that serve as short-cuts through residential areas to cars. (Fox Hollow, Willamette, Beaver, Bailey Hill/Bertelsen, etc)
7. Tax off-street parking and charge for any remaining on-street parking
8. Provide grants to households that commit to car-free living so they can purchase electric assist cargo bikes and such. These are the only e-vehicles we should support.
9. Add airport use tax to discourage this highly inequitable, large, and rapidly growing source of emissions.
10. Change land use code to encourage much taller buildings with open space instead of car storage.
11. It's hard to get people cycling when they are afraid of the homeless people who are camping on the bike paths. Build some shelters, open some campgrounds with restrooms/showers, build some supported housing and get these people off the streets. Even absent a climate emergency, we should have long ago prioritized sheltering these desperate people before their minds break under the strain of homelessness.
12. Do some traffic enforcement. We have streets where the average speed is 15 mph over the posted speed limit (considered reckless driving in some states) and no one seems capable of maintaining their lane.
13. Ban SUV's from parking on city streets/parking lots.
14. Remove employee parking.
15. No raises for staff who drive to work.

We can continue driving and building/maintaining/mandating car amenities like it's 1970 and continue to see our transportation emissions rise (including embodied emissions) and bike use plummet, or we can make some serious, if unpopular in the moment, changes. Courage anyone? (And no, e-cars aren't even part of the answer. Their embodied emissions alone eat up a decade of a person's fair share emissions, and they don't last much longer than that decade.)

I am skeptical of the city's ability to influence emissions or respond to the changing best practices around climate change. I do not support taking drastic steps that would serve only to burden local residents without making any difference at all to the environment. I would like the city to lead by example and focus its efforts on things that are within its control: Find a way for all of us to recycle plastics and styrofoam. Serve only a plant-based menu to councilors at meetings. Don't invest in any fossil-fuel driven vehicles. I really like the food recycling program (adding to yard debris waste).

Changes cannot wait.

Eugene should act ASAP and follow the lead of Berkeley, CA to ban the installation of natural gas lines in all new commercial, apartment buildings and residential homes. Ban the installation of natural gas lines in the Downtown Riverfront Redevelopment District.

<https://www.msn.com/en-us/money/markets/berkeley-becomes-first-us-city-to-ban-natural-gas-in-new-buildings/ar-AAEt30j?li=BBnb7Kz&ocid=DELLDHP>

Eugene and Oregon should follow the lead of Washington State to develop action plans and implement clean energy solutions.

<https://www.greentechmedia.com/articles/read/washington-state-passes-100-clean-energy-by-2045-law>

<https://www.vox.com/energy-and-environment/2019/4/18/18363292/washington-clean-energy-bill>

<https://www.commerce.wa.gov/growing-the-economy/key-sectors/clean-technology/>

I think you need a plan so that the retired citizens will not be burdened with financial expenses are less, not more. I can't afford any more idiocracy concepts costing more.