Climate Action Plan 2.0

Appendix 11

Community Ideas for Potential Actions Survey Results

Emissions Category	Bundled action	Name of climate action *Verbatim from survey	Brief description of the climate action *Verbatim from survey	What are the environmental, economic, and equity co-benefits or challenges of the climate action? What other co-benefits or challenges should be considered? *Verbatim from survey
	Building Electrification	See below.		
	Building Electrification	Electrification and Energy Conservation of Building Energy	Residential and multi -family residences should be required to upgrade to electric appliances and heating systems over the next 10-15 years. This allows for newer non electric home heating units to run their life cycle. Home energy conservation measures should be incentivized through a city, county, or state program. Rooftop solar and community solar programs should be promoted. Home energy scores should be required at time of ownership transfers with energy saving recommendations and hearing and cooling costs detailed. Inefficient appliances and wood stoves would require upgrades before sales. Water using fixtures should be upgraded to low flow type.	Environmental benefits would be more efficient use of heating, cooling, and lighting which reduces GHG emissions overall. This also leads to reduced utility costs to renters and owners and water savings to the community.
	Building Electrification	Building Fuel Switch 3/5	Switch to electric as systems/appliances need replacement.	Large reduction of GHGe. Electric for home use is less expensive. Home/business generation of solar and deployment of microgrids improve resilience. End dangerous rail traffic adjacent to low income neighborhoods. NG accident response should be paid for by NG industry.
	Building Electrification	Building Fuel Switch 5/5	Assistance for low income households to make the change.	Large reduction of GHGe. Electric for home use is less expensive. Home/business generation of solar and deployment of microgrids improve resilience. End dangerous rail traffic adjacent to low income neighborhoods. NG accident response should be paid for by NG industry.
	Building Electrification	Promote fuel switching in buildings	Actively promote EWEB's incentives for property owners to switch from natural gas to electric for heating and water heating.	Reduced GHGs, reduced fossil fuel use, reduced energy price volatility (electricity price is more stable than fossil fuel prices), ability to power homes from local energy sources (all fossil natural gas is imported), ability to power homes with a diversity of energy sources, reduced risk of gas explosions in buildings, reduced use of fracking pollution in gas producing regions. Risk: consider increased dependency on electricity to operate building systems - electric system failures become increasingly consequential. Challenge: Requires increased electricity generation - including siting challenges and transmission requirements.
	Building Electrification	Incentives for electric heating in new buildings	Provide information and incentives for developers and property owners to build homes that use electricity for heating, cooking, and water heat, instead of using natural gas. This could include providing information or marketing and could include provision of financial incentives (1 year tax exemption?) for builders that decide not to use natural gas.	reduced greenhouse gas emissions, reduced fossil fuel use, reduced fracking pollution in regions where gas extraction is taking place, reduced risk of natural gas explosions in buildings, reduced need for construction in the right of way to expand the natural gas distribution system, improved economic outcomes for Eugene's publicly owned water and electric utility.
	Building Electrification	Prohibit financial subsidies for switching to fossil fuel burning equipment	Prohibit NW Natural, and other entities, from offering incentives and subsidies for fossil fuel burning equipment, such as those offered for natural gas heaters.	
	Building Electrification	Grants and low interest loans to replace gas equipment, inefficient electric heat, and increase energy efficiency	Offer grants and low interest loans to replace gas equipment or inefficient electric heating systems with energy efficient electric systems and to invest in energy efficiency improvements	Can save people money by lowering upfront cost of energy efficiency investments and saving money on energy bills over time
	Building Electrification	Require landlords install efficient electric heat by 2030	Require landlords install efficient electric heating systems by 2030 to lower cost and emissions of heating rental units	Save renters money on their energy bills
	Building Electrification	10.Address "other fuels" Emissions in GHG inventory. What comprises this category?		
	Reduce/Eliminate Use of Natural Gas	See below.		
	Reduce/Eliminate Use of Natural Gas	Assume phased out natural gas use: 20% by 2025, 50% by 2030, 100% by 2050.		Energy costs may change for households and businesses depending on project-level circumstances. Cost burden for developing and maintaining utility infrastrucrture may change as customers migrate from one energy type to another.
	Reduce/Eliminate Use of Natural Gas	Restructuring of NW Gas Franchise Agreement 1/6	The continuation of using GHG emitting gas as an energy source needs to be phased out over the next 10-15 years in order for the city meet its carbon reduction goals. The following steps must be enacted: - prohibit new gas line infrastructure and new gas hook ups - eliminate NW Gas incentivizing campaigns - promote fuel switching from gas to electric appliances - require NW Gas to use renewable natural gas in a phased in process; 20% by 2025, 50% by 2030, 80% by 2050 - install penalty triggers if these RNG measures are not met.	Long term costs show switching off of fossil fuel energy sources to renewable sources benefits the consumer. No price can be administered to clean air and the lives saved by reducing the affects of climate change. The environmental benefits of phasing out methane laden natural gas is incomparable to renewable energy such as hydro, wind or solar sources.
	Reduce/Eliminate Use of Natural Gas	Restructuring of NW Gas Franchise Agreement 2/6	The continuation of using GHG emitting gas as an energy source needs to be phased out over the next 10-15 years in order for the city meet its carbon reduction goals. The following steps must be enacted: **- prohibit new gas line infrastructure and new gas hook ups**	Long term costs show switching off of fossil fuel energy sources to renewable sources benefits the consumer. No price can be administered to clean air and the lives saved by reducing the affects of climate change. The environmental benefits of phasing out methane laden natural gas is incomparable to renewable energy such as hydro, wind or solar sources.
	Reduce/Eliminate Use of Natural Gas	Restructuring of NW Gas Franchise Agreement 3/6	The continuation of using GHG emitting gas as an energy source needs to be phased out over the next 10-15 years in order for the city meet its carbon reduction goals. The following steps must be enacted: **- eliminate NW Gas incentivizing campaigns**	Long term costs show switching off of fossil fuel energy sources to renewable sources benefits the consumer. No price can be administered to clean air and the lives saved by reducing the affects of climate change. The environmental benefits of phasing out methane laden natural gas is incomparable to renewable energy such as hydro, wind or solar sources.
	Reduce/Eliminate Use of Natural Gas	Restructuring of NW Gas Franchise Agreement 4/6	The continuation of using GHG emitting gas as an energy source needs to be phased out over the next 10-15 years in order for the city meet its carbon reduction goals. The following steps must be enacted: **- promote fuel switching from gas to electric appliances**	Long term costs show switching off of fossil fuel energy sources to renewable sources benefits the consumer. No price can be administered to clean air and the lives saved by reducing the affects of climate change. The environmental benefits of phasing out methane laden natural gas is incomparable to renewable energy such as hydro, wind or solar sources.

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	Reduce/Eliminate Use of Natural Gas	Restructuring of NW Gas Franchise Agreement 5/6	The continuation of using GHG emitting gas as an energy source needs to be phased out over the next 10-15 years in order for the city meet its carbon reduction goals. The following steps must be enacted: **- require NW Gas to use renewable natural gas in a phased in process; 20% by 2025, 50% by 2030, 80% by 2050**	Long term costs show switching off of fossil fuel energy sources to renewable sources benefits the consumer. No price can be administered to clean air and the lives saved by reducing the affects of climate change. The environmental benefits of phasing out methane laden natural gas is incomparable to renewable energy such as hydro, wind or solar sources.
	Reduce/Eliminate Use of Natural Gas	Restructuring of NW Gas Franchise Agreement 6/6	The continuation of using GHG emitting gas as an energy source needs to be phased out over the next 10-15 years in order for the city meet its carbon reduction goals. The following steps must be enacted: **- install penalty triggers if these RNG measures are not met.**	Long term costs show switching off of fossil fuel energy sources to renewable sources benefits the consumer. No price can be administered to clean air and the lives saved by reducing the affects of climate change. The environmental benefits of phasing out methane laden natural gas is incomparable to renewable energy such as hydro, wind or solar sources.
	Reduce/Eliminate Use of Natural Gas	Energy Use in Buildings: 1. Regulate natural gas use to reduce emissions by 200,000 MT by 2030 1/4	A.Require 100% electricity for energy use in new buildings (Prohibit gas in new construction)	Sorry, too big a topic for here
	Reduce/Eliminate Use of Natural Gas	Energy Use in Buildings: 1. Regulate natural gas use to reduce emissions by 200,000 MT by 2031 2/4	B.Prohibit new service connections in existing buildings	Sorry, too big a topic for here
	Reduce/Eliminate Use of Natural Gas	Energy Use in Buildings: 1. Regulate natural gas use to reduce emissions by 200,000 MT by 2032 3/4	C.Prohibit incentives from NWN for new customers	Sorry, too big a topic for here
	Reduce/Eliminate Use of Natural Gas	Energy Use in Buildings: 1. Regulate natural gas use to reduce emissions by 200,000 MT by 2033 4/4	E.Require offsets	Sorry, too big a topic for here
	Reduce/Eliminate Use of Natural Gas	Action B7 addition: Reduce use of natural gas	Include regulation of natural gas: specifically, start with a ban on new natural gas infrastructure and gas hookups in new buildings. Support and encourage fuel switching from natural gas to electricity. Pay for incentives. Consider a tax on natural gas to pay for them. Do a public education campaign about the necessity and advantages (climate change, health, safety) of switching.	Reduce greenhouse gas emissions and use of a fossil fuel. Reduce methane leaks from infrastructure in Eugene and elsewhere. Reduce indoor air pollution from gas stoves, resulting in reduction or decreased severity of respiratory illnesses.
	Reduce/Eliminate Use of Natural Gas	Building Fuel Switch 1/5	No new NG infrastructure or accounts.	Large reduction of GHGe. Electric for home use is less expensive. Home/business generation of solar and deployment of microgrids improve resilience. End dangerous rail traffic adjacent to low income neighborhoods. NG accident response should be paid for by NG industry.
	Reduce/Eliminate Use of Natural Gas	Building Fuel Switch 2/5	. No new NG appliances.	Large reduction of GHGe. Electric for home use is less expensive. Home/business generation of solar and deployment of microgrids improve resilience. End dangerous rail traffic adjacent to low income neighborhoods. NG accident response should be paid for by NG industry.
	Reduce/Eliminate Use of Natural Gas	Lobby the state to update the building code to prohibit natural gas in new buildings	When city staff participate in state building code development, lobby for changes to the building code to prohibit natural gas use in new buildings.	reduced ghg emissions, reduced fossil fuel use, reduced fracking pollutions in gas producing regions.
Building Energy	**Reduce/Eliminate Use of Natural Gas**	No natural gas in new City owned buildings	Adopt a policy to prohibit the use of natural gas in all new city buildings and major renovations of city buildings.	Reduced GHGs, reduced fossil fuel use, reduced fracking pollution in gas producing regions.
	Reduce/Eliminate Use of Natural Gas	NO NEW GAS INFRASTRUCTURE	STOP ALLOWING NEW GAS INFRASTRUCTURE NOW; GET NW NATURAL OFF CLIMATE COMMITTEES	WE CAN INVEST IN A LOCAL GREEN NEW DEAL
	Reduce/Eliminate Use of Natural Gas	No new gas	Just a repeat of the equity recommendation: Require all new developments to be natural gas free and limit new natural gas infrastructure.	
	Reduce/Eliminate Use of Natural Gas	Limit new natural gas infrastructure	Bar the expansion of natural gas infrastructure (underground pipes) beyond its current footprint	
	Reduce/Eliminate Use of Natural Gas	restrict any new natural gas infrastructure and encourage solar ready construction	work with building codes to create climate friendly construction.	limiting natural gas usage is a clear environmental necessity. Co benefits could include incentives or requirements to have new construction include electric heat pumps for heating/cooling which would save future occupants significant money particularly for small business and people living on limited incomes.
	Reduce/Eliminate Use of Natural Gas	Make new contract with Northwest Natural Gas limited to 5 Years or Less	Renewal of agreements with Northwest Natural Gas needs to be limited to a 5 Year agreement, in order to phase out any additional New Gas Hookups as soon as possible.	"Natural" gas is highly polluting, when measured from extraction to burning. Some 30 communities in California have committed to No New Gas Hookups. We must do this to gain in Drawdown. Utilities should increase promoting conversions to Heat Pumps: more energy conservation, will save carbon emissions over gas, will save consumers money over time.
	Reduce/Eliminate Use of Natural Gas	No natural gas in new buildings	Ban the installation of natural gas equipment and gas lines into new buildings	
	Reduce/Eliminate Use of Natural Gas	No new gas equipment	Ban the installation of natural gas burning equipment. If old equipment needs to be replaced, offer grants and low-interest loans to cover the cost of replacing with energy efficient electric equipment.	Replacing gas equipment with electric could have upfront costs that should be ameliorated.
	Reduce/Eliminate Use of Natural Gas	Establish a City program to promote fuel switching from gas to electric in existing buildings	(EWEB has incentives in place already – the City can actively promote the purpose and incentives)	
	Reduce/Eliminate Use of Natural Gas	Establish a City program to promote the use of electric instead of gas in new construction	(This could be information or incentives or both - or could be a prohibition on expansion of the NG distribution system as discussed within the context of the NG Franchise Agreement)	
	Reduce/Eliminate Use of Natural Gas	Lobby the state to update state building code to reduce or eliminate natural gas in new construction		
	Energy Reduction	See below.		
	Energy reduction	Assume net zero energy buildings.		
	Energy reduction	3.Conservation and efficiency interventions reduce emissions from residential, business and organization buildings by 20% by 2030		
	Energy reduction	4.By Jan 2022, businesses (with more than X employees?) develop plans to achieve Net-zero building energy use by 2030		
	Energy reduction	Establish Eugene Clean Energy Fund 1/4	a.#1 Priority for offset funds from gas users is back to COE - weatherizing, solar installation, etc	Co-benefits for low-income households.

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	Energy reduction	Strive for net zero buildings.	How close are we to net zero energy use in our public buildings? What would it take to require net zero for future building projects? How would building codes for commercial and residential buildings need to be revised. How might this be phased in? Fund studies.	
	Energy reduction	Housing 4/8	Increase Housing upgrades with Energy Efficiency requirements	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Energy reduction	Require rentals meet minimum energy score by 2030	Require rentals meet a minimum home/business energy score by 2030	Save renters money on their energy bills.
	Energy reduction	9.Zero-energy and zero energy-ready construction is achieved in all new residential, commercial and retail buildings and major renovations by 2030 (OR Executive Order 17-20)		
	Energy reduction	Home and business energy score requirement	Require home/business energy scores be included in rental and sale materials for homes and businesses	Makes it easier for homeowners and businesses to invest in energy efficiency when purchasing a building and incentivizes landlords to improve efficiency prior to listing for rent or sale.
	Renewable Energy	See below.		
	Renewable energy	Assume a percentage of solar rooftop generation potential is realized and 100% biogas potential is realized, and remaining energy is purchased as Renewable Energy Credits, creating 100% renewable supply/purchases.		
	Renewable energy	Future of Energy for Eugene and Lane County	City of Eugene staff & council leave FAR TOO MUCH of the energy planning to EWEB to take care of on their own. There needs to be active public meetings between EWEB, City staff and public, to plan the next 10, 20 and 30 years of energy production, what renewable sources will be developed and incentivized, and more development of residential, community and commercial SOLAR projects. Solar is expanding around the U.S. and Oregon at a rapid pace, but barely moves at a crawl here in Lane County & Eugene. This must change quickly!	We need short and long-term planning about moving from fossil fuel energy supplies (natural gas, gasoline, diesel) to renewable energy sources. This should be a top-10 priority for CAP 2.0.
	Renewable energy	2.Carbon-free electricity capacity expands to accommodate electrification	Formalize an on-going planning with EWEB to plan for future clean electricity needs	
	Renewable energy	5.Rooftop and community solar generation expands by (X capacity) and includes storage component (NOTE:We received multiple comments supporting Commercial and residential solar on roofs)		
	Renewable energy	Maximize distributed solar power on rooftops.	Use existing rooftops to reduce strain on undeveloped land. Reduce cost of new infrastructure, since existing buildings are already on the grid. Increase resiliency by distributing power sources around ur community, assuming you allow a two way flow to and from the grid.	
	Renewable energy	Incentivize micro-grid development in neighborhoods	There are new innovations in energy production everyday. Lets open up potential by incentivizing it. Currently EWEB and NW Natural hold a monopoly. Lets diversify.	Greater resilience with greater diversity
	Renewable energy	Housing 7/8	Promote Rooftop Solar	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Renewable energy	Housing 8/8	Introduce "Community Solar" practices ~ support viable solar array in your area when your own roof is not situated for solar	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Renewable energy	100% biogas requirement	Require all natural gas for Eugene to come from bio-gas or renewably sourced hydrogen. Phase in over 10 years and include cost containment measures to limit total potential cost.	May raise natural gas prices
	Renewable energy	Enact a policy to require all new City buildings (or city-funded buildings, or buildings undergoing major renovation) operate on 100% renewable energy		
	Renewable energy	Establish Commercial and Residential Property Assessed Clean Energy programs in Eugene		
	Building Energy: Land Use (Including TOD)	See below.		
	Building Energy: Land Use (Including TOD)	Accelerate or increase plans for compact development, increasing active transportation, increasing transit, and decreasing private vehicle use (walkable neighborhoods, transit oriented development).		Community health benefits. Lower transportation costs compared to private automobile ownership.
	Building Energy: Land Use (Including TOD)	8.Envision Eugene plans implemented for compact development as mixed-use neighborhoods in the downtown and along six transportation corridors for multifamily and new commercial development by 2030		
	Building Energy: Land Use (Including TOD)	Emphasize transit oriented development in planning and economics development activities. 1/2	Encourage new development, both residential and commercial, to be located along high-frequency transit corridors. Discourage new development in car dependent locations. Modify the zoning ordinance to prioritize and intensify residential development in areas closest to the City center and most conducive to biking and walking.	Residential and job development near services and along transit corridors will the need for private auto use and thus reduce GHG emissions. In transit oriented cities, retail activity is string where people move from one mode of transportation to another. The City can use this fact to spur economic growth at nodes where key transit stations and active transportation paths intersect. This in turn will provide equitable employment and shopping opportunities for those who can not afford, or who choose not to use private autos.
	Building Energy: Land Use (Including TOD)	Emphasize transit oriented development in planning and economics development activities. 2/2	Modify the zoning ordinance to prioritize and intensify residential development in areas closest to the City center and most conducive to biking and walking.	Residential and job development near services and along transit corridors will the need for private auto use and thus reduce GHG emissions. In transit oriented cities, retail activity is string where people move from one mode of transportation to another. The City can use this fact to spur economic growth at nodes where key transit stations and active transportation paths intersect. This in turn will provide equitable employment and shopping opportunities for those who can not afford, or who choose not to use private autos.
	Building Energy: Land Use (Including TOD)		ATC: ● Support Transit Oriented Development in key corridors. Discourage car dependent residential development.	
	Building Energy: Land Use (Including TOD)	Update land use policies 1/2	Update land-use policies to promote building up rather than sprawling horizontally. Use incentives/ disincentives to minimize existing and new impermeable surfaces.	Shorter transportation distances, less material consumed for paving, more efficient buildings, more land to absorb carbon.
	Smaller Homes (Reduce Consumption, Increase Density)	See below.		

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	Smaller homes (reduce consumption, increase density)	Reduce consumption in goods and materials consumed, and increase housing density, decreasing needs for transportation.		
	Smaller homes (reduce consumption, increase density)	Increase minimum units of housing per acre	Increase density by increasing the minimum number of units per acre	
	Smaller homes (reduce consumption, increase density)	Housing 1/8	City Zoning Codes need changing.	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Smaller homes (reduce consumption, increase density)	Housing 2/8	Add Smaller Homes, more Dense Neighborhoods, ADUs etc to promote urban development effectively	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Smaller homes (reduce consumption, increase density)	Reduce restrictions and fee costs on building ADU's	Reduce restrictions on and fee costs of building ADU's	
	Smaller homes (reduce consumption, increase density)	Remove height restrictions downtown	Allow taller buildings to be built downtown by removing, or changing, the current height restrictions	
	Smaller homes (reduce consumption, increase density)	Reducing oer capita and total community wide GHG emissions from housing and transportation	revise city housing and land use policies to allow for smaller homes that are able to be sited throughout all existing neighborhoods to provide greater access to jobs and services for all residents.	Smaller homes will lower the amount of energy needed for heating and cooling and will be more affordable. More housing options throughout the city will lower transportation demand and reduce our number one source of GHG emissions.
	Smaller homes (reduce consumption, increase density)	Enable smaller dwellings 1/2	1. Remove City policy barriers to construction and occupancy of smaller dwellings and cohousing. For example: Remove limits on the number of unrelated occupants who can live in the same dwelling Remove arbitrary limit on the amount of a lot that can be covered by structures (50%) Reduce minimum lot size for an ADU, especially in LDR zones Reduce SDCs for smaller dwellings - to be proportional to the size of the dwelling Allow alley access lots outright in all zones	Reduced GHG emissions, reduced energy use for heating and cooling, reduced material use for housing construction, reduced fossil fuel use for heating, reduced cost of housing, increased availability of housing that is affordable, increased housing options, more housing available for residents looking for housing, reduced VMT, increased urban density that reduces dependency on automobiles and improves efficiency of the transit system.
	Smaller homes (reduce consumption, increase density)	Enable smaller dwellings 2/2	2. Incentivize construction and occupancy of smaller dwellings. For example: Temporarily eliminate SDCs for ADUs Further reduce SDCs for smaller homes	Reduced GHG emissions, reduced energy use for heating and cooling, reduced material use for housing construction, reduced fossil fuel use for heating, reduced cost of housing, increased availability of housing that is affordable, increased housing options, more housing available for residents looking for housing, reduced VMT, increased urban density that reduces dependency on automobiles and improves efficiency of the transit system.
	Smaller homes (reduce consumption, increase density)	Incentivize construction of small homes and multifamily housing (by refining land use polices and development fees)	(recognizing "encourage" small and multifamily homes is included within the buildings category – the location within the plan is less important – the language to specifically incentivize is necessary to drive adoption of new policies)	
	Accelerate TSP	See below.		
	Accelerate TSP	Accelerate adoption of TSP.		
	Accelerate TSP	Tactical Urbanism for Transportation	With traffic low and growing interest in bicycling/walking, implement key projects of the TSP (such as all of the planned protected bikeways, including High Street, River Road, Oakway/Cal Young, etc) using temporary measures such as traffic cones, planters, etc. Where key sections of sidewalk are missing or in disrepair, take space on the street for walking.	Changing the flow of traffic without warning could raise safety concerns, so significant signage/lighting would be needed. These projects are not equally distributed throughout the community, so not everybody would have a chance to take advantage of the expanded network of bike/ped temporary enhancements, so looking for similar opportunities in west Eugene, Bethel, north Eugene would be helpful
	Accelerate TSP	Increase bike/ped funding 1/3	Increase bike/pedestrian funding to at least $10 million per year to fully build out the bike/ped portions of the TSP in 5 years.	Reduce vehicle emissions and increase exercise
	Accelerate TSP	Increase bike/ped funding 2/3	Add additional projects to the Bike/ped portion of the TSP.	Reduce vehicle emissions and increase exercise
	Accelerate TSP		ATC: Accelerate Current Actions in the Transportation System Plan: Key actions need more support. These include research to understand public attitudes toward AT to prioritize investments that will make the most difference. Street design and bike parking are critical to creating an AT friendlier environment. Along with community partners, the city should also develop a mass marketing campaign to encourage walking and biking.	
	Accelerate TSP	Accelerate Current Actions already identified in the Transportation System Plan	The rates of active transportation in Eugene have not grown in recent years despite significant city efforts to encourage it. Increased emphasis should be given to collecting and understanding current AT data. We must fully understand the attitudes and barriers to AT so that our investments can be evidence-based and critical resources applied where they are most likely to change travel behaviors. Street design and appropriate bike parking are sure to be critical first steps in creating a landscape friendlier to biking and walking. There is little mass marketing to support AT; along with community partners, the city should develop a robust media campaign encouraging people to walk and bike.	
	Active Transportation (Reduce Car Use)	See below.		
	Active transportation (reduce car use)	Using a variety of policies, programming, and approaches, increase active transportation and decrease car use including 100% of all k-12 student commuting.		Community health benefits. Lower transportation costs compared to private automobile ownership. Pavement repair savings.

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	Active Transportation (reduce car use)	Get serious about non-auto transportation	Develop accurate real-time counts of trips made by each mode of travel, and set annual goals for reducing auto trips. Simultaneously develop a list of prioritized actions that will be taken each year if the target is not met.	Ultimately, there would be economic, environmental and equity benefits of less reliance on cars--but the transition period could create significant economic and equity hardships, as many people currently depend on cars to work multiple jobs/transport children, and this is particularly true for low-income people.
	Active transportation (reduce car use)	Housing Along Transit Corridors 4/6	Get more compact housing that's affordable to working individuals/families built along transit corridors, in whatever way possible. Require that residents can easily access the corridor, rather than being fenced off and having to walk a long way around to reach the street. Then increase the appeal of that housing by actions such as: **-Offer Smart Trips and similar programs to those living on or within two blocks of frequent transit corridors to encourage decreased driving.**	Small homes with low use of autos would have dramatic environmental and economic benefits, and ensuring that the housing is affordable to working class people would help with equity in the housing market. The City alone cannot build this type of housing--it would require cooperation and possibly incentives from the private sector.
	Active transportation (reduce car use)	Housing Along Transit Corridors 5/6	Get more compact housing that's affordable to working individuals/families built along transit corridors, in whatever way possible. Require that residents can easily access the corridor, rather than being fenced off and having to walk a long way around to reach the street. Then increase the appeal of that housing by actions such as: **-Separate charges for rent from charges for parking, to create a monthly financial incentive to minimize car ownership.**	Small homes with low use of autos would have dramatic environmental and economic benefits, and ensuring that the housing is affordable to working class people would help with equity in the housing market. The City alone cannot build this type of housing--it would require cooperation and possibly incentives from the private sector.
	Active Transportation (reduce car use)	Close streets to motor vehicle traffic 1/7	Select two streets, one north-south and another east-west to close and continue to do this every year until the city core is accessible only by bike, walking or buses. This is a radical solution that requires emergency treatment and major change. We are at the point where drastic transformation is required. See recent precedent actions: **i.Banning cars on SF's Market Street, once a radical idea, approved unanimously: https://www.sfchronicle.com/bayarea/article/Plan-to-remake-SF-s-Market-Street-without-car-14535887.php**	Traffic safety in lives saved is the biggest benefit but also quality of life and creating a more pleasurable city atmosphere.
	Active Transportation (reduce car use)	Close streets to motor vehicle traffic 2/7	Select two streets, one north-south and another east-west to close and continue to do this every year until the city core is accessible only by bike, walking or buses. This is a radical solution that requires emergency treatment and major change. We are at the point where drastic transformation is required. See recent precedent actions: **ii.What happens when a city bans cars from its streets?: https://www.bbc.com/future/article/20191011-what-happens-when-a-city-bans-car-from-its-streets**	Traffic safety in lives saved is the biggest benefit but also quality of life and creating a more pleasurable city atmosphere.
	Active Transportation (reduce car use)	Close streets to motor vehicle traffic 3/7	Select two streets, one north-south and another east-west to close and continue to do this every year until the city core is accessible only by bike, walking or buses. This is a radical solution that requires emergency treatment and major change. We are at the point where drastic transformation is required. See recent precedent actions: **iii.Cars Were Banned on 14th Street. The Apocalypse Did Not Come: https://www.nytimes.com/2019/10/13/nyregion/14th-street-cars-banned.html**	Traffic safety in lives saved is the biggest benefit but also quality of life and creating a more pleasurable city atmosphere.
	Active Transportation (reduce car use)	Close streets to motor vehicle traffic 4/7	Select two streets, one north-south and another east-west to close and continue to do this every year until the city core is accessible only by bike, walking or buses. This is a radical solution that requires emergency treatment and major change. We are at the point where drastic transformation is required. See recent precedent actions: **iv.NYC Council passes $1.7B plan to add 250 miles of protected bike lanes and 1M sqft of pedestrian space: https://www.6sqft.com/city-council-speaker-johnsons-1-7b-streets-plan-will-bring-250-miles-of-protected-bike-lanes-to-nyc/**	Traffic safety in lives saved is the biggest benefit but also quality of life and creating a more pleasurable city atmosphere.
	Active Transportation (reduce car use)	Close streets to motor vehicle traffic 5/7	Select two streets, one north-south and another east-west to close and continue to do this every year until the city core is accessible only by bike, walking or buses. This is a radical solution that requires emergency treatment and major change. We are at the point where drastic transformation is required. See recent precedent actions: **v.New Arizona Development Bans Residents From Bringing Cars: https://www.wsj.com/articles/new-arizona-development-bans-residents-from-bringing-cars-11574164801**	Traffic safety in lives saved is the biggest benefit but also quality of life and creating a more pleasurable city atmosphere.

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	Active Transportation (reduce car use)	Close streets to motor vehicle traffic 6/7	Select two streets, one north-south and another east-west to close and continue to do this every year until the city core is accessible only by bike, walking or buses. This is a radical solution that requires emergency treatment and major change. We are at the point where drastic transformation is required. See recent precedent actions: **vi.The Spine of San Francisco Is Now Car-Free, Laura Bliss, January 29, 2020: https://www.citylab.com/transportation/2020/01/market-street-car-free-san-francisco-bike-lanes-transit/605674/**	Traffic safety in lives saved is the biggest benefit but also quality of life and creating a more pleasurable city atmosphere.
	Active Transportation (reduce car use)	Close streets to motor vehicle traffic 7/7	Select two streets, one north-south and another east-west to close and continue to do this every year until the city core is accessible only by bike, walking or buses. This is a radical solution that requires emergency treatment and major change. We are at the point where drastic transformation is required. See recent precedent actions: **vii.Here is a Eugene citizen's initiative to close down street around Saturday Market when the market is open. Citizens for Car Free Community Fun https://cfcfcf.org. This type of action should be supported and allowed to go to fruition.**	Traffic safety in lives saved is the biggest benefit but also quality of life and creating a more pleasurable city atmosphere.
	Active Transportation (reduce car use)	Reward citizens for use of bicycling, walking and public transportation 1/3	There is a Federal Bike Credit (https://www.bikeleague.org/content/bicycle-commuter-benefit) that could reduce taxes of people who participate in bicycling to work.	This action is inclusive of everyone in the city of Eugene. It gives the public a way to contribute to the solution.
	Active Transportation (reduce car use)	Reward citizens for use of bicycling, walking and public transportation 2/3	Incentivize the use of bicycling, walking and public transportation usage at the city and corporation level.	This action is inclusive of everyone in the city of Eugene. It gives the public a way to contribute to the solution.
	Active Transportation (reduce car use)	Reward citizens for use of bicycling, walking and public transportation 3/3	Require city employees and employees of companies and organizations to log their work-time travel (including air travel) and use this data to encourage and reward moving away from fossil fuel usage. There are websites such as https://getthereoregon.org (already used in a statewide campaign) to log miles and keep track of personal metrics. There would be little financial cost to implementing logging of miles since the website is already in place. Point to Point and GetThereChallenge do not go far enough in encouraging alternative modes of transportation. They should be used throughout the year instead of periodically once a year.	This action is inclusive of everyone in the city of Eugene. It gives the public a way to contribute to the solution.
	Active Transportation (reduce car use)	Incentives to use alternate modes of transportation	Walk Bicycle Bus	Less cars More healthy citizenry
	Active Transportation (reduce car use)	Incentivize non-car transportation.	Use a combination of carrots (e.g. free buses) and sticks (e.g. gas taxes) to incentivize walking/biking/busing over car use.	
	Active Transportation (reduce car use)	Active Transportation Action Plan	Direct staff to draft and implement an Active transportation plan to reach the City's Active Transportation goals of tripling/quadrupling bike/ped trips	Improved health from active transport and reduced vehicle emissions
	Active Transportation (reduce car use)	Active Transportation Investments: Invest	Invest all available transportation dollars in supporting people walking, bicycling and riding the bus. Focus lobbying efforts at the state and federal levels to secure more funding or to eliminate restrictions that direct current funding to supporting people driving more (such as the Oregon Constitution that directs gas taxes to support people driving more). Consider closing a significant street length to vehicular traffic, in the fashion of a permanent Sunday Streets program, as was done last year for a section of Market Street in San Francisco	
	Active Transportation (reduce car use)	v.Third party partners could be invited to do this work, as was done near the Matthew Knight Arena, and as the City is planning to do with shared e-scooters.		
	Active Transportation (reduce car use)	Parking: 2/5	Use the revenue generated to accelerate AT infrastructure improvements.	
	Active Transportation (reduce car use)	Parking: 4/5	Provide rebates or other incentives to people who choose not to drive hence not taking up road or parking space.	
	Active Transportation (reduce car use)	Eliminate cars downtown 1/4	During certain periods, no cars downtown.	Reduce emissions and develop a multi-modal culture.
	Active Transportation (reduce car use)	Eliminate cars downtown 2/4	Also, build infrastructure.	Reduce emissions and develop a multi-modal culture.
	Active Transportation (reduce car use)	Give up your car campaign.	Encourage citizens to give up their cars. Give incentives to not own a car. Incentives can be monetary or in the form of credits for renting electric cars when traveling distances too far to bike.	Cars in the campaign could be given or sold to other people who are going to buy a car. Used cars reduces the manufacture of new cars and are less expensive making them more economically equitable.
	Active Transportation (reduce car use)	ATC 2/3	ATC: ● Invest all available transportation dollars on focused AT investments. Lobby all possible agencies to increase that funding. Consider closing some streets to vehicular traffic.	
	Active Transportation (reduce car use)	Reduce parking requirements	Reduce parking space requirements for all housing types to make it cheaper to live without car	
	Active Transportation (reduce car use)	Active Transportation vouchers	Offer all students $100-$300 vouchers to purchase active transportation equipment. Can target reduced price lunch or particular grades to start.	Reduce emissions, increase exercise, target low-income first

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	Active Transportation (reduce car use)	Anticipate and plan for autonomous vehicles.	Develop city-wide policies and programs to enable Autonomous Vehicles that support reductions in Vehicle Miles Travelled (VMT) and GHG emissions.	
	Active Transportation (reduce car use)	Reduce car uses by school children	Encourage school children to walk, bicycle or ride school buses, not drive to schools	Reduced traffic congestion, wear and tear on roadways, fuel consumption and potential for accidents.
	Active Transportation (reduce car use)	Restrict high schoolers from driving to school	If high school student were not allow to drive to school, it would encourage students to utilize alternate modes of transportation and teach that driving is a critical part of the climate crisis. It is an unprecedented request that commiserates with the need to for change. On October 1, 2016, the total number of high school students enrolled in Eugene was 5263(from https://www.4j.lane.edu/wp-content/uploads/2017/12/Enrollment-as-of-10.01.2017.pdf). If the city cannot legally restrict high school students from driving to school, then create economic disincentives such as higher parking fees and advertise to discourage driving to school.	Not only would limiting the number of students driving school decrease greenhouse gases, it would also teach the importance of everyone pitching in to help solve the climate crisis. It would make students use other resources such as public transportation and bicycling. And it would educate young people to make wise transportation choices throughout their lives.
	Active Transportation (reduce car use)	Housing	Create 10 minute neighborhoods	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Electric Bikes	See below.		
	Electric Bikes	incentives and promotion - Equal opportunity for bicycles 1/2	In the same way electrice vehicles are being incentivized and promoted in the CAP, bicycle with or without electric assist should be apportioned the same benefits as e-vehicles. Also the use of electric cars for city business is great but the three wheeled PEBL, Micro Car Ebike is less expensive and has a place in the fleet of city vehicles for around town use. https://www.better.bike/	Since bicycles less expensive than electric cars, they are a more economically equitable form of transportation to promote.
	Electric Bikes	Support E-Bike Usage:	Electric assist bicycles are enabling active transportation, among all age groups, at game-changing rate.6 Recent research from the University of California's Institute of Transportation Research suggests that e-bicycling, more so than conventional bicycling, is an effective substitute for trips by car, and that financial incentives are an important element in ebike adoption.7 Working with EWEB and other partners, the City should encourage the adoption of ODOT approved Electric Assisted Bicycles8 through a variety of incentives, including	
	Electric Bikes	ATC 3/3	ATC:● Working with partners, explore incentives to encourage the adoption of ODOT approved E-bikes.	
	Electric Bikes	Support electric bike usage	Working with EWEB and other partners, encourage the adoption of ODOT approved e-bike through a variety of incentives, such as providing secure public charging stations or advocating for rebate programs to enable e-bike purchases.	Recent research shows that e-biking, even more than conventional biking, is an effective substitute for trips by car. E-bikes use very little power compared to e-cars, and are effective at promoting healthful exercise among adults, especially older folks or those with physical limitations. They are effective for transporting groceries and other goods, and so enabling the purchase and use of an e-bike will help close the equity gap for people who can not afford an auto to perform daily needs.
	Electric Bikes	Create a E-bike incentive	Offer small economic incentives for purchasing e-bikes. This could be a sliding scale that would offer low income residents a higher incentive (unlike the current model that lets anyone benefit from EV incentives).	Environmental--e-bikes offer a relatively cheap level of mobility that is typically reserved for cars. People could get out of their cars and on to a bike. Economic--there are regional producers of e-bikes. They could benefit. Equity--removing barriers for low income buyers would make adoption more likely. Co-benefits--gets people out of cars, less congestion, less need for parking. Gets people biking--even if using e-assist people will peddle and get some exercise.
	Bike/Ped Infrastructure Development	See below.		
	Bike/Ped Infrastructure Development	Bike/ped street grid	Improve active transit safety by dedicating a grid of streets to bike/ped only	TSP is largest element of GHGe reductions. Support TSP goal for active transit through safety and normalizing of bike /ped transportation. Discourage rise in private vehicles by reducing resources supporting that choice. Support those requiring motorized transportation with small vehicle, communal service. Maximize GHGe reduction achieved through code and zoning rules that increase residential density and proximity to work/shopping. Gain resiliency, vitality, community.
	Bike/Ped Infrastructure Development	Rebates and monetary incentives for bicycles	Rebates and monetary incentives were discussed in the CAP to encourage the use of electric vehicles and is applauded. There should also be the same or larger incentives for bicycles. Anyone who wants a bicycle for transportation should be subsidized if needed. Bicycle adoption has a greater cost effectiveness toward reducing greenhouse gases, and they are a socially equitable solution. They should be intensely promoted.	Compared to electric cars, bicycles are a much more equitable solution and the environmental cost of producing bicycles are many folds smaller. The cost effectiveness of incentivizing bicycles compared to cars is huge.
	Bike/Ped Infrastructure Development	Stolen bike fund	Create fund to help people who have had their bike stolen purchase another one	
	Bike/Ped Infrastructure Development	Prioritize the implementation of the pedestrian and bicycle projects within the Eugene Transportation System Plan		
	Bike/Ped Infrastructure Development	ATC 1/3	ATC: ● Improve security lighting on shared paths. Consider creative art on bike paths to drive more usage.	
	Bike/Ped Infrastructure Development	Bikes for emergency response	Develop bike brigades for emergency response that could act quickly and be available in catastrophic emergency situations. Mountain bikes could navigate where cars and ambulances might not.	Overlapping and multiple agency solutions could share the cost of implementation. This would concurrently address City of Eugene Natural Hazard Mitigation Plan in Appendix 5, Triple Bottom Line Actions with increasing and normalizing bicycle use.

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	Bike/Ped Infrastructure Development	Automatic Bike registration	Require bike shops register bikes when sold or brought in for repair	fight bike theft
	Bike/Ped Infrastructure Development	Increase bike/ped funding 3/3	Continue increasing funding for active transport until its percentage of total transportation funding is equal to the desired percentage of total trips from these modes of transport (e.g. if desire is for 40% of all trips to be done by active transport, dedicate 40% of transportation funds)	Reduce vehicle emissions and increase exercise
	Bike/Ped Infrastructure Development	Bike library	Start a bike/Active transportation library where students can check out active transportation equipment and trade in when it no longer fits so it can be used by another student.	Reduce vehicle emissions, increase exercise, reduce emissions from product creation
	Bike/Ped Infrastructure Development	Increase bike parking opportunities	Install more bike parking infrastructure in public spaces and in partnership with business	
	Bike/Ped Infrastructure Development	Supply Free Bike Share.	Develop a Free Bike Share Program	Develops a multi-modal culture and provides bicycles for everyone without a barrier. Together with Free Public Transportation.
	Bike/Ped Infrastructure Development	Transportation ReConfigured 3/7	Alternatives like scooters, bike, car sharing opportunities	Transportation is our largest category for Emissions. More with our above suggestions can Drawdown pollution with participation by attentive citizens. Change is needed to get people out of individual cars.
	Bike/Ped Infrastructure Development	Housing Along Transit Corridors 3/6	Get more compact housing that's affordable to working individuals/families built along transit corridors, in whatever way possible. Require that residents can easily access the corridor, rather than being fenced off and having to walk a long way around to reach the street. Then increase the appeal of that housing by actions such as: **- Prioritize bike/ped improvements to access schools/parks/services for those living along high-frequency transit corridors.**	Small homes with low use of autos would have dramatic environmental and economic benefits, and ensuring that the housing is affordable to working class people would help with equity in the housing market. The City alone cannot build this type of housing--it would require cooperation and possibly incentives from the private sector.
	Bike/Ped Infrastructure Development	"Grow" riders	Growing riders means normalizing youngsters to a bike culture so they choose bikes over cars when it's time for them to make their transportation choice through education such as in Safe Routes to School as well as providing bicycles to students in need. Accompanying this action with a campaign for positive peer pressure around normalizing bicycle usage and include bicycle education into the school curriculum is important.	Riding bicycles is good exercise and has heath benefits. Also it could free parents from driving their children from place to place. And if most students rode bikes to school, they would create a culture and environment that would promote even more bike riding in others around town.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 1/13	1. Close one north-south and one east-west street in downtown to cars, and convert them to a transit, bike, and pedestrian-only streets.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 2/13	2. More protected bike lanes.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 3/13	3. Prioritizing bicyclists and pedestrians at traffic signals so their wait time is shorter than drivers.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Transportation ReConfigured 4/7	More Bike & Walk Safety Infrastructure	Transportation is our largest category for Emissions. More with our above suggestions can Drawdown pollution with participation by attentive citizens. Change is needed to get people out of individual cars.
	Bike/Ped Infrastructure Development	Transportation ReConfigured 5/7	More separate Bike Lanes, perhaps Bike Only streets separate from cars	Transportation is our largest category for Emissions. More with our above suggestions can Drawdown pollution with participation by attentive citizens. Change is needed to get people out of individual cars.

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Transportation	**Bike/Ped Infrastructure Development**	Transportation ReConfigured 6/7	Make walking easier with Sidewalk upgrades, better Routes to School, etc	Transportation is our largest category for Emissions. More with our above suggestions can Drawdown pollution with participation by attentive citizens. Change is needed to get people out of individual cars.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 4/13	4. Increase the number of striped bike crossings that connect bike pathways.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 5/13	5. Eliminate fatalities and serious life-changing injuries from traffic collisions for all road users, in alignment with the City's Vision Zero Plan.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 6/13	6. Remove on-street parking for privately-owned vehicles to create the safe space for the public good.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 7/13	7. Eliminate car parking minimum requirements from the City Code.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 8/13	8. Require secure and covered bike parking near the entrance of all public buildings and for new construction.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 9/13	9. Use smaller electric-assist bicycles and cargo bikes by City staff.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.

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	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 10/13	10. Provide a tax credit or other financial incentive to trade in any car for, or to purchase, an electric assist bicycle, tricycle, or other electric micro-mobility transportation device, similar to those for electric vehicles.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 11/13	11. Require large employers to have secure bike parking and shower facilities for bike commuters.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 12/13	12. Require police departments to use the Bike Index registry (https://bikeindex.org/) to help in the prevention of bike theft and recovery of stolen bikes, especially now that the Eugene Police Department no longer offers bike registration. If your bike gets stolen, and you can't afford to replace it, how will you get around?	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separated, contiguous bike and walk network throughout the City, as outlined in the TSP. 13/13	13. Expand emergency preparedness and responder vehicle fleets to include electric assist cargo bikes and trailers.	Walking and biking benefits everyone. When streets are safe for walking and biking, they are safe for users of scooters, wheelchairs, and other personal mobility devices. Walking is free, and bikes and other personal mobility devices are more affordable than cars. Human-powered transportation is resilient in a disaster, and does not require fuel or electricity. Walking and biking does not pollute. People who walk and bike to destinations spend more at local businesses than drivers, reducing the need for parking. Eliminating car parking minimums reduces the cost of housing between $20,000 - 50,000 per spot, making housing more affordable.
	Bike/Ped Infrastructure Development	Create a safe, separate, contiguous bike and walk network	The top reason people do not walk or ride a bike is because they do not feel safe doing so. A safe, separate, contiguous bike and walk network would provide this space. Reassign travel lanes and on-street parking from cars to people on foot, bikes, scooters, and public transit, instead of private vehicles.	People who cannot afford a car, or who cannot or choose not to drive a car, will have a safe place to travel without fear of getting killed or seriously injured. Land allocated to the storage of cars will be freed up for more productive uses.
	Bike/Ped Infrastructure Development	Bike and Pedestrian Path Safety:	Improve lighting for improved security on shared paths. Consider creative art installations on bike paths to drive bike use, like the solar powered LED lights	
	Bike/Ped Infrastructure Development	Transportation Realignments	More city infrastructure needs to be realigned to promote bike - ped - public transit type operation.	Ant new street infrastructure upgrades should reflect a bike-ped mentality first and vehicle operation secondary. This upgrade plan should plan for a long range arterial connectivity across town for uninterrupted movement of bike ped transit.
	Bike/Ped Infrastructure Development	Prioritize active transportation development	Infrastructure that prioritizes automotive throughput is inherently at odds with resilient communities, and provides direct disincentives to travel in any way but in private automobiles. In order to decrease the number of VMT, we must transition our road infrastructure to prioritize first walking, biking, and public transit; then freight; and finally private vehicles. We must make it harder to drive in order to attract the kind of mode share that will reduce GHG emissions.	Building resilient, walkable infrastructure has a vast number of benefits. It makes our streets more walkable and therefore more valuable and economically productive. It encourages local business development and encourages people to linger in commercial spaces rather than ferry themselves between pre-determined destinations. It makes our community more equitable, because car ownership no longer becomes a requirement for living in our city; we currently exclude the very young, old, and infirm. It will also have a measurable outcome on quality and length of life. Our spaces will still remain accessible to those for whom a private vehicle is the best option for their use case, but it will slow them down. Our sidewalks will be used by more than those who have no other alternative. Indeed, there are few social and environmental problems that are not improved or solved by building active transportation infrastructure.
	Bike/Ped Infrastructure Development	Fossil fuels and greenhouse gasses should much more aggressively be addressed and animal agriculture and environmental conservancies also need to be addressed ...all of it much more specifically than your outline	eliminating road expansion of any kind. Bicycle and pedestrian zones expanded.	Increased community connections and empowerment of marginalized populations

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	Bike/Ped Infrastructure Development	Streets for bikes and pedestrians.	Have a network of streets that are closed to car travel (except for emergency vehicles and residents/visitors of houses on that block) so that bicyclists and pedestrians can get everywhere in the city safely and easily. Currently there is a network of arterial roads for cars only, with no equivalent for bikes and walkers.	
	Decrease or Offset Air Travel	See below.		
	Decrease or Offset Air Travel	Decrease air travel and offset remaining emissions through ticket fees.		
	Decrease or Offset Air Travel	Add a $10 a flight ghg surcharge on every flight in and out of the EUG airport.	There are currently 1M flights annually, that would raise $10M dedicated to carbon mitigation or adaptation/resilience. Flying accounts for a huge share in the consumption based emissions so this would be directly related to climate change. The fee would not be regressive. $10 per flight ($20 RT) would not be enough to encourage people to commute to Redmond, Ashland, or Portland to fly instead.	Flying emits a tremendous amount of ghgs. This small fee would discourage people from flying somewhat. However, the carbon reduction could offset the emissions from the flights with the investment of funds. Economic--raises $10M annually for the community for carbon mitigation and resilience. The $10M would be spent locally creating new jobs Equity--income could be used to enhance lower income housing, transportation, and other services. Challenges--is it legal? Would the airport object because they are competing with other airports?
	Decrease or Offset Air Travel	Air Travel Challenge. Track trips & miles being purchased at EUG and promote a campaign to all of Eugene to bring down air travel by 2030	Publish on Highway 99 billboard the yearly progress report	Challenge all people of Eugene and Lane County to lower air miles traveled with a target by 2030 for collective reduction. Put the challenge on a billboard on Hwy 99 for all to be aware of as the head to the airport. If people have to see the impact they will have with their next trip, along with seeing their actions as inconsistent with the rest of Eugene's goals on carbon reduction, they will begin to challenge their own thinking!
	Decrease or Offset Air Travel	Add user fee to Taxi, Ubers, etc trips to EUG airport	Similar to previous Airport Offset action: charging a User Fee for public transportation to airport is another way to discourage flying. The funds from this fee should return to City of Eugene for Clean Energy projects as outlined by the CAP.	Air travel is very expensive from carbon emissions standpoint.
	Decrease or Offset Air Travel	Air Travel Offsets	City of Eugene should create a "user fee" on all airline tickets purchased to/from EUG airport. This User Fee would amount to an offset that allows collecting funds in the City of Eugene to be applied to carbon emission reduction projects.	Americans, Oregonians and Eugenians all need to understand how significant air travel contributes to climate change. Currently, only the people focused on climate change are aware of its disproportionate impact when compared to other Eugene carbon emissions. While the city may not believe it is responsible for these emissions, there are steps the City can take to educate, promote alternatives, and inform its residents on consuming less air travel.
	Decrease or Offset Air Travel	Add signage at airport educating public on the carbon footprint of air travel 1/3	More awareness, education, data presented on billboards of trips in/out of EUG and total emissions resulting is needed.	Same
	Decrease or Offset Air Travel	Add signage at airport educating public on the carbon footprint of air travel 2/3	More education on how significant carbon emissions from air travel is for each ticket purchased is need.	Same
	Decrease or Offset Air Travel	Add signage at airport educating public on the carbon footprint of air travel 3/3	Funds from offsets already suggested could be used to help with expenses of air travel reduction campaign.	Same
	Decrease or Offset Air Travel	Engage with airport planners to address planned addition of new terminal at EUG airport which will have a major impact on Eugene carbon emissions.	City of Eugene should weigh in on planned airport expansion and highlight in the CAP what today's air travel carbon emissions add up to, and what the expansion of the airport will due to Eugene's carbon emissions (i.e. # of new trips possible after expansion is complete).	Air travel is extremely expensive from a carbon emissions standpoint. One seat on an airplane from West Coast to East coast costs 1 ton/seat for one way trip. To return to West Coast is 2 tons/seat on the airplane. City needs to educate people on lowering consumption of air travel. A billboard showing air travel carbon emissions to/from EUG posted on Highway 99 would be an effective visibility tool.
	Decrease or Offset Air Travel	Eugene Airport	A customer Use Fee or Offset per plane ticket could be charged and the funds should go to a local clean energy fund to help offset the greenhouse gas emissions from the use of fossil fuel in jets used at the airport.	Funds from the Clean Energy Fund could be used to help citizens with lower income to purchase more energy efficient electric appliances, or to go toward funds to purchase more electric buses for the LTD fleet.
	Decrease or Offset Air Travel	Airport planning to seriously and fairly include environmental and equity considerations, other than growth and economy	The Eugene Airport Master Plan (2018) is designed to accommodate the fast-growing demand for increased air service in the Eugene community.	Challenge: The airport reconstruction project will emit large amounts of greenhouse gases due to construction (materials, energy inputs). Challenge: Our economy could be in a down-turn for a number of years due to COVID-19 epidemic, and there are many more pressing priorities than providing additional plane flights. Challenge: A large number of Oregonians could decide to stop engaging in one of the most carbon spewing activities of our time, i.e. plane travel, and the construction would be a huge waste of money and ghg emissions. Challenge: This facility is not and will not be used by the least economically advantaged of our citizens and an increase automobile and air traffic could further reduce air quality and pollutants in W Eugene (an area where many lower income families live). Challenge: The CAP 2.0 should have a goal of reducing public transportation ghg emissions and an airport reconstruction project would promote an outdated, some think illicit mode of transportation. Co-Benefit: The funds proposed for this facility make-over would be better spent on an improvement in electric bus and train transportation systems, both local and state-wide.
	Decrease or Offset Air Travel	Air travel study	Conduct a study to estimate the GHG impacts of increased air travel resulting from expansion of the Eugene airport	environmental, economic, and equity outcomes depend on what degree the information influences policy decisions.
	Decrease or Offset Air Travel	Offsets for air travel	Require flights to and from the Eugene airport to offset their emissions	
	Decrease or Offset Air Travel	Conduct a study to estimate the GHG impacts of increased air travel resulting from expansion of the Eugene airport		
	Decrease or Offset Air Travel	Engage with Travel Lane County to help motivate local vacations, not distant vacations	City should engage and work with Travel Lane County to help conduct these outreach campaigns to lower air travel and encourage more local vacationing. They could create a credit system that people could receive credits for each trip planned locally in Oregon over flying elsewhere for vacation.	same
	Electric Air Travel	See below.		
	Electric air travel	Assume all regional air travel (Pacific Northwest) becomes		
	Electric air travel	Electric flights from airport	Work with regional partners in Bend, Portland, etc. to test and implement regional electric flights	Help Oregon become a leader in the future of electric flight
	Improve Traffic Flow	See below.		
	Improve Traffic Flow	Reduce congestion, improving fuel efficiency for all		
	Improve Traffic Flow	Improve roadways for to reduce congestion.	Moving vehicles cause less air pollution. Reducing speed limits in conjunction with improved intersections, reduces idleing time with no measurable travel time increases	

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	Improve Traffic Flow	Study congestion pricing for Beltline Highway	Conduct a study to determine the potential effect of congestion pricing on Beltline Highway traffic congestion.	Outcomes depend on if or how study results influence policy. If congestion pricing is used to address congestion on Beltline Hwy. rather than widening of Beltline Hwy., a) hundreds of millions of dollars could be saved and used for other things, b) ghg emissions could be reduced, c) fossil fuel use could be reduced, d) revenues could be used to provide low-carbon alternatives
	Improve Traffic Flow	Reassign current traffic lanes to Bike and EV with separation.	Major lanes must have separated bike and ev/bike traffic lanes. An example might be West 11th, which could have an electric trolly from Springfield to Walmart and a two directional separated bike lane.	Those who don't want to use the Free Public Transportation, might prefer to use their own environmentally friendly mode of transporation.
	Increase Electric Vehicles	See below.		
	Increase Electric Vehicles	Using a variety of incentives, policies, and programming, assume 100% switch to electric vehicles by 2030.		Lower lifecycle costs compared to gasoline vehicles for fuel and maintenance.
	Increase Electric Vehicles	incentives and promotion - Equal opportunity for bicycles 2/2	Also the use of electric cars for city business is great but the three wheeled PEBL, Micro Car Ebike is less expensive and has a place in the fleet of city vehicles for around town use. https://www.better.bike/	Since bicycles less expensive than electric cars, they are a more economically equitable form of transportation to promote.
	Increase Electric Vehicles	Ban sale of gas	Ban sale of gas by a date certain (e.g. 2040)	
	Increase Electric Vehicles	Ban sale of Internal Combustion engine vehicles	Ban sale of Internal Combustion engine vehicles beginning a date certain (e.g 2023, 2025, 2027, 2030)	
	Increase Electric Vehicles	charging stations in highly visible locations	One important gap is the Charging Infrastructure element of the Strategy. There is no action item for the placement of public charging stations in highly visible locations. Having charging stations in highly visible locations is a key driver of EV awareness and adoption. This has been confirmed in numerous studies. The City is now redeveloping the park blocks and the EWEB riverfront properties into multi-use areas that will be important civic centers for decades to come. As such, they are ideal places to incorporate public charging into parking areas. With implementation of the Central Eugene in Motion project, there are additional opportunities to place EV charging stations in highly visible locations to draw people to downtown Eugene to shop and socialize. EV charging stations within a half mile of restaurants, coffee shops, specialty stores and entertainment, pull people into the area. Third party partners could be invited to do this work, as was done near the Matthew Knight Arena, and as the City is planning to do with shared e-scooters. I'd like to share, that in about 2 years the State of Oregon could have new building codes that require EV charging in all new multi-family and commercial construction. We are working to help make this happen at the state level. Currently, since studies have found that 80% of charging is done at home, this limits electric vehicle ownership to people who have a garage at home with electric outlets. In order to make EV ownership possible to residents living in multi-family housing, the City needs to take this opportunity to incentivize the retro-fitting of existing multi-family housing parking areas, to further reduce Green House Gas emissions in the transportation sector.	
	Increase Electric Vehicles	Electrification of Transportation	The electrification of transportation should be incentivized through electric vehicle rebates, EV charging system rebates, and a build out of public EV charging stations. This could be for electric bicycles as well as cars. The public transit bus system should also be phased into electric buses over a 10 year period on all Lane County buses.	Initial infrastructure costs would be incurred but could be recouped through EV charging fees. The benefits are clean transportation with no emissions and lower long term operational costs to users. Low interest loans could be given to low income earners on substantially reduced costs of used EV's.
	Increase Electric Vehicles	Increased charging stations outside of Eugene.	The ECC should partner to put electric car charging stations around the region to encourage the more widespread use of EVs.	Environmental--range anxiety is the largest barrier to EV adoption. By providing charging stations in selected rural locations around the region (popular parks, tourist destinations, smaller communities) the ECC members (COE, Lane County, EWEB, LTD, etc) could reduce the anxiety of City residents. If they know they can leave the City and reliably charge, they will be more likely to purchase an EV. Economic--it would encourage regional economic development by attracting high income EV owners to different parts of the region. Equity--if other communities see an influx of Eugene-based tourists visiting there will be job creation. However, not a lot of direct equity. Challenges--finding the funding, finding hosts that have appropriate electrical infrastructure.
	Increase Electric Vehicles	ii.The City is now redeveloping the park blocks and the EWEB riverfront properties into multi-use areas that will be important civic centers for decades to come. As such, they are ideal places to incorporate public charging into parking areas.		
	Increase Electric Vehicles	iii.With implementation of the Central Eugene in Motion project, there are additional opportunities to place EV charging stations in highly visible locations to draw people to downtown Eugene to shop and socialize.		
	Increase Electric Vehicles	iv.EV charging stations within a half mile of restaurants, coffee shops, specialty stores and entertainment, pull people into the area.		
	Increase Electric Vehicles	vi.I'd like to share, that in about 2 years the State of Oregon could have new building codes that require EV charging in all new multi-family and commercial construction. We are working to help make this happen at the state level.		
	Increase Electric Vehicles	vii.Currently, since studies have found that 80% of charging is done at home, this limits electric vehicle ownership to people who have a garage at home with electric outlets. Consider incentivizing free-standing chargers for home use.		
	Increase Electric Vehicles	viii.In order to make EV ownership possible to residents living in multi-family housing, the City needs to take this opportunity to incentivize the retro-fitting of existing multi-family housing parking areas.		
	Increase Electric Vehicles	Add EV infrastructure	Install electric vehicle charging options in town, at parking meters, light poles, parking lots, etc. Require more EV charger stations for multifamily housing developments.	
	Increase Electric Vehicles	EV share program 1/3	Purchase communal EV's, create a sharing program - or contract for same.	Reduce transportation GHGe. Reduce congestion and the funding consumed by roads, parking lots. Redirect funding to support the program. Encourage fewer and more efficient trips. Establish a culture and expectation of sharing. Have shared resource in place quickly, to build acceptance in time to meet GHGe requirements. Work with EWEB and PUD's to support rising EV use.

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	Increase Electric Vehicles	EV share program 2/3	. Establish a dense network of charging stations.	Reduce transportation GHGe. Reduce congestion and the funding consumed by roads, parking lots. Redirect funding to support the program. Encourage fewer and more efficient trips. Establish a culture and expectation of sharing. Have shared resource in place quickly, to build acceptance in time to meet GHGe requirements. Work with EWEB and PUD's to support rising EV use.
	Increase Electric Vehicles	EV share program 3/3	Require charging stations in all new residential and commercial construction. Sliding scale to participate, free for those in greatest need.	Reduce transportation GHGe. Reduce congestion and the funding consumed by roads, parking lots. Redirect funding to support the program. Encourage fewer and more efficient trips. Establish a culture and expectation of sharing. Have shared resource in place quickly, to build acceptance in time to meet GHGe requirements. Work with EWEB and PUD's to support rising EV use.
	Increase Electric Vehicles	EV's in student driver programs	Work with student driver training programs to train students using Electric Vehicles	
	Increase Electric Vehicles	Work with dealerships to increase EV sales	Work with dealerships to increase training to staff on how to sell EV's and troubleshoot issues they face selling EV's. Require every lot have a minimum number of electric models available.	
	Increase Electric Vehicles	Grants and low interest loans for EV's	Reduce high upfront cost for EV's by offering grants or low-interest loans	
	Increase Electric Vehicles	Energy storage in charged batteries.	Coordinate with fleet operators to provide inexpensive energy storage already contained in batteries of fleet vehicles. Fleets could include state, county and city vehicles such as police cars and other first responders, as well as LTD buses, UPS and FedX vehicles.	
	Increase Electric Vehicles	EV chargers at gas stations	Require gas stations install at least one EV charger	
	Increase Electric Vehicles	Transportation ReConfigured 7/7	*Build more Electric Vehicle Charging stations + add fast charging stations	Transportation is our largest category for Emissions. More with our above suggestions can Drawdown pollution with participation by attentive citizens. Change is needed to get people out of individual cars.
	Increase Transit Use	See below.		
	Increase Transit Use	Increase transit ridership, for example by making transit free, assuming an increase in ridership by 37% (Corvallis example)		Lower transportation costs compared to private automobile ownership.
	Increase Transit Use	Housing 6/8	All new developments on outskirts of Town must be required to consider Public Transportation and Access first for City Approval for the development.	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Increase Transit Use	Transit	Triple the percentage of trips made on foot, by bicycle, by scooter (and other micro-mobility devices) and by transit from 2014 level by 2030.	Challenges: overcome cultural car addiction, need massive PR public health campaign to make the cultural shift, leadership from all sectors; funding for projects. Co-benefits: Make the polluters pay for the damage they're doing and this will pay for the transition, direct benefit: reduce GHG from vehicles, decrease congestion, improve quality of life (less noise, less congestion).
	Increase Transit Use	Drastically increase travel opportunities with public transit	Improve LTD service with increased frequency, longer hours, and shorter transfer times.	Challenges: some people will lose service, which will cause a hardship for those people. Co-benefits: many more previously excluded groups will have greatly improved frequency of service (elderly, people of color, disabled communities), resulting in greatly increased ridership and reducing GHGs and improve equity
	Increase Transit Use	Increase transit ridership	Make riding buses free	Challenges: since part of transit is paid for with business taxes, we'd need a different model to fund it, like most other communities. Our community has to make it a priority Benefits: increases ridership, lowers GHGs, improves quality of life, builds community.
	Increase Transit Use	Free Public Transportation.	Zero Barrier Public Transportation. No Fees at all. On and off.	That's clear. I think the forces that object to free public transportation are those who don't like "some people' on the bus with them. You can deal with the problem if it arises, but it is about educating people to our equal rights and extending our tolerances.
	Increase Transit Use	Housing Along Transit Corridors 2/6	Get more compact housing that's affordable to working individuals/families built along transit corridors, in whatever way possible. Require that residents can easily access the corridor, rather than being fenced off and having to walk a long way around to reach the street. Then increase the appeal of that housing by actions such as: **- Provide a free bus pass to those living on or within two blocks of one of the main frequent transit corridors**.	Small homes with low use of autos would have dramatic environmental and economic benefits, and ensuring that the housing is affordable to working class people would help with equity in the housing market. The City alone cannot build this type of housing--it would require cooperation and possibly incentives from the private sector.
	Increase Transit Use	Housing Along Transit Corridors 6/6	Get more compact housing that's affordable to working individuals/families built along transit corridors, in whatever way possible. Require that residents can easily access the corridor, rather than being fenced off and having to walk a long way around to reach the street. Then increase the appeal of that housing by actions such as: **-Perhaps create a neighborhood association specifically for those living along transit corridors, to seek out ways to make these the most desirable places in town to live.**	Small homes with low use of autos would have dramatic environmental and economic benefits, and ensuring that the housing is affordable to working class people would help with equity in the housing market. The City alone cannot build this type of housing--it would require cooperation and possibly incentives from the private sector.
	Increase Transit Use	NO-FARE PUBLIC TRANSIT	We need to do the relatively-easy and immediately possible actions right away. When Corvallis went to fare-free public transit, ridership increased by 37%. Eugene can do this immediately.	fewer cars = lower emissions, safer to walk and bike, more communal, equitable for all, public=truly public; other cities can be pressured to follow model, etc., etc.
	Increase Transit Use	Transportation ReConfigured 1/7	Work with LTD to increase ridership + access	Transportation is our largest category for Emissions. More with our above suggestions can Drawdown pollution with participation by attentive citizens. Change is needed to get people out of individual cars.
	Increase Transit Use	Transportation ReConfigured 2/7	FREE all LTD buses: create a budget to suppot	Transportation is our largest category for Emissions. More with our above suggestions can Drawdown pollution with participation by attentive citizens. Change is needed to get people out of individual cars.

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	Increase Transit Use	Bus Fares:	Make LTD busses free, as was done recently for residents of Kansas City, MO. Kansas City officials believe they will recoup that cost and more from an economic boost driven by increased mobility. 3 Kansas City's situation is, of course, different from Eugene's.4 Closer to home, busses in the City of Corvallis, OR have been fare-less since 2011. The Corvallis Transit System replaced fares with a transit operations fee, collected via utility billing.	
	Increase Transit Use	Transit-Oriented Development:	Do everything reasonable to encourage new residences and jobs to be located along high-frequency transit corridors, i.e., the six "key corridors" identified in Envision Eugene — and to discourage new development in car dependent locations (for example, north of Beltline). In transit-oriented cities, retail activity is strong in locations where people move from one transportation mode to another. Working with the Economic Development teams for Eugene, Springfield, and surrounding communities, investigate the opportunities to spur economic growth at nodes where key transit stations and AT paths intersect. The Zoning Ordinance should be modified to prioritize residential development in areas closest to the city center and most conducive to walking and biking.	
	Increase Transit Use	Eliminate cars downtown 3/4	Free public transportation helps. Also free parking outside of town near transportation hubs.	Reduce emissions and develop a multi-modal culture.
	Increase Transit Use	Eliminate cars downtown 4/4	Also free parking outside of town near transportation hubs.	Reduce emissions and develop a multi-modal culture.
	Increase Transit Use		ATC: ● Make LTD busses free, as was done in Corvallis and Kansas City, Mo.	
	Parking	See below.		
	Parking	Using a variety of incentives and policies (code, fees, bans), decrease parking in commercial areas and car transportation, and assume transit or active transportation instead.		
	Parking	Citywide Parking Plan	Develop and implement a city-wide parking plan (and associated policies) that supports reduced reliance on single occupant automobiles.	**increased city revenue** Reduced vehicle miles traveled, reduced greenhouse gas emissions, reduced fossil fuel use, improved health outcomes, reduced risk of automobile crashes, reduced automobile congestion. Depending on how revenue is used: Improved equity outcomes (purchase transit passes for low-income households?)
	Parking	Develop and implement a city-wide parking plan (and associated policies) that supports reduced reliance on single occupant automobiles.		
	Parking	Parking: 1/5	Eliminate free parking downtown as much as possible, both public and private.	
	Parking	Parking: 3/5	Also, eliminate monthly parking passes, especially in downtown Eugene, in favor of people needing to pay by the day or hour to park.	
	Parking	Parking	Eliminate off-street car parking minimum requirements, and increase bike parking minimum requirements in City Code.	Challenge: the change will create negative feedback. When you deincentivize driving cars and make taking your bike on trips super easy and secure, we acknowledge cars are not part a climate solution. When people ride bikes & walk, it is good for health & safety.
	Parking		ATC: ● Eliminate free parking downtown. Adopt policies that de-prioritize parking in City ROWs.	
	Parking	Parking	Implement congestion pricing and/or limited traffic zones	See previous pro's and con's
	Parking	Parking: 6/5	Adopt a policy that deprioritizes auto parking in all City Rights of Way.	
	Reduce Delivery Vehicles	See below.		
	Reduce delivery vehicles	Assume portion of deliveries are made by bike or electric bike.		Cargo bike is not be suitable for all transport needs. Would require new physical requirements for drivers. Additional time required for the trips would need to align with the delivery business model.
	Reduce delivery vehicles	Ban or severely reduce usage of fossil fuel delivery trucks 1/2	Start using electric cargo bike in place of delivery vehicles that use fossil fuels. See how it's being done in the Netherlands and Germany: https://www.youtube.com/watch?v=MrYLwv9x8HU Identify companies that mail order items and require them to use electric cargo bikes.	14 Reasons Why Cargo Bikes Are Better Than Delivery Trucks: https://www.icebike.org/cargo-bike-delivery/ Cargo bikes are faster than cars, good for traffic, cheaper, good for the environment, can handle almost anything, and workers are healthier.
	Reduce delivery vehicles	Ban or severely reduce usage of fossil fuel delivery trucks 2/2	Identify companies that mail order items and require them to use electric cargo bikes.	14 Reasons Why Cargo Bikes Are Better Than Delivery Trucks: https://www.icebike.org/cargo-bike-delivery/ Cargo bikes are faster than cars, good for traffic, cheaper, good for the environment, can handle almost anything, and workers are healthier.
	Reduce delivery vehicles	Local Products First	Create a culture of local first.	The greatest environmental impact of a city is through its consumerism. Cut down transportation costs of good by buying local. This should include the development of local business.
	Reduce Wear on Roads	See below.		
	Reduce wear on roads	Increase life of roadways using a variety of methods, reducing emissions to repave or reconstruct roads.		
	Reduce wear on roads	Research and implement ways to increase the life expectancy of roads 1/4	i. consolidating freight garbage routes,	
	Reduce wear on roads	Research and implement ways to increase the life expectancy of roads 2/4	ii. minimizing turns on bus routes (that cause wear at intersections),	
	Reduce wear on roads	Research and implement ways to increase the life expectancy of roads 3/4	iii. finding ways to eliminate the redundancy of garbage trucks on city streets.	

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	Reduce wear on roads	Research and implement ways to increase the life expectancy of roads 4/4	iv. planting more street trees to shade the road surface.	
	Reduce wear on roads	Tax road repair by vehicle weight.	Tax for road repair by vehicle weight.	Encourages the use of lighter, less damaging vehicles, which saves emission both in regard to the vehicle and in road repair environmental cost.
	Reduce Waste	See below.		
	Reduce waste	Reduce waste sent to county facilities from Eugene by		
	Reduce waste	Consumption and Waste	Reduce waste sent to county facilities from Eugene by 90% by 2030	People can reduce consumption of new goods by purchasing used goods, which come with a lower cost, fewer ghg emissions for new materials, and less packaging than purchasing new goods. Co-benefits are used goods are often cheaper, and have a lower transportation emissions for packaging. One challenge is that older appliances or vehicles may be less energy efficient than new.
	Refrigerants	See below.		
	Refrigerants	Reduce emissions from refrigerants by 70,000 MT by		
	Refrigerants	Reduce emissions from refrigerants by 70,000 MT by 2030	Many refrigerants, such as chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) damage the ozone layer, and are extremely potent greenhouse gases. Leakage of CFCs and HCFCs is common with air conditioning, refrigeration equipment and fire extinguishers, especially in older appliances. A campaign to educate, encourage and provide low-interest loans to businesses and non-profits (grocery stores, food pantrys, fire extinguisher companys) to purchase newer equipment (less likely to leak) and to transitioning to equipment that uses safer and lower ghg emission (ghg e) alternatives to HFCs. The same may be done with low income renters and homeowners, to encourage the use of newer equipment to reduce ghg e and possibly lowering electricity costs.	Turning over air conditioning and refrigeration equipment to decrease CFC/HCFC emissions would increase consumption emissions. The lower ghg e equipment is expensive and could take away from funding other projects, so an analysis of economic impacts versus ghg e benefits would be helpful. Low income households are unlikely to be able to afford the purchase of new appliances so loans could make this happen.
	Private Sector Mitigations	See below.		
	Private Sector Mitigations	Reduce emissions produced by (10 largest emitters, industries with emissions over X) by 50% by Jan 2030.		
	Private Sector Mitigations	Help Businesses reduce emissions from business supply chains by X % by 2030	Supply chain evaluation and improvements for all businesses. Maybe City of Eugene would add a Business Engagement position to make this program a success.	More than three quarters of the greenhouse GHG emissions associated with many industry sectors come from their supply chains. Companies are beginning to incorporate systems for reducing GHG emissions not only into their own business practices but are now seeking ways to drive down emissions beyond their own operations. The City of Eugene could facilitate this process and be a climate leader.
Fugitive Emissions	**Private Sector Mitigations**	Reduce emissions produced by (10 largest emitters, industries with emissions over X) by 50% by Jan 2030.	See Eugene businesses at end of DEQ document: https://www.oregon.gov/deq/aq/Documents/ghg2018FacilityEmissions.xlsx Formal, ongoing plan and program to work with largest emitters on reducing emissions, complying with state regs as they happen, etx	
	Private Sector Mitigations	Work with large emitters on Climate Action Plans	Require all large emitters, those that submit Air Quality Permits for emitting more than 2,000 tons per year, submit GHG reduction plans and work with these entities to provide support if necessary to help them lower emissions	Large emitters are likely to have high capital costs associated with replacing equipment. Working with these entities to help them replace equipment at an appropriate time, such as when equipment is at the end of its life cycle, could reduce potential costs of GHG reduction.
	Private Sector Mitigations	We should be targeting returning net emissions to pre-industrial levels by 2050	If we reduce emissions to pre-industrial levels by 2050 we will see the planet cool and avoid even the consequences of a 1-2 degree Celsius increase	
	Private Sector Mitigations	Green New Deal	Develop a local economic development program that promotes green infrastructure. Incentivize entreprenuers and local cooperative endeavors in this sector. RAIN should be funded to start a Green Cooperatives track.	Local economy reduces transportation costs from imported goods and increases local wealth. Cooperatives empower workers to hold companies to best practices and have a better track record for long term success than LLC sole proprietorships.
	Emmissions General	Consider "building blocks" chart to summarize emissions reductions by 2030.	The chart incorporates only numbers and information that we have received from the city about what is now considered part of the CAP. Here are some important points these data tell us: 1. The current remaining gap is about 186,000 MTCO2e 2. The Transportation sector is now expected to reduce its emissions by close to 100%. 3. Energy in Buildings has the largest remaining emissions (about 272,000 MT) 4. NWN is committing to about 39,000 MT reductions, leaving its personal “gap” at about 243,000. 5. Requiring more reductions by NWN seems very reasonable. 6. 45,000 EVs on the road by 2030 is prob less than the 50% goal mentioned (committed to?) in the EV strategy. 7. Fuel-switching, Rooftop energy generation and Landfill diversion are not valued as contributions to the building blocks, and should be.	
	Food Emissions (Food Production and Food Waste)	See below.		
	Food Emissions (food production and food waste)	Decrease emissions for Food and Beverages in Consumption-based inventory by 30% by 2030 (NOTE: about 150,000 MT CO2e) by reducing emissions from production, transportation, and waste		
	Food Emissions (food production and food waste)	Food system and agricultural alignment	Partner with Lane County to align agricultural practices with best climate mitigation practices though policy and incentives.	Agriculture is the biggest CO2 emitter and has the otential to be a mitigator.

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	Food Emissions (food production and food waste)	5.Decrease emissions for Food and Beverages in Consumption-based inventory by 30% by 2030 (NOTE: about 150,000 MT CO2e)	This can be done by: Eating Local and seasonal campaign and structural ($) supports and signage all over Eugene; Structural support for grow your own (more community gardens, making plots in private farm acreage made available to public), Eat Less Meat campaign (Comm Engagement), Campaign to reduce wasted food (Comm Engagement), Packaging awareness and behavior change (Comm Engagement), Engagement campaign for grocery stores to identify local offerings.	Reduction of transportation greenhouse gas (ghg) emissions for food, transportation emissions for bottles and cans. Reduction of ghg for production of food that is not eaten (wasted). Reducing the amount of meat diet can have health benefits, as can growing one's own produce, and being social in a community garden. Home grown produce is cheaper than store bought, especially if vegetable/fruit starts are available through organizations like Lane County Master Gardeners. Behavioral change can be part of community grown-your-own education efforts, which has a social benefit.
	Food Emissions (food production and food waste)	Develop a climate-friendly food purchasing policy for city food purchases		
	Food Emissions (food production and food waste)	Reducing Food Waste	Create a system to enable the large generators of food waste (groceries, university dining halls, hospitals/retirement communities and other institutions that feed large numbers of people) to get the wasted food to people/groups who can use it. It would have to involve communicating what food waste there is, sorting it into perishable and non-perishable, transporting it, having facilities to store and/or process it, and distributing the food to recipients. Goals would be to use the food as food (not just as compost) while also helping institutions see how they can reduce the amount of food they waste in the first place.	Food waste is a huge generator of greenhouse gases, and the amount of food that is wasted is staggering. The challenges would be creating and operating the system to re-distribute, process and store the food--it certainly would outstrip the capacity of FOOD for Lane County alone--and paying for the system.
	Food Emissions (food production and food waste)	Increase composting of organic waste including food waste	City of Eugene (COE) has both residential and commercial food waste collection programs. To increase the success of these programs education of the public and business owners could occur. A campaign to reduce wasted food and an engagement campaign for grocery stores: Including promoting local foods (Capella Mkt is a great example of this) would fit well with promotion of composting (Comm Engagement).	Recovery of carbon for use in our soils is important to reducing ghg e and to the recovery of soil productivity. Education of the public to reduce wasted food, to grow their own food and to recover carbon for the benefit of soil productivity will help create a more conservation oriented and more resilient population. This education can focus on adults and children. The COE could work with the School Garden Project and Huerta de la Familia to coordinate education of and inspiring children.
	Food Emissions (food production and food waste)	Housing Along Transit Corridors 1/6	Get more compact housing that's affordable to working individuals/families built along transit corridors, in whatever way possible. Require that residents can easily access the corridor, rather than being fenced off and having to walk a long way around to reach the street. Then increase the appeal of that housing by actions such as: **- Supplying enough community garden space so that everyone who wants a garden, can have one--and until there is enough garden space, give priority to those living along transit corridors.**	Small homes with low use of autos would have dramatic environmental and economic benefits, and ensuring that the housing is affordable to working class people would help with equity in the housing market. The City alone cannot build this type of housing--it would require cooperation and possibly incentives from the private sector.
	Food Emissions (food production and food waste)	Urban Farming	Develop Urban Farming	Bring Food production and consumption closer to home. Encourage use lands outside the urban growth boundary to turn toward food production.
	Food Emissions (food production and food waste)	Develop Urban Landscaping, forestry, agriculture 4/5	4. Homeless Garden Project – mirror Santa Cruz program: http://homelessgardenproject.org	
Consumption	**Food Emissions (food production and food waste)**	Develop Urban Landscaping, forestry, agriculture 5/5	5. Incentivize more Neighborhood Association community gardens	
	Food Emissions (food production and food waste)	Grow food in park strips	Instead of grass and a very limited array of trees, use the "park strips" (area between sidewalk and curb) all over town to plant food for local consumption. Fruit trees, berry bushes, etc.	
	Food Emissions (food production and food waste)	Support local and regional food security	Do more to connect Eugeneans with local food growers. The city could fund events like Fill Your Pantry, move ahead on a downtown farmers market building, support CSAs, highlight local farms, connect households with grow-your-own resources, etc.	There are resiliency co-benefits, and economic co-benefits since buying locally keeps dollars local.
	Food Emissions (food production and food waste)	MAJOR INVESTMENT IN PUBLICLY OWNED LOCAL FOOD PRODUCTION	MAJOR INVESTMENT IN PUBLICLY OWNED LOCAL FOOD PRODUCTION	control over farming practices, emissions; majorly reduced transportation emissions, climate preparedness; baseline equity; regional self-suffiency; economic stability; accessible, meaningful, essential work
	Food Emissions (food production and food waste)	support local agriculture	Move ahead on creating year round farmers market. Support efforts to have a label system for foods that have been raised locally with carbon friendly practices	support local farmers. Encourage sustainable farming practices. Increase local food security by relying less on foods that require long distance transportation. Continue to create opportunities for people with limited incomes to assess local healthful foods.
	Food Emissions (food production and food waste)	Food Waste	This can be a low cost action with large impact. Food waste is#3 of 100 researched actions to curb climate change. We can do a lot more education to increase household composting, including offering free compost small buckets like SF and other locations have offered. These could be distributed by volunteers who can offer tips etc on composting, or picked up for free from DEQ along with info. Continue to work with restaurants around food waste and create a standardized take out food container with info on food waste and the CAP.There would be a deposit and return policy for these containers. DEQ has already done one workshop, much more outreach is needed. More work with larger apartment buildings to enable composting.	working directly with restaurants to curtail food waste would be an economic benefit to those businesses and could possibly positively affect pricing.
	Low-GHG Concrete Construction	See below.		
	Low-GHG concrete construction	Require new construction to use low-GHG concrete.		
	Low-GHG concrete construction	Eugene Airport Master Plan - construction considerations	To lower greenhouse gas emissions in the plans for a larger airport in the future, the use of low carbon concrete should be part of the construction design.	

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	Low-GHG concrete construction	Climate friendly concrete	Adopt a policy to mandate use of low-carbon concrete mix for all appropriate city uses (both roads and buildings) except for extenuating circumstances and/or Require environmental product disclosures (EPD) from concrete vendors to inform selection of concrete mix.	Reduced greenhouse gas emissions, increased concrete longevity (further reducing lifetime ghg emissions per unit of concrete), reduced limestone mining in limestone producing regions.
	Low-GHG concrete construction	Adopt a policy to use low-carbon concrete mix for all appropriate city uses unless except for extenuating circumstances	and/or Require environmental product disclosures (EPD) from concrete vendors to inform selection of concrete mix.	
	Plastics	See below.		
	Plastics	Recycle 100% of plastics and process locally, phasing out single use plastics (assume all remaining plastics can be recycled)		
	Plastics	Infrastructure to process Plastics Recycling + Products locally	Save on transportation costs by having a processing and manufacturing developed right here in Lane County to recycle ubiquitous Plastics.	Keep plastics out of the land fill. Employ many individuals. Create new products from recycled materials.
	Plastics	Phase out single use plastics	Phase out most/all single use plastics over 10 years	Reduce plastic pollution and emissions associated with plastic production
	Plastics	Producer responsibility for plastic waste	Require producers or sellers of plastic waste be responsible for paying for recycling facilities for the waste	Reduce the amount of plastic sold in the community and helping create ways to recycle the rest
	Reduce Consumption	See below.		
	Reduce Consumption	Decrease emissions for all other Consumption-based factors in Consumption-based inventory by 30% by 2030 (about 400,000 MT CO2e)		
	Reduce Consumption	Decrease emissions for all other Consumption-based factors in Consumption-based inventory by 30% by 2030 (about 400,000 MT CO2e)	This catch-all category includes: Services, Healthcare, Construction, Freight and Transport, Other Goods, Furnishings and Supplies, Electronics, Vehicles and Parts and Clothing.	Benefits would be reducing personal, business, and government expenses, putting less in the landfill, using fewer natural and human-created resources (plastics, metals, fossil fuels, wood, cotton, etc...), and reducing ghg e. Could be part of a consumption awareness and resilience program (Comm Engagement). Should occur along with “Fix-It” classes and fairs (public &/or non-profit endeavors) and with coodination with the ToolBox Project. Benefit is more funding available to other carbon reducing activities. Challenge is, as with many of these proposed efforts, successfully affecting behavioral change. A reduction in services and purchases would decrease money moving into the private sector, which reduces city funding, which could decrease the potential for funding the campaigns proposed for ghg e reduction.
	Reduce Consumption	Develop Urban Landscaping, forestry, agriculture 3/5	3. Require new buildings using wood to source FSC certified wood produced in Oregon (i.e. raises demand substantially for this to motivate more private foresters to produce it)	
	Reduce Consumption	Require all construction and demolition waste materials to be sorted for reusable or recyclable materials.		
	Reduce Consumption	Continue and expand Fix-It fairs and add classes		This has environmental, economic and equity co-benefits. Reducing the purchase of new items saves on resources and on GHG emissions, it saves money for individuals and families and it can involve people from all backgrounds and income level.
	Reduce Consumption	More tool libraries	See Eugene Toolbox Project.	
	Reduce Consumption	Implement city policies to reduce the GHG emissions resulting from the five most GHG intensive products		
	Reduce Consumption	City to convene an ongoing community workgroup focused on expanding the success of community partners' innovative repair and reuse opportunities - including a focus on textiles		
	Reduce Consumption	Adopt and promote circular economy principles and practices.	See policies widespread in Europe.	Co benefits are many. Improved health and lower health costs for all of us, including those with little or no political power. Restoration of our planets natural balance under which people and all life can thrive.
	Reduce Consumption	Housing 5/8	Promote Green Roofs, permeable surfaces, "Green" concrete on the streets, BioSwales	Drawdown by promoting Conservation and less Consumption, citywide. Neighborhood groups can help with this Plastic recycling efforts could be valuable means to reduction.
	Reduce Consumption	Update land use policies 2/2	Use incentives/ disincentives to minimize existing and new impermeable surfaces.	Shorter transportation distances, less material consumed for paving, more efficient buildings, more land to absorb carbon.
Resiliency	**Carbon Sequestration**	See below.		
	Carbon sequestration	Increase urban landscaping.		Physical and mental health benefits associated with being in nature and greenspace. Potential for energy savings from shading and related reduced urban heat island effect.
	Carbon sequestration	Develop Urban Landscaping, forestry, agriculture 1/5	1. Public rain gardens and bioswales include biome-appropriate food plants	
	Carbon sequestration	Develop Urban Landscaping, forestry, agriculture 2/5	2. Reforesting Eugene with goals of xx% canopy by 2025, 2030 target dates	
	Carbon sequestration	Embrace climate restoration.	Adopt policy to require carbon capture in building materials used for streets, roads and buildings. Also provide a matching grant to Friends of Trees.	
	Carbon sequestration	Build the tree canopy	Institute a Tree Ordinance that enforces the preservation of existing mature trees. Mature trees cannot be simply replaced with saplings. Planning permits should review tree destruction including plans for civic projects. A comprehensive canopy development and mantainence strategy should be passed. Give neighborhoods the power to approve or prevent tree removal.	
	Carbon sequestration	Update City of Eugene Urban Forest Plan	Update the 1993 City of Eugene Urban Forest Management Plan to reflect newer information, updated priorities, and climate change considerations.	If implemented, updated management strategies should result in improved urban forest health, improved climate outcomes (urban cooling), improved air quality, improved longevity of street trees.
	Carbon sequestration	Purchase land for sequestration	Purchase farm and forest land for purpose of sequestration	Land purchased can also provide trails and ecosystem services like protecting clean water in our watershed.
	Carbon sequestration	Update the 1993 City of Eugene Urban Forest Management Plan		

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	Carbon Sequestration	Improve ecological function of private and city property	Native habitat generally has far more biodiversity and ecological function than land with nonnative vegetation. Decreased biodiversity is an outcome of climate change. However, habitat on City and private land within Eugene is already compromised because of landscaping choices. Efforts should be made on City land to greatly expand locally native vegetation using best practices for improving biodiversity. Incentives should be provided to private land owners (eg, homeowners) to do the same.	Challenges: replacing existing landscaping would entail costs. Managing a high biodiverse property may be more costly initially during transition than an impoverished landscape (eg, mowed grass, ivy-covered space). Benefits: carbon storage, citizen access to more nature, more resilient landscape to climate change, air and stormwater filtration, reduced summer peak temperatures.
	Funding & Offsets			
	Funding & offsets	Create fees or taxes to purchase offsets.		
	Funding & offsets	Establish Eugene Clean Energy Fund 2/4	b.#2 Priority is Lane County Ag & Forestry	Co-benefits for low-income households.
	Funding & offsets	Establish Eugene Clean Energy Fund 3/4	c.Create funds now for future offset money to have a location to go	Co-benefits for low-income households.
	Funding & offsets	Establish Eugene Clean Energy Fund 4/4	d.In the mean time, other sources of funding, like matching business/resident contributions	Co-benefits for low-income households.
	Funding & offsets	Building Fuel Switch 4/5	Require Fossil Fuel bonds.	Large reduction of GHGe. Electric for home use is less expensive. Home/business generation of solar and deployment of microgrids improve resilience. End dangerous rail traffic adjacent to low income neighborhoods. NG accident response should be paid for by NG industry.
	Funding & offsets	Increase franchise fee	Increase franchise fee and use funds to support climate action. Potential funding mechanism for other proposed actions.	Would increase cost of natural gas to consumers, could save people money if invested wisely
	Funding & offsets	d.Tax Uber and Lyft to pay for their increase in vehicle miles traveled (VMT), emissions, and traffic.		
	Funding & offsets	Clean energy fund	Similar to Portland's clean energy fund, ask that the businesses that are the largest emitters pay into a fund for clean energy projects. The largest emitters may be direct emitters, or indirect via their product supply chain emissions.	This may make products more expensive for the largest emitters, such as Walmart or Chevron. The clean energy fund could focus on funding projects for under-served communities and non-profits and require prevailing wage.
	Funding & offsets	Fee bates: Funding for electrification	Charge a fee for fossil fuels (nat gas, gasoline, heating oil), and use the money to fund rebates for electrification efforts (electric vehicles, gas-to-heat-pump conversions, etc).	It needs to be fair. There could be waivers for low income households, or 100% funding of conversions, or other considerations to make it more fair.
	Funding & offsets	Local investement for offsets	Utilize City offset dollars within our local community to help create offsets locally that will benefit our community.	These could be used to help address the equity issues within implementing some of the changes that are needed. This would lead to additional reductions in GHG without the burden being placed on those who are least equipped to handle it. It will also build our local capacity to do these types of projects.
	Funding & offsets	Buy Carbon Offsets	It offers no guarantee of success in reducing or offsetting emissions to eliminate "the gap". As the discussion of action 16 suggests, for a little more than $100 per household at $15 per MT for offsetting carbon dioxide, we could eliminate this gap immediately by buying certified carbon offset credits. In fact, this number is off by a factor of 5. Certified offsets are currently available for as little as $2/MT or even lower. This could be achieved immediately by a local tax. That tax could be adjusted by income and various other factors for each household. It could be phased out when and if some of the other actions were implemented, especially market solutions like cap-and-trade or carbon taxes. this can be done immediately and doesn't require the delays and uncertainties of the other actions	
	Funding & offsets	Increase gas tax	Increase gas tax 15 cents to pay for for bike/ped infrastructure	
	Funding & offsets	Increase Registration fees on new ICE vehicles	Increase registration fees on new internal combustion vehicles sold after 2020 (e.g additional $20 per year on models from 2021, extra $40 per year on models from 2022, etc.). Use funds for bike/ped infrastructure.	
	Funding & offsets	Offsets for gasoline	Require gas stations purchase offsets for the gasoline they sell	
	Funding & offsets	Consider fossil fuel risk bonds	Surcharge based trust funds or increased insurance requirements to safeguard the city from risks associated with fossil fuel transport through the city and storage of fossil fuels in the city.	Protect the city from the expense of damages incurred from explosions and spills, toxic contamination, climate induced natural disasters, and the costs of climate adaptation. Existing insurance held by fossil fuel companies and carriers are generally inadequate. Provide funds for climate related disasters, climate adaptation, pollution cleanup, and other fossil fuel related costs. These often hit poor people and people of color hardest.
	Funding & offsets	Local financial investment system	Following the Divest - Invest model, disenvest any city and county funds (retirements and reserves etc) from financial systems that support the fossil fuel industries. Reinvest those resources into local financial institutions that invest in local development.	HUGE equity and economic benefits of keeping local resources local and recirculating in our economy. Im sure you can research the environmental benefits of disinvesting from fossil fuel extraction.
	Community Engagement	See below.		

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	Community Engagement	Faith and Families	A big issue with emissions surrounds consumption patterns and Climate Justice. This cannot be addressed with a technological fix. As a member of UUCE church and Interfaith Earthkeepers with members in Church Women United we are finding ways to reach out to diverse Faith Centers to articulate and practice the recommendations of the Equity panel using the language of love, stewardship, simplicity, choosing kindness. This is a partnership the city could utilize and support.	
	Community Engagement	Public Engagement	Governments & businesses should be part of a big PR campaign that confronts the climate emergency and everyone needs to be part of the just clean energy transition. Messaging should prioritize and support bicycling, busing, and walking as climate solutions.	There would be huge social benefits to engaging communities in climate solutionary thinking and actions. Every job should be a "green job" and every one should be evaluated on their contribution to solving the problem at every level. Reduce GHGs, green job opportunities for full employment, greater equity if we deal with the most impacted communities first since they did least to create the problem and are suffering health effects first and worst.
	Community Engagement	Public engagement	City leaders (Mayor & City Councilors) must promote a rapid transition off fossil fuels. Hold council meetings throughout the neighborhoods to promote broad buy in.	Challenges: leaders are already busy with business as usual. We have to stop doing some things; we definitely have to stop thinking the old solutions will work for this new paradigm we are entering. We have to change or die. We are not good at changing. This takes bold leadership. Benefits: solidarity that is built by working together to save ourselves, valuing what is important.
	Community Engagement	12.Community Engagement using Eugene Carbon Free Challenge	The City of Eugene has helped to fund a 350 Eugene program to educate and encourage the use of the online program Eugene Carbon Free Challenge. This program has helped individuals and families to reduce greenhouse gas emissions for the last year. This collaborative effort can continue into the future.	It is possible to continue this program to engage more of Eugene's population in reducing their GHG emissions.
	Community Engagement	Public engagement	Let's become a bike- & pedestrian-centric community! Create a bicycling campaign using billboards, radio, TV, and newspapers ads.	Challenge: again, changing from car-centric; it costs money to change, or people may not have the time to commute by bike or walking Benefits: owning and using bike/ped is much more economical than maintaining and operating an internal combustion engine vehicle; cleaner air, less noise, improve community quality of life.
	Community Engagement	Public engagement 1/2	The fact of our climate emergency is kin to the COVID-19 pandemic, in that it's a slow moving but deadly situation that we must work together to address. We should be mentioning, referring to and acknowledging this at every public meeting.	Challenges: leaders don't want to alarm people, but telling the truth is vital to getting folks to do what's necessary in this moment. If leaders don't take the opportunity to communicate and build awareness in this emergency, they are shirking their duty to protect the public they were elected to serve. That's the challenge of being leaders in this time. The benefits are obvious: we will make progress when we know our leaders have a vision and set of actions they are taking that we can be part of.
	Community Engagement	Public engagement 2/2	On page 93 in Appendix 5 of CAP 2.0, Eugene's Triple Bottom Line Actions, the category of "Parks program: City of Eugene and Lane County providing recreational activities throughout the area" gets low marks. To address this area of deficit, create bike paths with art value. Intriguing art on the bike paths would entice riders to ride to these installations and make the ride more enjoyable. Examples of treatment of bike paths on the web include Starry Night in the Netherlands where glow-in-the-dark shards are embedded into the bike path and light up at night. And the list of ideas is as vast as the imagination. See: https://www.wnyc.org/story/in-a-dutch-town-a-glowing-bike-path-inspired-by-van-gogh/ for one example.	Using artist in the community and collaboration with student artist would widen the intersection of social, arts, and city beautification.
	Community Engagement	Emergency PR campaign to help public become aware of the urgency of the climate crisis	We need more than just infrastructure- we need a massive PR campaign. People need to hear every day that Eugene is prioritizing and supporting bicycling, public transportation, and walking as a climate solution. It needs to be an effort - as in wartimes – to publicize the urgency of our climate crisis. In conjunction, create a bicycling campaign using billboards, radio, TV, and newspapers ads. Preface public meetings and any congregations with announcements of the urgency of this existential crisis. An acknowledgement of this should be made at the beginning of every city staff meeting at the same time as acknowledging the history of meeting on Kalapuya land.	

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	Community Engagement	Create Mayor's Youth Council	Besides a climate emergency we have a Democracy emergency. There is a youth movement of activists leading, but we also need to reframe activism (which many students and parents are not comfortable with) to be more inclusive and speak to civics, citizenship and participation. A Mayors Youth Council would be well placed to link school district and other Educational/Business institutions into a program that would train Middle and High schoolers in the skills and processes of Democracy. It could become a model for other towns and cities.	
	Community Engagement	Create a Youth Climate Master Program	Perhaps a project supported by the Mayors Youth Council, modeled after organizations like the Master Gardeners, Youth Climate Action Network (YouCAN) and Plant for the Planet. In conjunction with school districts mentored by Lane C.C., U of O students a program able to do outreach to classroom, assemblies, professional training, community workshops, special events, Faith centers. Empowering students in youth to youth as well as youth to adult presentations in Climate Literacy and Climate Justice.	
	Create community resiliency group	See below.		
	Create community resiliency group	Help people prepare for impacts	Organize a Local Resilience Coordinating Council to design and implement actions to build and sustain mental wellness and resilience during the climate emergency.	many
	Create community resiliency group	Create a Resilience Coordinating Council. 1/6	Implement a Resilience Coordinating Council offered by the International Transformational Resilience Coalition (ITRC) with the help of its founder Bob Doppelt. •The RCC will develop a culturally and demographically appropriate strategy to build population-level mental wellness and resilience. The following are examples of what the strategy could include: **oMaking mental wellness and resilience information and tools available to all adults and youths in the community through educational forums, community cafes, public education campaigns, conferences, train-the-trainer workshops, and more.**	The proposed Resilience Coordinating Council has been endorsed by The Lane County Psychologists Association and 350 Eugene's Resilience and Regeneration Workgroup, April 2020. It would pull together many stakeholders and fortify our community's capacity to withstand and move through, as successfully as possible, the common challenges we face together.
	Create community resiliency group	Create a Resilience Coordinating Council. 2/6	Implement a Resilience Coordinating Council offered by the International Transformational Resilience Coalition (ITRC) with the help of its founder Bob Doppelt. •The RCC will develop a culturally and demographically appropriate strategy to build population-level mental wellness and resilience. The following are examples of what the strategy could include: **oStrengthening family and friend social support networks, and connecting them across geographic, cultural, and economic lines to provide broad-based emotional support, practical assistance, information and resource sharing.**	The proposed Resilience Coordinating Council has been endorsed by The Lane County Psychologists Association and 350 Eugene's Resilience and Regeneration Workgroup, April 2020. It would pull together many stakeholders and fortify our community's capacity to withstand and move through, as successfully as possible, the common challenges we face together.
	Create community resiliency group	Create a Resilience Coordinating Council. 3/6	Implement a Resilience Coordinating Council offered by the International Transformational Resilience Coalition (ITRC) with the help of its founder Bob Doppelt. •The RCC will develop a culturally and demographically appropriate strategy to build population-level mental wellness and resilience. The following are examples of what the strategy could include: **oEmpowering local residents to take ownership for countering unhealthy cultural norms, sharing mental wellness and resilience information, addressing emerging problems, assisting struggling individuals, hosting local "resilience hubs" to link people to essential resources in disasters, and in other ways create a local culture that fosters mental wellness and resilience.**	The proposed Resilience Coordinating Council has been endorsed by The Lane County Psychologists Association and 350 Eugene's Resilience and Regeneration Workgroup, April 2020. It would pull together many stakeholders and fortify our community's capacity to withstand and move through, as successfully as possible, the common challenges we face together.

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	Create community resiliency group	Create a Resilience Coordinating Council. 4/6	Implement a Resilience Coordinating Council offered by the International Transformational Resilience Coalition (ITRC) with the help of its founder Bob Doppelt. •The RCC will develop a culturally and demographically appropriate strategy to build population-level mental wellness and resilience. The following are examples of what the strategy could include: **oRegularly evaluating progress and using the data to continually learn, grow, and improve the strategy, while advocating for funding and other resources needed to enhance and sustain the initiative.**	The proposed Resilience Coordinating Council has been endorsed by The Lane County Psychologists Association and 350 Eugene's Resilience and Regeneration Workgroup, April 2020. It would pull together many stakeholders and fortify our community's capacity to withstand and move through, as successfully as possible, the common challenges we face together.
	Create community resiliency group	Create a Resilience Coordinating Council. 5/6	Implement a Resilience Coordinating Council offered by the International Transformational Resilience Coalition (ITRC) with the help of its founder Bob Doppelt. •The RCC will develop a culturally and demographically appropriate strategy to build population-level mental wellness and resilience. The following are examples of what the strategy could include: ng for funding and other resources needed to enhance and sustain the initiative. **oBuild a local culture that sustains mental wellness and resilience by embedding the principles and methods in the goals and protocols of local civic, non-profit, private and public organizations, and by establishing them in county and city policies.**	The proposed Resilience Coordinating Council has been endorsed by The Lane County Psychologists Association and 350 Eugene's Resilience and Regeneration Workgroup, April 2020. It would pull together many stakeholders and fortify our community's capacity to withstand and move through, as successfully as possible, the common challenges we face together.
	Create community resiliency group	Create a Resilience Coordinating Council 6/6	•Organizing a broad and diverse Resilience Coordinating Council (RCC) to co-design and implement actions that foster and sustain mental wellness and resilience within the entire population before and during the ongoing climate emergency. •The RCC should be authorized by city government (possibly in collaboration with the County). An existing ACEs, trauma-informed care, social resilience, or other local network of civic and non-profit organizations should then be asked and authorized to take the lead. If that is not possible, a neutral civic or non-profit organization can be asked to organize the RCC. No matter what approach is used, emergency management, mental health, and direct service program professionals should serve as equal participants, advisors, and coaches, not lead the RCC. •The RCC should assess the community's capacity for mental wellness and resilience in the face of the climate emergency. This involves projecting the likely near and long-term, direct and indirect, acute and chronic impacts climate disruption will have on the local population, identifying group and community strengths that help foster and sustain mental wellness and resilience, and factors that diminish the influence of those assets. •The information identified in the assessment should be used to form a vision and strategy to build and sustain population-level mental wellness and resilience during the long climate emergency.	
	Create community resiliency group	Neighborhood connections	City should continue funding neighborhood associations for essential connections of city residents with their environment. Each neighborhood group supported will be active with appropriate emergency response information, e.g.alter abled care, individuals living alone, food safety, etc	Neighbors meeting, sharing, listening. Enlarging safety nets for children, elders, pet care, support as needed. Many benefits thru local networking, neighborhood development.
	Create community resiliency group	Neighborhood Associations	Support existing neighborhood associations as a vehicle for outreach, education, resilience and emergency preparedness. Facilitate new associations where they do not exist.	
	Fire Health and Safety	Incorporate mitigation actions for heat waves and smoke intrusion within the next update of the Eugene/Springfield Natural Hazards Mitigation Plan		
	Community Well Being	See below.		
	Community Well Being	Fossil fuels and greenhouse gasses should much more aggressively be addressed and animal agriculture and environmental conservancies also need to be addressed ...all of it much more specifically than your outline **2 / 2**	Community space creation... Community gardens and agriculture vastly expanded.	Increased community connections and empowerment of marginalized populations

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	Community Well Being	Slow Design - SloWalks	Besides prescriptive numeric targets, explore efficiencies and synergies of Slow design. One example is the SloWalks Movement (modeled after Slow Food) which has a fledgling relationship with the city parks recreation department and Riverbend hospital. SloWalks are primarily for seniors, alterabled, those recovering from illness/surgery but also for families with babies and toddlers who want companionship and/or supported solitude. Contact with nature is essential for wellbeing, walking develops community networks and resilience. The city could help facilitate transportation (electric vehicles) and highlight routes with 'deep time' solutions signage.	
	Food and Shelter	See below.		
	Food and Shelter	Grey water diversion	Support the use of grey water for landscape or other use. Support could be in the form of a discount on sewer fees, or just educational. This would lower the volume at the waste water facility and lower water consumption.	There is a challenge to make sure grey water re-use is done right. Maybe offer no-cost permits?
	Food and Shelter	ESSENTIAL SURVIVAL NEED HOUSING SUPPORTS	ESSENTIAL SURVIVAL NEED HOUSING SUPPORTS. We could, for example, invest now in 2000+ units of tent, Conestoga hut, tiny houses, eco-land trust communities, etc.	Combined with fareless transportation, communal gardening/farming, and co-operative living would be a relatively low emissions way to support the welfare of the 2000+ people in dire need now and prepare us for climate refugees to come.
	Employment	Funding for green job training	Provide grants for green job training programs and apprenticeships that help to move people into living-wage careers in solar, energy efficiency, and other green industries. Prioritize BIPOC communities and low-income individuals for job training programs.	By creating resources for green workforce development that are focused on frontline communities, you provide opportunities to improve the social determinants of people's health while building up a local base to implement rooftop solar, energy efficiency retrofits, and green infrastructure. This, in turn, dramatically reduces energy consumption and dependence on fossil fuels. This could be funded by a corporate tax on the wealthiest businesses in the city, and funds should held to a high degree of public scrutiny and accountability.
	Education	See below.		
	Education	Ecological Literacy in Schools and Community 1/3	Work with and encourage school boards to include age appropriate ecological literacy curriculum. Understanding Climate is a subset of the deeper question of Ecological literacy. Ecological literacy is relational/experiential/practical as well as intellectual. Beyond just planting trees, both of the above programs could help facilitate hands on outdoor restoration and engage families and wider community in the 'habitat of learning'.	
	Education	Ecological Literacy in Schools and Community 2/3	Ocean Watershed Literacy (O.W.L) Behavior and choices of urban populations influences emissions throughout Lane county from the coast to the Cascades and beyond. Ocean Watershed Literacy can explore the often omitted role of the Ocean as the heart of climate system, teach the essential role of forestry and regenerative agriculture in Drawdown solutions.	
Equity	**Education**	Ecological Literacy in Schools and Community 3/3	Indigenous Knowledge Systems We will not solve the problems of our time with the same mindset that created them. With humility understanding there are different ways of 'coming into knowing', of asking ethical questions and of living in harmony with place, we newcomers would do well to listen to 1st Nations people, if they choose to share. City programs could do more to facilitate such an exchange and reach a wider audience.	
	Education	It is still disturbing to find the LANGUAGE used in #1 above to be completely vague. The #1 action of CAP 2.0 is provide a numerically accurate plan to reduce carbon emissions in accordance with the CRO goals by 2030. Please use concrete language.	An area that has not been acknowledged by the City is Education. While the City may see it a 4J's responsibility to teach Climate literacy, justice and eco-literacy concepts, the City should acknowledge this as an important subject area under Resiliency, and hold meetings with 4J to determine where they are on addressing climate education.	There should be recognition in the CAP 2.0 of Eugene's dependency on its rural businesses and people for farming and forestry. It should be working collaboratively with Lane County to address these two specific subjects and looking for ways to fund carbon offsets that go into the County ag and forestry work rather than sending that money somewhere else around the globe!
	Internet for All	Internet access for all households	As we are now experiencing with the Pandemic, internet access enables less travel to work, school, entertainment. Tho network availability is a major expense. Utilities or the City could be the provider and regulate distribution to all households.	Less financial outlay for individuals and more accessibility for the future.

The following are additional comments provided by respondents to be considered by the Mayor's CRO Ad Hoc Work Group when evaluating additional actions to be added to the CAP2.0.

1	Measurable targets and graphic charts should be provided for a simplistic educational process for the public. An ongoing city wide process should be enacted to show residents how their daily actions equate to effecting climate change. Not only should metric based emissions be explained but most importantly consumptive based emissions. Actual GHG emissions numbers need to be equated with everyday lifestyle actions such as; ordering ten Amazon delivered packages a week, leaving the lights on all day, the thermostat set at 72 all day in the winter, a 20 minute shower, or car idling while checking phone messages or making a call. Also emphasized, should be the urgency these lifestyle changes should be enacted in order to reduce the effects of climate change in the next ten years.
2	Since Climate Action will ultimately affect the day-to-day life of nearly everyone in Eugene, it's important that the average reader gets a concrete picture of how his/her life should change, and what changes have the greatest impact. Simply counting on others (like members of the Eugene Climate Collaborative) to do all the work is a recipe for inaction and indifference.
3	The Ad Hoc meetings are not as efficient as they should be due to taking time at meetings to collect inputs from each group member. You should be asking committee members to write down their ideas and submit them ahead of each Ad Hoc meeting, City staff can clean them up and eliminate duplicate ideas, and then bring a clean list to each Ad Hoc meeting to get consensus from the committee on what the priorities are from this collective list. IF you only intend to hold 3-4 Ad Hoc meetings, they need to be as efficient as possible!
4	Great job. The document is a great start. The outreach and work of the Mayor's Ad Hoc Work Group has been impressive. This is super complicated work--thanks for the opportunity to weigh in.
5	The City certainly can not do everything, and is even more likely to than before to be resource constrained in the light of the current economic crisis. It will be crucial to focus energy and resources on the key activities most likely to have an impact in the immediate term. Demonstration of a positive economic benefit is likely to loom large in future benefit analyses.
6	Consider an additional Willamatte River crossing to create shorter distances traveled from one major area of Eugene to another. to reduce congestion on 6th and 7th Avenues and Beltline/Delta Hwy junction. Suggestion: River Road to Valley River Drive.
7	These comments have been collected by 350 Eugene, and are submitted pretty much as they were received. 350 Eugene does not necessarily endorse all of these.
8	These comments have been collected by 350 Eugene, and are submitted pretty much as they were received. 350 Eugene does not necessarily endorse all of these. Thank you!!

The following are additional comments provided by respondents to be considered by the Mayor's CRO Ad Hoc Work Group when evaluating additional actions to be added to the CAP2.0.	
9	Thank you for all the work you're doing.
10	Please do not OVERLOOK air travel in CAP 2.0 content. It is NOT a matter of whether the City has this responsibility, but what you do to encourage different behavior from your City. These ideas should apply to residents and businesses of Eugene.
11	These comments were collected by 350 Eugene, and are submitted close to what I received, with some personal additions. 350 Eugene does not necessarily endorse all of these.
12	As a young student at the University of Oregon who is deeply concerned about climate change, I strongly urge you to continue doing what you have done - taking this project seriously and gathering input from the community, especially those people who will be most affected by climate change.
13	I emailed a copy of the proposal to Chelsea Clinton, the mayor and city manager
14	Thank you for your diligence. As our experience of the COVID19 teaches us, maintaining mental health is vital to navigating its impacts. The proposed Resilience Coordinating Council is comprehensive and addresses many of the Mental and Public Health Actions already under consideration. We have a local leader who is willing to guide the implementation process, namely Bob Doppelt. We need this! We can do this!
15	Thank you for continuing to take a serious look at improving our CAP. It's been too long in the making of it and we must make significant progress now. We're running out of time.
16	Thank you for creating a CAP that can inspire and lead Eugenians toward a better future for us all.
17	The social equity provisions in the City of Portland and Multnomah County's 100% renewable mandates may be worth looking into--especially the requirement in those plans that ensure 2% of energy needs to be filled by community-generated electricity by 2035 and 10% by 2050. This helps to change not just the carbon-intensity of energy but also the ownership over power and control of energy.
18	This massive undertaking requires a dedicated body to track and coordinate the actions. This body should include government, business, and citizen stakeholders and be empowered to enforce compliance with goals. Please define such a body, how it will be equitably populated, and how positions will be funded.
19	Climate actions with bicycle concerns are generally much less expensive to implement yet have a high cost of performance. Solutions to the Coronavirus pandemic have shown that our society can and will tolerate unprecedented, radical action. And as in the pandemic, we knew it was coming and without preparation, the results will be catastrophic. If a solution seems unreasonable, it may still be necessary. And some of the most radical solutions will be the ones that make the biggest difference.

The following are additional comments provided by respondents to be considered by the Mayor's CRO Ad Hoc Work Group when evaluating additional actions to be added to the CAP2.0.	
20	The City of Eugene is too small a unit for comprehensive change needed to close the gap. Partnership with Land County needs to incorporate rural and agricultural interface.
21	Please focus the remaining effort on the CAP 2.0 update on those actions that are controlled by or heavily influenced by decisions by City staff and City Council.
22	Prioritize actions by the GHG reduction potential vs cost to implement.
23	Focus on actions that the city can take as a matter of policy and not on issues that are upstream (like statewide or national carbon pricing). In the same vein, making recommendations for individuals, as opposed to policy actions by the city, will take the focus off actions the City actually has control over.
24	Cap 2.0 does not meet goals. We need programs that CAN meet goals. The actions in 2.0 are vague and have no measurable action steps. That means special interests will slow the process by throwing everything into endless review and consultation, like this survey does. Control of this process must be give to those without special interests that benefit from inaction.
25	Action B14 is entirely within the control of the City of Eugene and bold and decisive action should be taken to lead us toward a more sustainable, more equitable city. We can lay the literal ground work now to build a city that reflects the community vision that is captured by the CAP and build a more resilient community.
26	I do not want to continue to see NW NATURAL and Representatives from the Chamber of Commerce involved in drafting a climate action plan. Our government and action policies are not meant to be run by special interest lobbying groups.
27	Please Keep working together with purpose and choose 1 or 2 areas of focus with timelines, reporting requirements etc to assess progress. Thank You.
28	This is a lot to review for a citizen. I hope some responses come in, with some good ideas. Thanks for everyone's efforts.
29	Public announcements through emails newspaper Radio Mailings
30	Please be much more specific and aggressive in your plans with activist experience and participation. Thank you
31	Make the commitment to 7% Reduction Annually. And hold to that amount.

The following are additional comments provided by respondents to be considered by the Mayor's CRO Ad Hoc Work Group when evaluating additional actions to be added to the CAP2.0.	
32	The urgency is now to Drawdown our community consumption of Fossil Fuels. The CAP2.0 needs a major Lift to accomplish the goals that have languished since a Climate Action Plan was adopted in 2014. Having a paid City employee to monitor and engage the many aspects of this CAP2.0 is highly recommended. We need to focus on short and longer term goals, make the difficult choices, fund the infrastructure proposals, monitor and adjust the DrawDown actions as time limits are shortened. A new tool box with the diverse political will to solve problems, create Green jobs, engage people, fund many projects large and small can bring us to future security, together.
33	Since 69% of emissions are consumption-related, actions and initiatives related to consumption should receive the lion's share of attention and funding. Also while you're at it with revisions, please make the document functional instead of pretty. I was taken aback to encounter large pictures and very little text, lots of typos, and downright terrible data visualizations (whoever is doing the graphics, please go study Edward Tufte's work on how to create charts and graphs that are accurate, useful, and clear).
34	The Covid crisis has demonstrated that we are capable of more significant change that we thought, when the urgency of the situation is clear. The urgency of climate change is becoming more clear every day, so give people the opportunity to do their part and make needed changes.

The following are additional comments regarding the respondents' opinions about what are the most important aspects of the 12 themes to focus on during the revision process, what they feel is missing, and what else the City should focus on in revisions of the CAP 2.0.

1	All need to be included. Fundamentally: #5 and #2: Deciding on and stating sufficient clear targets for Sector-Based emissions (Building Blocks for Emission Reductions to reach the CRO goals) and actions for each. #7: Accountability and metrics. Use a format like the layout used by Bend. GHG inventories every 2 years. #9. Commit to and flesh out planning for compact housing and transportation. #11. Community Engagement plan. Establish a coordinator position for this. Establish an on-going Advisory Group to work with staff. #6: Give funding serious consideration.
3	1,2,3,4,7,9,11, and 6
4	Prioritization and accountability/metrics. The plan should not be telling the City how to do the work, but should set goals and directions. Creating a stronger connection to the TSP and Housing Strategies could help address some of the issues that have been raised to date.
5	Add an additional theme: Air Travel from EUG Airport. This topic deserves a separate focus from Transportation due to its significantly higher contribution of carbon emissions from each airline trip taken. Air Travel could be folded into Consumption and try to educate Eugene consumers of air travel on lowering their trips and making Eugene more aware of carbon emissions they contribute from each trip.
6	Transportation is the single largest segment contributing to greenhouse gas emissions.
7	Identify a funding strategy for the CAP2.0 work.
8	The two most important themes to focus on as Eugene revises our CAP 2.0 are: the need to center those most affected by climate change (low-income people and members of marginalized communities), as partially incorporated in Themes 8 and 12 ,and the importance of committing solidly to a pathway to the CRO, as incorporated in Theme 5.
9	#2-- add more

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10	As a psychologist, I am aware that preparing people for climate-change public health impacts is crucial. Helping people get through events such as those posed by COVID19, wildfires, earthquakes, job loss, food shortages, etc, can be addressed through the CAP2.0 by educating and providing psycho-social-spiritual resiliency skills via a Resilience Coordinating Council as conceived by Bob Doppelt and his organization the International Transformational Resilience Coalition (ITRC): The science is clear that global temperatures will, in the not too distant future, rise beyond the threshold that greatly accelerates destructive climate impacts. If we remain unprepared, the resulting damage caused by more extreme storms, wildfires, heat waves, droughts, and other disasters, as well as the continuous disruptions to ecological, social, and economic systems people rely on for food, water, shelter, jobs, income, and other basic needs, will generate mental health and psycho-social-spiritual problems on a scale that modern society has never experienced. This tsunami of harmful psychological, emotional, and behavioral reactions will disrupt the daily lives of all local residents, and threaten their health, safety, and wellbeing. They are also likely to thwart efforts by the city, state, and federal government to reduce the climate emergency to manageable levels. The climate emergency is planetary. The impacts will affect everyone, rich and poor, young and old, of all ethnic and racial backgrounds. Few of the many outstanding emergency management, mental health, and direct human service programs that exist in our local area focus on building population-level mental wellness and resilience for the type and scope of mental health and psycho-social-spiritual problems the climate emergency will generate. Even then, if we remain unprepared, as the emergency worsens, these local organizations are likely to be increasingly overwhelmed by the demands for treatment and supports. New ways of thinking, and new and expanded approaches are therefore urgently needed to prevent and heal climate change-generated mental health and psycho-social-spiritual problems. The centerpiece of the expanded approach should be the establishment of a community-centered structure for organizing mental wellness and resilience activities called a Resilience Coordinating Council. The purpose of the RCC is to bring together a wide range of uncommon partners to co-create, implement, and continually improve actions that transform unhealthy cultural norms, build strengths, and construct a local culture that fosters and sustains mental wellness and resilience. The RCC should complement and reduce the demands on local emergency response, mental health, and direct service programs.
11	#7: The theme of accountability & metrics: what actions to reach goals, who's responsible, how much they cost and when will they be accomplished - a plan the community can understand and get behind.
12	I support all 12 themes. A few comments: In Theme 1, list specific actions the city and partners will take. Under Theme 8, I can't see where the University of Oregon, as an institution (as opposed to individual UO employees) has committed to any actions. They need to step up. Under Theme 11: Obtain input from informed community groups, community experts, and individuals regularly. Establish a Community Climate Accountability and Advisory Board.
13	7 - Accountability and Metrics. I have found that the City of Portland and Multnomah County 100% renewable commitments were very strong but that benchmarks for making progress on the goals were not so clear. Setting strong goals rooted in the best available science is important, but making sure there is a clear roadmap for getting there and measuring progress is almost just as important in my experience.

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14	clear, specific, measurable, scheduled and enforced actions that meet the goal actions assessed annually by a community board, consequences for failure ongoing cooperation & communication among all stakeholders to achieve efficiency & unity identify funding
15	It should be recognized that it will take courage and radical actions that requires emergency treatment to make the necessary changes. The most effective actions will probably be the most radical and unprecedented.
16	The maain DETAIL !!!??? is the 60% gap. This indicates to me that a wholistic systems wide approach needs to be rethought. THERE CAN BE NO GAP. This plan needs to partner with Lane County to include surrounding agricultural areas. Ag is a big contributor to CO2 and also a big possible mitigator. Education and policy needs to be put in place to change farmingpractices. Grass seed needs to phased out and organic so9il regenerative farms need to be subsidized.
17	Most important: Increased detail - For each action, how much of a change needs to be made by when and ideally who (what agency or City department) is charged with leading the effort. Second most important: Expand the actions to be taken in the are of consumption
18	Description of the actions, how they relate to the CRO and timelines for completion.
19	Theme 9: Create a stronger connection to the Transportation System Plan and Housing Strategies.
20	Cap2.0 does not meet goals. It has no way to meet goals. Cull what works. And have a ad hoc committee of environmentalists to propose a variety of strategies that we can choose from that meet goals. Meeting goals is the issue. Now, you seem to be spinning our wheels. Also, Free Public Transportation today. That you have special interest forces involved in this process and directing your actions, like this survey, is very disheartening.
21	Metrics and prioritization as well as community engagement. I'd like to see our community invested in this plan more (I hear more about 350 Eugene than I do about the CAP).
22	Add more detail, prioritize items, and show how we're going to reach the CRO. Make it real!

The following are additional comments regarding the respondents' opinions about what are the most important aspects of the 12 themes to focus on during the revision process, what they feel is missing, and what else the City should focus on in revisions of the CAP 2.0.	
23	1) This list--great for the future--is, at this point, off the mark. There is only one thing that should be on the list right now. A PLAN TO MEET THE GOALS. Anything short of that is unacceptable. 2) I suggest members of local climate organizations--Sunrise, XR, 350, NAACP, Beyond Toxics, Civil Liberties Defense Center, etc.--be authorized to rewrite the CAP. Representatives to serve on the committee should be chosen by the organizations themselves. City Staff should serve only as a resource for the self-directed citizen committee. The committee should be tasked with coming up with at least three CAP options. Members of the committee should be paid. This committee should be formed and a timeline set in very short order.
24	I would suggest #3, #7, #9, #10. In particular #9 as there is significant opportunity with the passage of the 2001 state bill to densify housing. We can work to put parameters that both increase climate friendly housing and to prohibit or limit possible abuses like densifying and allowing more B&B's etc..... We can work to create both energy efficient and affordable housing and pair that with accessible transportation.
25	Detail, prioritization, and accountability are the most important aspects of the 12 themes.
26	#5 (are the goals even possible?), #1/3/5 (more details on priority actions, at least in appendices), #7/9/5 (accountability, metrics, reporting, who's doing what), #4 (clear city integration/leadership), #6 (funding strategy, ie fees for fossil fuels to fund electrification?), #5/9/10 (holistic/connected planning)
27	Please continue to involve community through alternative social media during this time of no meeting attendance
28	Please focus on reducing consumption patterns and including environmental activists
29	Aggressively push Eugene Climate Collaborative ahead immediately to gain on lost time toward reducing city Carbon Footprint. Engage business community to create mutual CFC goals and objectives. Create annual attainable reduction goals and report to citizens biannually on the progress achieved by both City and County actions, investments, projects. Add City Funding Commitments to all the "themes" hereby adapted. Be assertive tho realistic in ten year funding priority. How will it pay back to the whole community? Is this a jobs building opportunity, post Pandemic necessity? Budgeting to be adjusted every two years as progress is achieved over the ten year timeline.
30	Critically important to hold to a Plan to Drawdown effectively ASAP. Initiate Free or low cost Internet Access for all households. Plastics recycling infrastructure to collect, process & create useable products here in Lane County/Eugene Focus Transportation issues to drawdown: free buses, transit alternatives e.g. scooters, bikes, car sharing options. Bike & pedestrian safety modifications in our infrastructure.

The following are additional comments regarding the respondents' opinions about what are the most important aspects of the 12 themes to focus on during the revision process, what they feel is missing, and what else the City should focus on in revisions of the CAP 2.0.	
31	#1, 3, 5 & 6 above are the most important. Taken together, they have the potential to create what's needed: an actual PLAN, with specific actions and commitments, that arrives at measurable outcomes within a targeted timeline. The current document appears to be mainly a brainstorm list, which is merely one early step in making an actual plan.
32	Prioritize actions, flesh them out with details, and get started implementing them, measuring the results, and revising as necessary. This includes implementing the TSP and Housing Strategies and meeting the timelines included in them.
33	3,5,6, and 7. On 5, the adopted plan should include the adoption and implementation of a combination of actions to reach the goals. We should review what alternative sets of actions that reach the goals could be, then recommend a particular set for adoption