

Climate and Environment Policy Advisory Committee (CEPAC)

Draft Minutes

February 13, 2025, 4:00 pm – 6:00 pm

1. Call to Order

1.1. COMMITTEE MEMBERS–

PRESENT: Piper Banks, Kiera Retiz, Sharon Dohrmann, Bryan Sohl, Richard Barth, Mark Morrison, Eric Ahnmark, Jennie Christopherson, Kip Barrett

OPEN POSITIONS: n/a

ABSENT: Gary Shaff, Sidney Brown

1.1. CITY COUNCIL: Bob Kaplan and Jeff Dahle

1.2. STAFF: Chad Woodward

2. Consent Agenda

2.1. Minutes– Approved.

Motion to approve made by Morrison. Seconded by Dohrman. Approved unanimously.

3. Public Forum–

3.1. No in person testimony but two online forms submitted requesting CEPAC become educated on dark sky initiatives.

–Grant from the Inflation Reduction Act and another from FEMA's Building Resilient Infrastructure community funds. Suggested CEPAC working with a local sustainability firm to identify areas where Ashland can improve resiliency. Sohl stated interest in meeting with her to find out more information to pass along to CEPAC. The city's grant writer brought up as a possible resource.

4. Updates/Announcements

4.1. Council Update

4.1.1. Jeff Dahle– First reading of Carbon Pollution Impact Fee ordinance.

Budget season coming up. Discussed new commission and committee terms lengths.

4.1.2. Bob Kaplan– Working with the working group for the Oregon Energy Strategy Update dealing with updating building strategies and electrification.

4.2. Staff Update –

4.2.1. Chad Woodward- Policies from administration and the Commissioner handbook were distributed. Social media concerns discussed regarding concerns of using titles as a committee member.

Resp loan reviewed by USDA general council but was given to member who was more familiar with municipal law, before going to City Council. Still under review but out of CEPAC's hands.

Ordinance was presented on January 21st. Concerns regarding affordable housing shared. Home data identified one low-income development, choosing to use only electric appliances (Jackson County Housing Authority (JCHA) low-income housing already all-electric.)

Ashland Climate Collaborative and Ashland Food Co-Op both have job postings for part-time positions.

4.3. Chair Update –

4.3.1. Bryan Sohl- Carbon Pollution Impact Fee Ordinance.

4.4. Other Committee Members Update–

5. Old Business

5.1. Carbon Pollution Fee Impact Ordinance– passed first reading unanimously. The second reading was delayed due to the weather. Recommended reporting requirements for AVISTA for new agreements.

5.2. AVISTA Franchise Agreement Renewal– Discussion regarding pros & cons of raising the franchise fee to cover the cost of roads repairs. No recommendation needed to the council regarding increasing the fee. The right of way ban only targeting new residential infrastructure. Plan to review current energy rebates and incentives – goal to make council recommendations in the future.

6. New Business

6.1. Work Plan 2025 Updates– Breakdown of 2024 expenditures. Allocation of incentives and rebates for the city's conservation program discussed. \$100k current budget allocation with \$220k potential in the future. Resiliency & equity considered when discussing the current budget restraints. RESP Loan allocations discussed in regard to reallocating current conservation loan budget.

6.2. CEPAC Review of City Incentives– Discussed balancing limited budget between reducing greenhouse gas emissions and improving community resilience with a focus on lower income peoples who are adversely affected. Package Terminal Air Conditioners (PTAC's) potential area of focus for 100% cost rebate. Possibility of extending program to hotels as well as apartment complexes. How to incentivize landlords.

6.3. Electric charging – residential electric vehicle chargers in Portland allowed over sidewalks as long as an ADA compliant cord cover is utilized. Currently, public right of way encroachment doesn't allow for sidewalk charging. Could be a potential fire hazard, as we are a higher fire risk area than Portland is. Potential for future level 2 pole mounted chargers– Possible tripping hazard & liability issues. Driveway analysis possible from GIS Division to identify homes without driveways. New fast charger station off Valley View– County project, doesn't affect the city.

6.4. Dark Sky Public Comment– Light pollution's effect on animals. Website provided has 5 principals for effective nighttime lighting. Not on current work plan but could be investigated in the future. More of an economic development tool, not a CEPAC one.

7. Updates/Announcements PT 2.

7.1.1. Chair – Schedule of upcoming meetings

7.1.1.1. CEPAC – Mar 13, Apr 10, May 08

7.1.1.2. Work Sessions: Feb 26 – Urban Land Use and Transportation, Mar 12– Bike and Pedestrian, Apr 09 – Composting

7.1.1.3. Climate and Environmental Collaboration – March 26

8. Wrap Up

9. Adjourn–6:00pm

Climate and Environment Policy Advisory Committee (CEPAC)

Work Session Minutes

February 12, 2025, 3:00 pm – 5:00 pm
51 Winburn Way, Ashland, OR 97520

1. Call to Order 3:00

2. Attendance

2.1. COMMITTEE MEMBERS: Kip Barrett, Bryan Sohl, Mark Morrison, Rick Barth

2.2. CITY COUNCIL: Bob Kaplan

2.3. STAFF: Chad Woodward

2.4. OTHER COMMITTEE MEMBERS: Linda Adams–Peterson, Dylan Dahle

3. Incentives Discussion

3.1. Woodward presented and handout and presented the contents regarding:

3.1.1. Factors in allocating limiting funds.

3.1.2. Incentives that are covered by the funding that the city can change.

- 3.1.3. Priorities to consider in allocating limiting funds.
- 3.1.4. Review of Incentives.
- 3.2. A discussion followed regarding various aspects including:
 - 3.2.1. Low and moderate income residents and a possible multiplier on incentives.
 - 3.2.2. Determining the relative carbon reduction per investment.
 - 3.2.3. Understanding how to help bridge gaps for incentive funding to make a measure more accessible.
- 3.3. Committee members and staff volunteered to meet to discuss further to help develop and assessment for incentives.
- 4. Next Meeting TBD**
- 5. Adjourned 4:30**

Climate and Environment Policy Advisory Committee (CEPAC)

Work Session Minutes

February 26, 2025, 3:00 pm – 5:00 pm
51 Winburn Way, Ashland, OR 97520

- 1. Call to Order 3:00**
- 2. Attendance**
 - 2.1. COMMITTEE MEMBERS:** Gary Shaff
 - 2.2. CITY COUNCIL:** N/A
 - 2.3. STAFF:** Chad Woodward
 - 2.4. OTHER:** Mike Vergeer RVTD
- 3. Bike and Pedestrian Discussion**
 - 3.1. Shaff walked through the demonstration attached below.
 - 3.2. General discussion of the topic.
- 4. Next meeting – TBD**
- 5. Adjourned 4:30**

Presentation from meeting attached below:

**Why Transform the Existing Transportation
System to Make Active Transportation**

PRACTICAL

SAFE

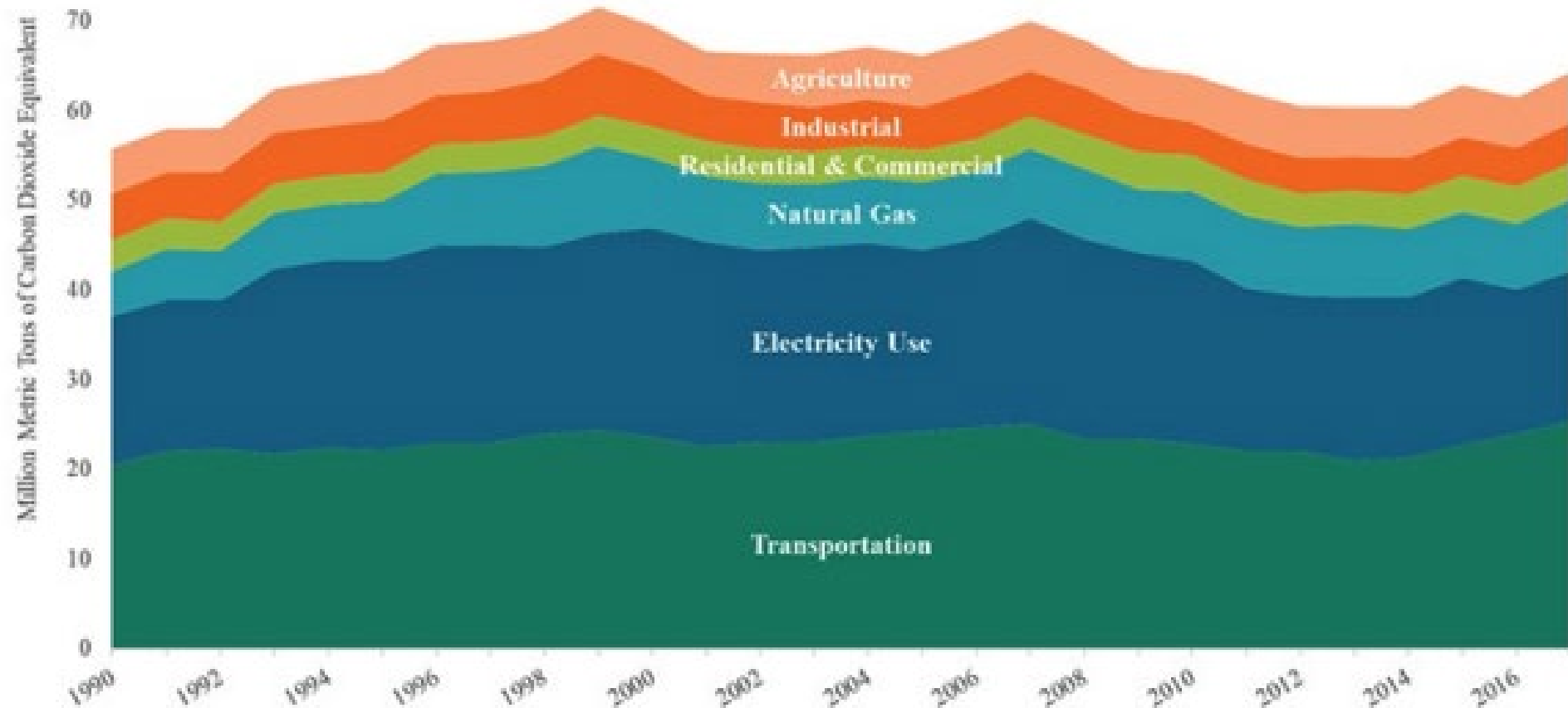
EFFICIENT

and

CONVENIENT

from Anywhere to Everywhere in Ashland?

Oregon GHG Emissions by Broad Economic Sector 1990-2017

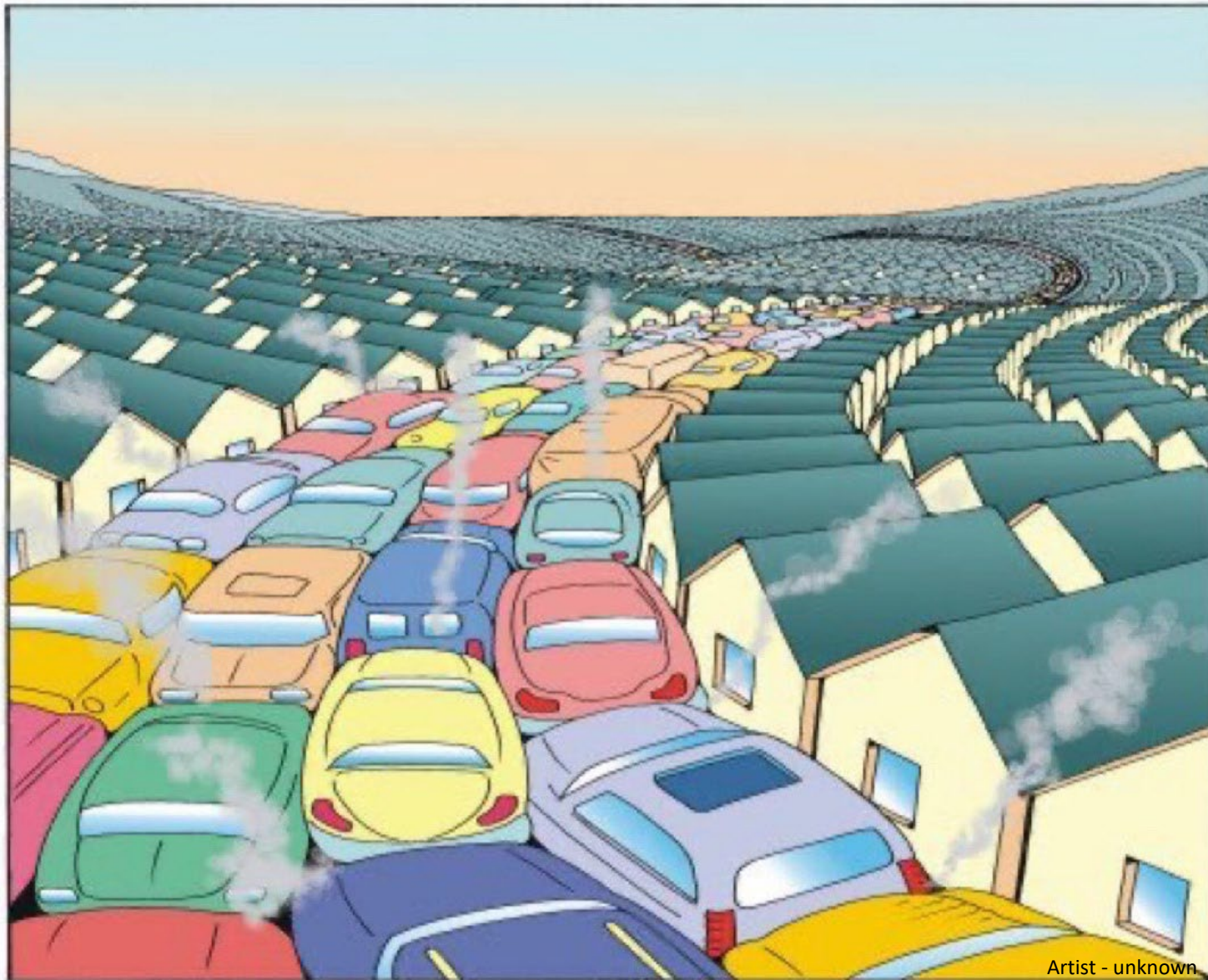


Climate Pollution Change (Light Duty Vehicles)



Oregon is dramatically off-track. If current trends continue, Oregon will release more than 4 times more transportation pollution than our goal by 2050.

Where
we're
headed



Artist - unknown

Statewide Planning Goal 12 – Transportation

(adopted in December, 1974)

“(4) avoid principal reliance upon any one mode of transportation;

“(5) minimize adverse social, economic and environmental impacts and costs;

“(6) conserve energy;

“(7) meet the needs of the transportation disadvantaged ...”

2022 Climate Friendly and Equitable Communities Rule

– Vehicle Miles of Travel Reduction Requirements –

(VMT is a proxy for GHG reduction)

OAR 660-012-160

(4): Cities and counties may only adopt a transportation system plan if the projected vehicle miles traveled per capita at the horizon year using the financially-constrained project list is lower than estimated vehicle miles traveled per capita in the base year scenario.

(5): A city or county is not required to meet the requirements in sections (2) through (4) of this rule if the city or county has selected a financially-constrained project list that does not contain any project that would require review as provided in OAR 660-012-0830(1).

Benefits of Creating a Transportation System that Makes Active Transportation – Practical, Safe, Convenient and Efficient –

Ashland residents will be **healthier**

- * the cost of bicycle improvements are off-set by reduced health care costs

Housing will become more affordable.

- * autoless households can save up to \$1,025 per month

Traffic congestion will ease

- * as people of all ages and abilities choose to ride a bicycle or walk for short in-town trips

Parking demand will fall

- * as more people walk or bicycle to busy commercial districts

The incidence of serious injuries and deaths will fall on major streets

- * because of the addition of **protected** bike lanes



“They’re too young to ride”

Nope. They’re ready to ride, it’s our cities that aren’t ready.



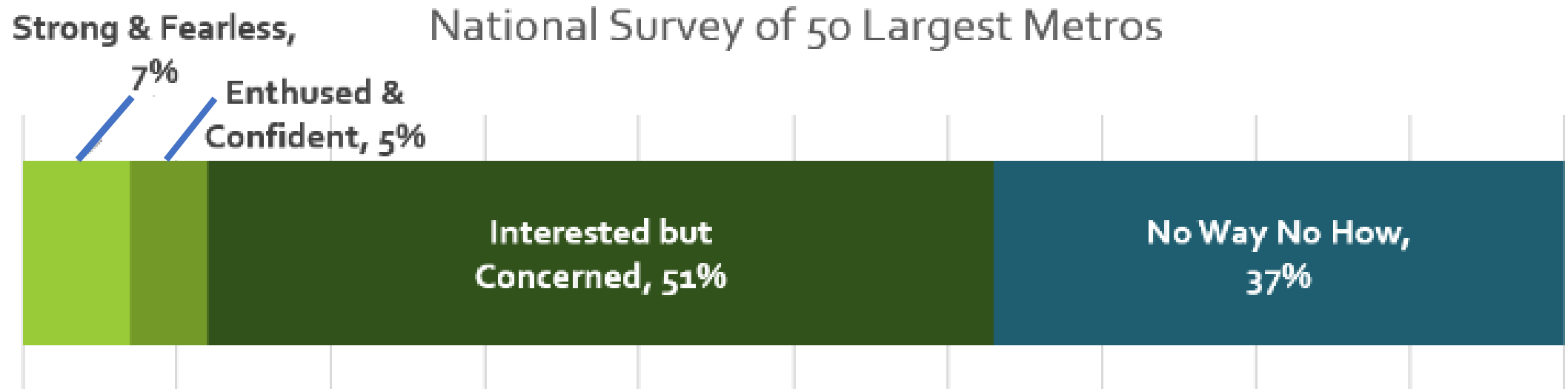
💬 12

↻ 130

❤️ 765



Four Types of Bicyclists



BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS
TOLERANCE**

**HIGH STRESS
TOLERANCE**

Protected Bike Lanes are NOT a New Design Concept

Davis, California - circa 1960's





Almost ninety percent of the 113 respondents expressed a preference for protected bike lanes .

Source: Stated Preference Survey 2022, Streets for Everyone - based upon a sampling of people attending the Bike Swap and Monster Dash

Which BIKE LANE DESIGN
should Ashland use on its
MAJOR ROADS?



Concrete curbing WITH posts



Plastic posts- NO curbs

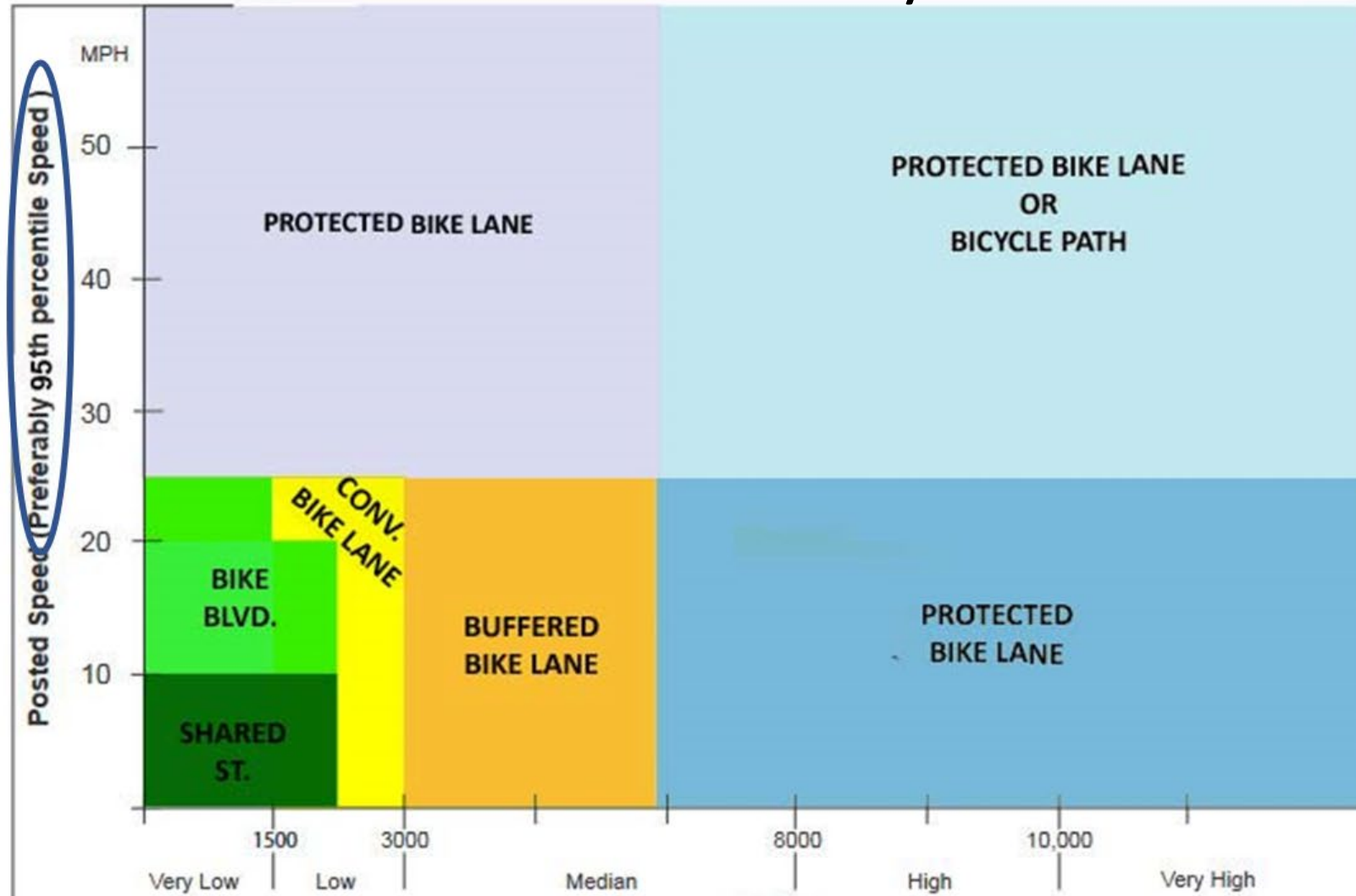
Mark your preference under your choice below:

86%

VS

14%

Contextual Guidance for Selecting All Ages & Abilities Bikeways



What's NEEDED?

- Changes in land use that **increase housing densities**, and neighborhood designs that foster more bicycling and walking.
- Inclusion of bicycle and pedestrian improvements as a part of **pavement management projects**.
- Creation of **dedicated local funding** for active transportation improvements.
- State and local levels of funding to **build-out** pedestrian and bicycle networks within metro communities by 2030.



THIS LANE FIGHTS CLIMATE CHANGE

And air pollution. And inequality. And preventable diseases. And public health cost increases. And tax increases. And traffic congestion. And it supports economic development and allows more trips in a lot less space.