



Planning Commission Minutes

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

May 28, 2024 STUDY SESSION Minutes

I. **CALL TO ORDER:**

Chair Verner called the meeting to order at 7:00 p.m. at the Civic Center Council Chambers, 1175 E. Main Street. Councilor Hyatt attended the meeting via Zoom.

Commissioners Present:

Lisa Verner
Doug Knauer
Susan MacCracken Jain
Gregory Perkinson
Russell Phillips

Staff Present:

Brandon Goldman, Community Development Director
Derek Severson, Planning Manager
Michael Sullivan, Executive Assistant

Absent Members:

Eric Herron
Kerry KenCairn

Council Liaison:

Paula Hyatt

II. **ANNOUNCEMENTS**

Community Development Director Brandon Goldman made the following announcement:

- The City Council is scheduled to review the Buildable Lands Inventory Update at its June 3, 2024 meeting. It will then go back to the Council on July 18th for consideration.

III. **PUBLIC FORUM** – None

IV. **DISCUSSION ITEM**

A. Transportation Element of the Comprehensive Plan (Scott Fleury and the Transportation Advisory Committee)

Presentation

Public Works Director Scott Fleury began by introducing the Chair of the Transportation Advisory Committee (TAC), Linda Peterson Adams, and provided a brief presentation of the following items:

- General Project Development
- General Project Costing
- Transportation Advisory Committee – Workplan





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Mr. Fleury described how workplans are developed for capitol and ancillary projects, and how they are funded, such as the Ashland Street rehabilitation project being funded by the Food and Beverage Tax. He commented that some projects are funded by cash on hand, but that the City is continually applying for grants to fund projects (see attachment #1).

Ms. Peterson Adams described the Transportation System Plan (TSP) as an existing transportation system and the projects, programs, and policies that allow a community to meet its transportation needs over the next 20 years. She stated that the TSP aligns with the goal of a sustainable and livable City, and that it can also increase economic prosperity, provide greater access to a skilled workforce, and boost property values. Ms. Peterson Adams described critical elements of the TSP as the following:

- Climate Friendly and Equitable Community (CFEC) and Transportation Planning Rule (TPR) Compliance
- Update Street Design standards (Bike Boulevards)
- High Level of Public Engagement
- New Policies, Goals, and Levels of Services
- New Fiscally Constrained Capital Plan

Discussion

The Commission discussed the benefits of receiving feedback from Public Works and the TAC prior to conducting Type II public hearings, particularly regarding projects with the potential to impact nearby traffic patterns. Mr. Fleury requested that the Commission be cognizant of evacuation routes when reviewing new developments and that the City's and nearby community's burden on the traffic system should be taken into account during an evacuation. He also requested that the Commission provide a level of education to the TAC to better align their goals.

The Commission discussed long-term planning of neighborhoods and the importance of network connectivity. Mr. Fleury remarked on the differences between roads and streets, as well as the differences in transportation goals of a City and those of the Oregon Department of Transportation (ODOT). He noted that widely-requested methods to slow down traffic in neighborhoods, such as speed-bumps, could have adverse effects on emergency vehicles and slow response times. Chair Verner asked if the City had considered installing roundabouts to slow traffic. Mr. Fleury responded that the City has considered mini-roundabouts, and that they're installed flashing lights in heavy-accident areas. He emphasized that the TAC is partially about educating the populace, and that more enforcement is needed to reduce speeding.

B. Energy, Air & Water Conservation Element of the Comprehensive Plan & the Climate and Energy Action Plan (Chad Woodward and the Climate and Environment Policy Advisory Committee)





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Presentation

Climate and Energy Specialist Chad Woodward provided a background on the Climate and Energy Action Plan (CEAP) which was adopted by the Council in 2017 and followed by a climate recovery ordinance. The two primary goals of the CEAP are 1) to reduce Ashland's contribution to global carbon pollution by reducing greenhouse gas emissions associated with City, residential, commercial, and industrial activities; and 2) to prepare the City's communities, systems, and resources to be more resilient to climate change impacts (see attachment #2). The CEAP has the following six focus areas to achieve these goals:

- Building & Energy
- Urban Form, Land Use & Transportation
- Consumption & Waste
- Natural Systems
- Public Health, Safety & Well-being
- Cross-Cutting Strategies

Mr. Woodward described the various strategies and actions associated with achieving each of the above goals. Bryan Sohl, Chair of the Climate and Environment Policy Advisory Committee (CEPAC) emphasized the need for coordination between the TAC, CEPAC, and Commission in order to achieve these goals. Mr. Woodward listed a number of programs, including Energy Retrofit Ashland, Carshares, and Home Energy Score as ways to reduce carbon emissions. He noted that the City focuses on offering incentives to encourage participation in energy efficient programs, such as switching to electronic appliances.

Chair Sohl informed the Commission that at its last meeting the Council had directed staff to develop an ordinance for the electrification of new residential construction as a way to reduce carbon emissions. He noted that similar ordinances are being developed in Los Altos Hills, but that similar guidelines had run into legal issues in Berkeley.

Chair Sohl stated that the CEPAC had adopted work sessions and would now meet twice a month in order to meet its heavy workload.

Questions

Commissioner Knauer asked if a credit would be granted if a resident traded in for a natural gas stove. Mr. Woodward responded that the CEAP is primarily based off emissions and that the City does not have the staff necessary to calculate that type of credit. Chair Sohl added that the CEPAC would like to grant those types of credits, but that the biggest items the City can impact in terms of greenhouse emissions are transportation and building practices. He noted that the City's use of electricity has gone down, even with the increased use of electric vehicles, though this could also be





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due to increased efficiency. He added that Avista Utilities has not provided recent numbers on the use of natural gas, as this action is voluntary and such numbers had previously been used to paint the company in a negative fashion.

V. OPEN DISCUSSION

Commissioner MacCracken Jain suggested that the Public Arts Advisory Committee provide a briefing to the Commission in the near future. Chair Verner responded that such a presentation could be arranged.

VI. ADJOURNMENT

Meeting adjourned at 8:42 p.m.

*Submitted by,
Michael Sullivan, Executive Assistant*



Transportation Elements

May 28, 2024 Planning Commission Study Session

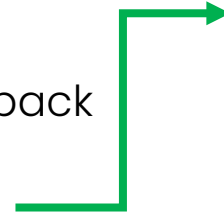
Topics

- Agenda
 - General Project Development
 - General Project Costing
 - Transportation Advisory Committee – Workplan
 - Questions



Enterprise System Project Development – How

- Cradle to Grave Process
 - Project Development
 - System Master Plan
 - Citizen Appointed Committee
 - Public Meetings
 - Council Engagement – Feedback
 - Adoption
 - Capital Improvement Plan
 - 2/6-year development
 - Adoption by Council
 - Budget Process
 - Appropriations and Approval
- Project Initiation
 - Request for Proposal
 - Preliminary Engineering
 - Final Engineering
 - Construction Administration
 - Construction Contract



Opinion of Cost– Development

- How are project costs developed?
 - Master Plan, 30%, 60%, 90%, 100%
 - Accuracy Increases Iteratively

AACE Class	ANSI Classification	Typical Use	Project Definition	Expected Range of Accuracy		Other Terms
				Low Expected Actual Cost	High Expected Actual Cost	
Class 5	Order-of-Magnitude	Strategic Planning; Concept Screening	0% to 2%	-50% to -20%	+30% to +100%	ROM; Ballpark; Blue Sky; Ratio
Class 4		Feasibility Study	1% to 15%	-30% to -15%	+20% to +50%	Feasibility; Top-down; Screening; Pre-design
Class 3	Budgetary	Budgeting	10% to 40%	-20% to -10%	+10% to +30%	Budget; Basic Engineering Phase; Semi-detailed
Class 2	Definitive	Bidding; Project Controls; Change Management	30% to 75%	-15% to -5%	+5% to +20%	Engineering; Bid; Detailed Control; Forced Detail
Class 1		Bidding; Project Controls; Change Management	65% to 100%	-10% to -3%	+3% to +15%	Bottoms Up; Full Detail; Firm Price

Master Plan →

Final Engineering →



Transportation – Workplan

- Transportation System Plan

WHAT IS A TRANSPORTATION SYSTEM PLAN?

A TSP describes the existing transportation system and the **projects**, **programs**, and **policies** that will allow a community to meet its transportation needs and aspirations now and 20 years into the future.

Questions the *TSP* Process will Help You Answer



What do we have
now?



What do we want?



What will we need in
the future?



How will we fund our
projects?



What should we do
first?



Transportation – Workplan

- Transportation System Plan
 - Grant Funded
 - 18-24 Month Process
- Critical Elements
 - CEFEC and TPR Compliance
 - Update Street Design Standards (Bike Boulevards)
 - High Level of Public Engagement
 - New Policies, Goals and Levels of Service
 - New Fiscally Constrained Capital Plan



Transportation – Workplan

- Vision Zero and Safe Streets For Everyone – Action Plan
 - SS4A Grant Application (August Award)
- Action Plan Opens up Future Grant Opportunities

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behaviour

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Transportation – Workplan

- Capital Projects
 - Roadway Rehabilitation
 - Ashland Street
 - North Mountain Avenue
 - Oak Street
 - Clay Street
- Focus on Bike, Ped and Safety Enhancements
 - Protected Bike Lanes
 - Bike Boxes
 - Rectangular Rapid Flashing Beacons
 - Traffic Calming





Transportation – Workplan

- Miscellaneous
 - Public Education and Outreach
 - Traffic Calming
 - ODOT Coordination
 - RVTD Support
 - Bike Parking Inventory and Improvement
 - Encroachment Guidelines and Ordinance Update





QUESTIONS?





Comprehensive Plan – Energy & Air

May 21, 2024

Bryan Sohl
Chair – Climate and Environment
Policy Advisory Committee

Chad Woodward
Climate & Energy Analyst



CEAP – History & Background

2011

- Regional Renewable Energy Assessment

2015

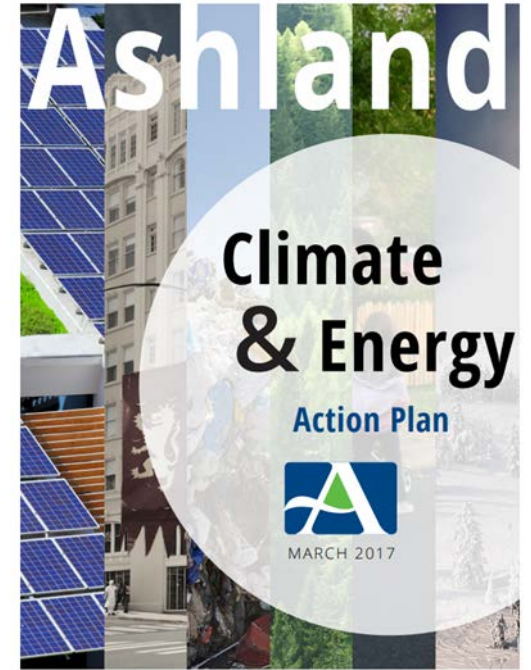
- Formation of Climate and Energy Action Plan Ad Hoc Committee

2016

- Greenhouse Gas Inventory, years 2011-2015
- Public Engagement - Open House #1
- Public Engagement - Open House # 2
- Public Engagement - Open House # 3

2017 = Ashland Climate and Energy Action Plan

- The plan was adopted by city council and a climate recovery ordinance was passed.



CEAP – Goals

1

Reduce Ashland's contribution to global carbon pollution by reducing greenhouse gas emissions associated with City, residential, commercial, and industrial activities.

For the Ashland community:

Reduce overall Ashland community greenhouse gas emissions by 8% on average every year to 2050.

For City of Ashland operations:

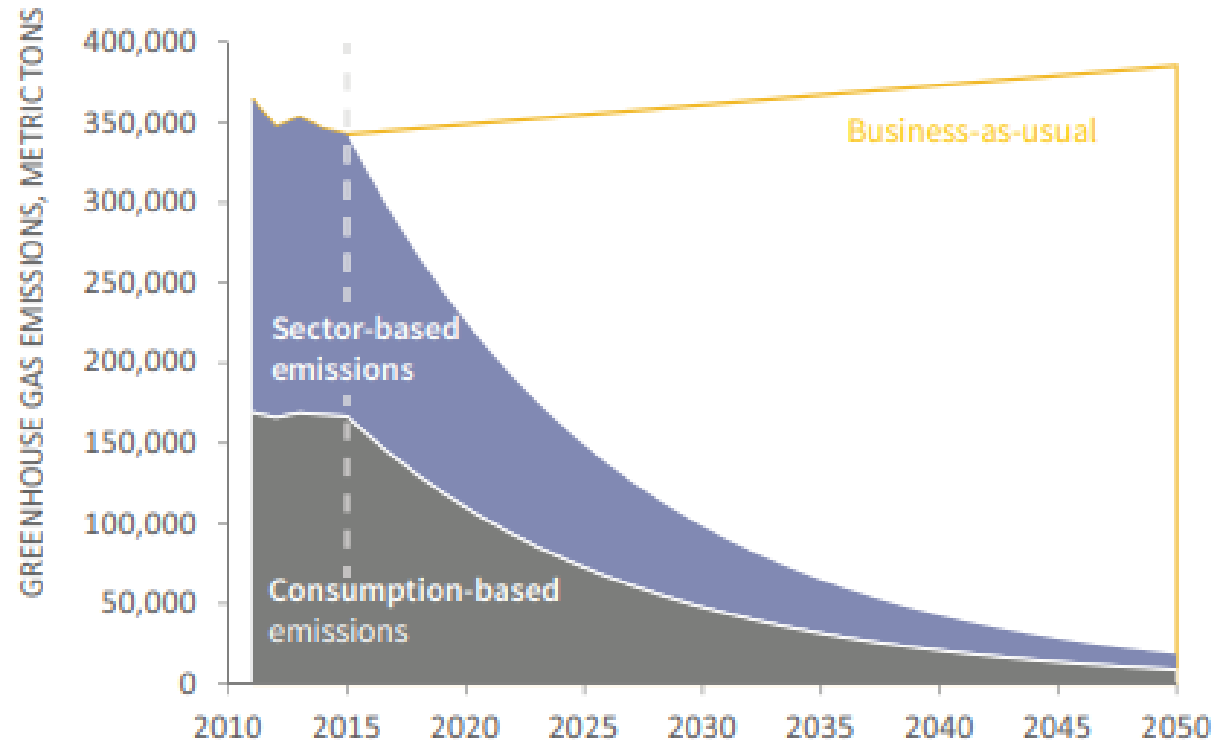
Attain carbon neutrality in City operations by 2030, and reduce fossil fuel consumption by 50% by 2030 and 100% by 2050.



CEAP – Goals

2

Prepare the city's communities, systems, and resources to be more resilient to climate change impacts.



CEAP – Focus Areas



**Buildings &
Energy**



**Urban Form,
Land Use &
Transportation**



**Consumption
& Waste**



**Natural
Systems**



**Public Health,
Safety &
Well-being**



**Cross-Cutting
Strategies**

CEAP – Strategies

URBAN FORM, LAND USE + TRANSPORTATION

Strategy ULT-1. Support better public transit and ridesharing.

Strategy ULT-2. Make Ashland more bike and pedestrian-friendly.

Strategy ULT-3. Support more efficient vehicles.

Strategy ULT-4. Support more climate-ready development and land use.

Strategy ULT-5. Increase the efficiency of City fleet vehicles and employee commuting.

PUBLIC HEALTH, SAFETY + WELL-BEING

Strategy PHSW-1. Manage ecosystems and landscapes to minimize climate-related health impacts.

Strategy PHSW-2. Promote a sustainable local economy that minimizes emissions and vulnerability.

Strategy PHSW-3. Minimize public health impacts.

Strategy PHSW-4. Minimize public safety impacts.

CONSUMPTION + MATERIALS MANAGEMENT

Strategy CM-1. Reduce consumption of carbon-intensive goods and services.

Strategy CM-2. Support sustainable and accessible local production and consumption.

Strategy CM-3. Expand community recycling and composting.

Strategy CM-4. Reduce food waste.

Strategy CM-5. Improve the sustainability of City operations and purchases.

NATURAL SYSTEMS

Strategy NS-1. Promote ecosystem resilience.

Strategy NS-2. Manage and conserve community water resources.

Strategy NS-3. Conserve water use within City operations.

BUILDINGS + ENERGY

Strategy BE-1. Support cleaner energy sources.

Strategy BE-2. Encourage increased building energy efficiency and conservation.

Strategy BE-3. Maximize efficiency of City facilities, equipment & operations.

Strategy BE-4. Improve demand management.

Strategy BE-5. Prepare and adapt buildings for a changing climate.

CROSS-CUTTING STRATEGIES

Strategy CC-1. Educate and empower the public.

Strategy CC-2. Educate and empower City staff.

Strategy CC-3. Mainstream and integrate climate considerations.

Strategy CC-4. Engage with other governments and organizations around climate policy and action.



CEAP – Actions

BUILDINGS + ENERGY

SCOPE / TYPE

Strategy BE-1. Support cleaner energy sources

BE-1-1. Develop a comprehensive plan for the Municipal Electric Utility.

C Mi

BE-1-2. Promote switching to low and non-carbon fuels.

C Mi

BE-1-3. Facilitate and encourage solar energy production.

C Mi/Ad

BE-1-4. Enhance production of on-site solar energy from City facilities.

M Mi/Ad

Strategy BE-2. Encourage increased building energy efficiency and conservation.

BE-2-1. Expand participation in energy efficiency programs & promote climate-friendly building/construction.

C Mi/Ad

BE-2-2. Require building energy scores to identify and incentivize cost-effective energy efficiency improvements.

C Mi/Ad

BE-2-3. Identify and adopt strategies to reduce energy efficiency barriers in rent/lease properties.

C Mi/Ad

BE-2-4. Establish minimum energy efficiency standards for the affordable housing program.

C Mi/Ad

Strategy BE-3. Maximize efficiency of City facilities, equipment & operations.

BE-3-1. Use results from City Facilities Energy Audit to prioritize Capital Improvement Plans (CIPs) & maintenance improvements.

M Mi

Strategy BE-4. Improve demand management.

BE-4-1. Expand the current net meter resolution to include and incorporate virtual net metering.

C Mi

BE-4-2. Implement utility-level smart grid technologies to facilitate efficiency and distributed energy solutions.

C Mi

Strategy BE-5. Prepare and adapt buildings for a changing climate.

BE-5-1. Encourage heat-tolerant building approaches such as cool roofs and passive cooling.

C Mi/Ad



KEY

SCOPE OF IMPACT

C

affects **community-wide** operations + climate goals.

M

affects **municipal** operations + climate goals.

TYPE OF IMPACT

Mi

addresses **mitigation** goals (lowers GHG emissions).

Ad

addresses **adaptation** goals (builds resilience to climate impacts).

Mi/Ad

addresses **both mitigation + adaptation** goals.

CEAP – Actions

URBAN FORM, LAND USE + TRANSPORTATION

Strategy ULT-1. Support better public transit and ridesharing.

ULT-1-1. Coordinate with neighboring local governments to promote use of transit, carpooling, and car-sharing.	C	Mi
ULT-1-2. Work with RVTD to implement climate-friendly transit.	C	Mi
ULT-1-3. Establish policies to support development near transit hubs without displacing disadvantaged populations.	C	Mi
ULT-1-4. Evaluate feasibility of expanded local transit options.	C	Mi

Strategy ULT-2. Make Ashland more bike- and pedestrian-friendly.

ULT-2-1. Implement bicycle- and pedestrian-friendly actions in the Transportation System Plan and Downtown Parking Management Plan.	C	Mi
ULT-2-2. Explore opportunities to convert to shared streets where appropriate to provide multimodal connectivity.	C	Mi

Strategy ULT-3. Support more-efficient vehicles.

ULT-3-1. Implement a local fuel-related tax.	C	Mi
ULT-3-2. Revise land use codes to require EV charging infrastructure at multifamily and commercial developments.	C	Mi
ULT-3-3. Develop and provide information about electric and hybrid vehicles on the City website.	C	Mi

Strategy ULT-4. Support more climate-ready development and land use.

ULT-4-1. Regulate new development in the Wildfire Lands Overlay part of the urban growth boundary.	C	Ad
ULT-4-2. Revise community development plans to favor walkable neighborhoods and infill density.	C	Mi
ULT-4-3. Modify the WUI code to include construction techniques appropriate for wildfire-prone areas.	C	Ad

Strategy ULT-5. Increase the efficiency of City fleet vehicles and employee commuting.

ULT-5-1. Provide carpool and vanpool parking, charging stations, and parking for EVs for City employees.	M	Mi
ULT-5-2. Conduct a city fleet audit and use it to set policy and targets.	M	Mi
ULT-5-3. Purchase verified carbon offsets to offset City staff travel.	M	Mi



KEY

SCOPE OF IMPACT

C	affects community-wide operations + climate goals.
M	affects municipal operations + climate goals.

TYPE OF IMPACT

Mi	addresses mitigation goals (lowers GHG emissions).
Ad	addresses adaptation goals (builds resilience to climate impacts).
MiAd	addresses both mitigation + adaptation goals.

CEAP – Actions

CONSUMPTION + MATERIALS MANAGEMENT

Strategy CM-1. Reduce consumption of carbon-intensive goods and services.

CM-1-1. Implement an education campaign for waste and consumption reduction strategies.	C	Mi
CM-1-2. Support “collaborative consumption” community projects.	C	Mi
CM-1-3. Determine and implement effective ways to reduce and track consumption based emissions.	C	Mi

Strategy CM-2. Support sustainable and accessible local production and consumption.

CM-2-1. Partner with nonprofit organizations to promote the purchase of climate-friendly food and products.	C	Mi
CM-2-2. Expand community gardening and urban agriculture.	C	Mi/Ad

Strategy CM-3. Expand community recycling and composting.

CM-3-1. Improve recycling programs, implement new education and outreach, and expand public space recycling.	C	Mi
CM-3-2. Update the multi-family recycling ordinance to encourage more diversion.	C	Mi
CM-3-3. Strengthen the Demolition Debris and Diversion ordinance to enhance enforcement, diversion, and reuse.	C	Mi

Strategy CM-4. Reduce food waste.

CM-4-1. Support edible food donation.	C	Mi/Ad
CM-4-2. Provide a best practices guide to help households and businesses reduce food waste and consumption.	C	Mi/Ad
CM-4-3. Evaluate opportunities for recycling of commercial food waste.	C	Mi/Ad

Strategy CM-5. Improve the sustainability of City operations and purchases.

CM-5-1. Introduce environmentally preferable purchasing (EPP) guidelines for City procurement.	M	Mi
CM-5-2. Assess the feasibility of co-digesting food waste and biosolids at the wastewater treatment facility.	M	Mi



KEY	SCOPE OF IMPACT		TYPE OF IMPACT	
	C	affects community-wide operations + climate goals.	Mi	addresses mitigation goals (lowers GHG emissions).
	M	affects municipal operations + climate goals.	Ad	addresses adaptation goals (builds resilience to climate impacts).
			Mi/Ad	addresses both mitigation + adaptation goals.

CEAP – Actions

NATURAL SYSTEMS

Strategy NS-1. Promote ecosystem resilience.

NS-1-1. Manage forests to retain biodiversity, resilience, and ecosystem function and services in the face of climate change. Use best available science to inform fire management and planning.

C Ad

NS-1-2. Use green infrastructure such as bioswales, permeable pavement, other pervious surfaces to reduce flood risk and minimize sediment entry into creeks from trails and roads.

C Ad

NS-1-3. Undertake restoration efforts to retain and restore native fish and riparian species.

C Ad

NS-1-4. Map and protect areas that provide ecosystem services.

C Ad

Strategy NS-2. Manage and conserve community water resources.

NS-2-1. Evaluate incentives for practices that reduce use of potable water for nonpotable purposes and recharge ground water.

C Mi/Ad

NS-2-2. Explore water-efficient technologies on irrigation systems and consider requiring them during permitting.

C Mi/Ad

NS-2-3. Expand water conservation outreach and incentive programs for residents and businesses.

C Mi/Ad

Strategy NS-3. Conserve water use within City operations.

NS-3-1. Evaluate the potential for installation of rainwater collection systems at City facilities for graywater uses, and investigate opportunities for graywater reuse at existing and new City facilities and properties.

M Mi/Ad

NS-3-2. Implement efficiency recommendations from the City facilities water audit.

M Mi/Ad



KEY

SCOPE OF IMPACT

- C** affects **community-wide** operations + climate goals.
- M** affects **municipal** operations + climate goals.

TYPE OF IMPACT

- Mi** addresses **mitigation** goals (lowers GHG emissions).
- Ad** addresses **adaptation** goals (builds resilience to climate impacts).
- Mi/Ad** addresses **both mitigation + adaptation** goals.

CEAP – Actions

PUBLIC HEALTH, SAFETY + WELL-BEING

Strategy PHSW-1. Manage ecosystems and landscapes to minimize climate-related health impacts.

PHSW-1-1. Promote the expansion of tree canopy in urban heat islands or areas that need air conditioning.

C Ad

Strategy PHSW-2. Promote a sustainable local economy that minimizes emissions and vulnerability.

PHSW-2-1. Engage leading employers in a dialogue on climate action.

C Mi/Ad

PHSW-2-2. Support organizations, such as SOU, in evaluating risks to local food sources under climate change.

C Ad

Strategy PHSW-3. Minimize public health impacts.

PHSW-3-1. Work with vulnerable populations to create specific adaptation strategies that address public health.

C Ad

PHSW-3-2. Identify and minimize potential urban heat impacts.

C Ad

PHSW-3-3. Develop or enhance heat-warning systems for employees and the public.

C Ad

Strategy PHSW-4. Minimize public safety impacts.

PHSW-4-1. Update the City's emergency response plan and ensure that preparation and updates recognize and address likely climate change impacts.

C Ad

PHSW-4-2. Identify and address populations and essential City services within the 100-year flood zone.

M Ad



KEY

SCOPE OF IMPACT



C affects **community-wide** operations + climate goals.
M affects **municipal** operations + climate goals.

TYPE OF IMPACT



Mi addresses **mitigation** goals (lowers GHG emissions).
Ad addresses **adaptation** goals (builds resilience to climate impacts).
Mi/Ad addresses **both mitigation + adaptation** goals.

CEAP – Actions

CROSS-CUTTING STRATEGIES

Strategy CC-1. Educate and empower the public.

CC-1-1. Create a formal public outreach and education plan to inform the community about climate actions.

C Mi/Ad

CC-1-2. Support capacity of community groups to implement climate mitigation and adaptation initiatives.

CC-1-3. Assess the feasibility of a City-sponsored carbon offset program.

C M

Strategy CC-2. Educate and empower City staff.

CC-2-1. Ensure all City departments educate their staff members about the Climate and Energy Action Plan.

M Mi/Ad

Strategy CC-3. Mainstream and integrate climate considerations.

CC-3-1. Consider climate change in all City Council policy, budgetary, or legislative decisions and as part of the Council Communication document template.

M Mi/Ad

CC-3-2. Incorporate CEAP goals and actions in future updates of city plans.

M Mi/Ad

CC-3-3. Include consideration of climate action goals within the scope of every appropriate City Advisory Commission.

M Mi/Ad

Strategy CC-4. Engage with other governments and organizations around regional, statewide, national, and international climate policy and action.

CC-4-1. Engage with other governments and organizations around climate policy and action.

M Mi/Ad



KEY

SCOPE OF IMPACT



C affects **community-wide** operations + climate goals.



M affects **municipal** operations + climate goals.

TYPE OF IMPACT



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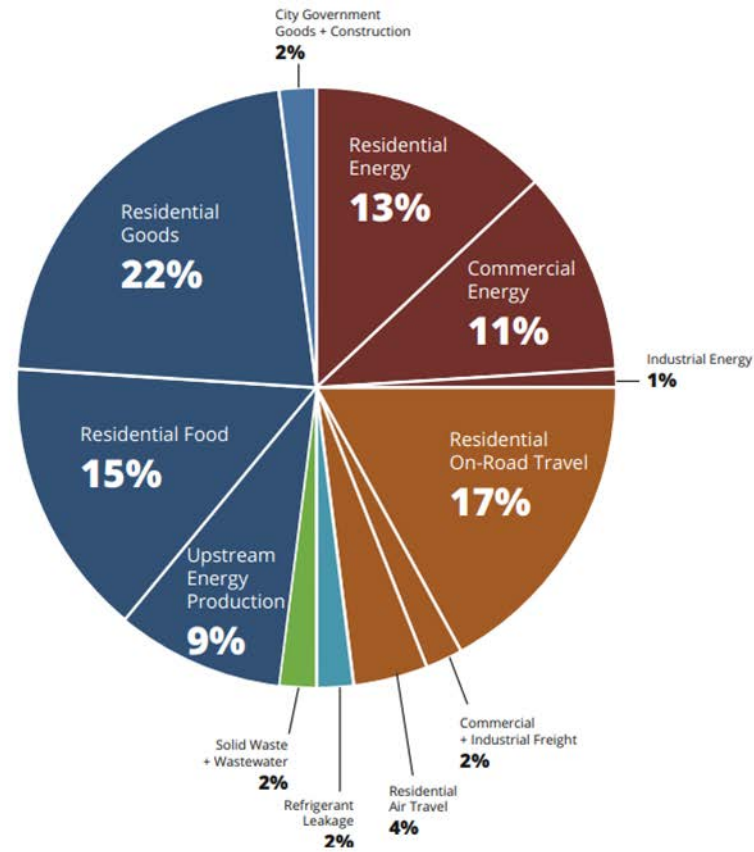


Mi/Ad addresses **both mitigation + adaptation** goals.

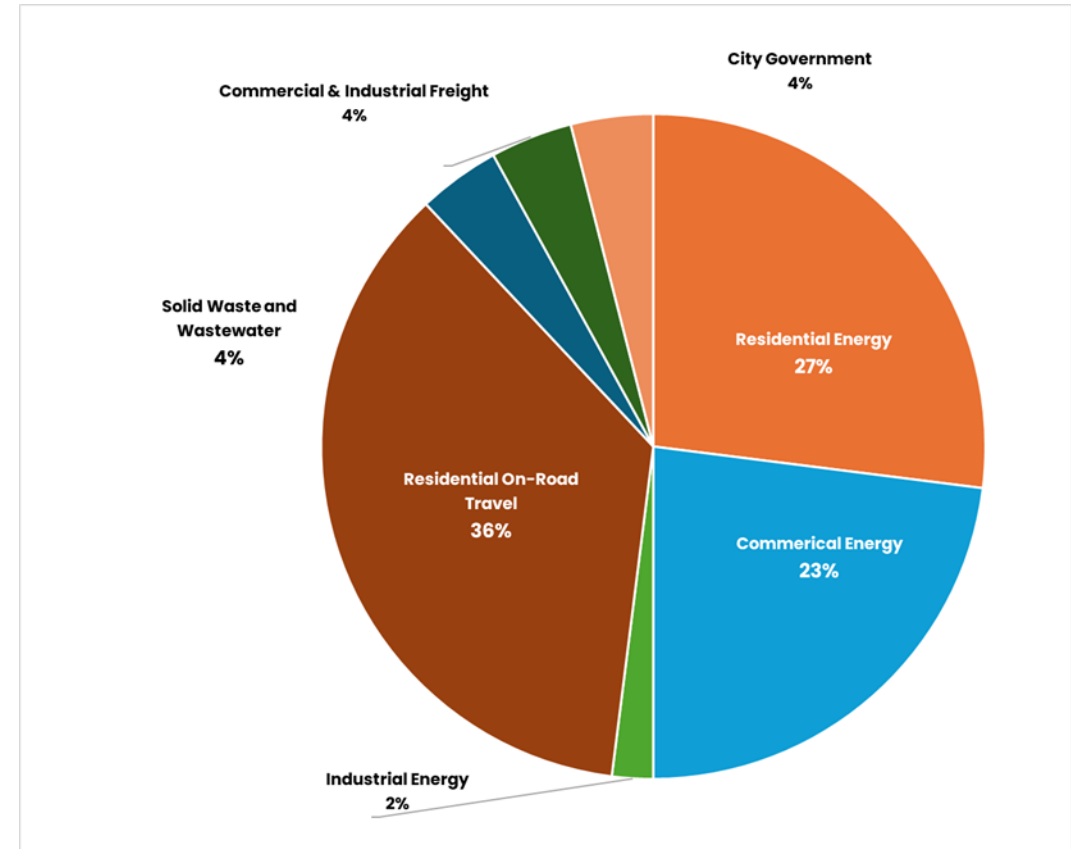
What Is The Responsibility of All Staff, Council, Committees and Commissions?

- CC -2-1. Ensure all City Departments educated their staff members about the CEAP
- CC -3-1. Consider Climate change in all City Council policy, budgetary, or legislative decisions and as part of the Council Communication document template
- CC -3-2. Incorporate CEAP goals and actions in future updates of city plans
- CC -3-3. Include consideration of perpetuation of climate action goals within the scope of every appropriate City Advisory Commission

Focus Areas



Climate Impacts



BPA – Energy Efficiency Programs

- Focuses on increasing efficiency of electric appliances.



**Energy Efficiency
Implementation Manual
2024-2025**



City Funded

- Focuses on fuel switching to low carbon resources and increasing local renewable energy.



Residential Incentives



Transportation Incentives



Solar



Commercial Incentives

New/Hopeful Programs

- Energy Retrofit
Ashland
 - \$10 Million 0% interest loan to city to reloan.
- Carshare
- Home Energy Score



CEPAC Work Plan

2024 CEPAC Work Plan HIGH PRIORITY

Emission Source	Work Item
Buildings	Complete Ordinance re: Electrification of New Residential Buildings
Buildings	Plan/Ordinance to electrify existing buildings and new commercial and industrial
Buildings, Transportation,	Identify, Evaluate, Secure funding sources that would help electrify Ashland, Incentivize renewable energy, and make Ashland more bike and pedestrian friendly.
All Sectors	Study and Develop Recommendations specifically for City Of Ashland Municipal Operations
Buildings	Work with City Staff and Consultant to modify and update 2023 City Of Ashland Electric Plan Update
Transportation	Review and help shape City of Ashland Transportation Plan 2024 Update.
Buildings	Re-Invigorate the Home Energy Score at time of sale of a house.



CEPAC Work Sessions

Climate and Environment Policy Advisory Committee (CEPAC)

3:00 – 5:00 PM

51 Winburn Way - Ashland, Oregon 97520

March 20, 2023 Home Energy Score #1 - (Gould)

April 17, 2024 - Lawn Blowers, Small Engines #2 – (Shaff)

April 24, 2024 – Transportation #1 (Shaff, Dohrman)

May 15, 2024 – Home Energy Scores #2 – (Gould)/Lawn Blowers, Small Engines #3

May 29, 2004 – City of Ashland Municipal Operations #1

Jun 12, 2024 - Electrification of Existing Buildings and Commercial #1

Jun 26, 2024 – Transportation #2, Funding #3



Questions?

