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AMENDED AGENDA
EUGENE CITY COUNCIL
October 16, 2019

12:00 p.m. CITY COUNCIL WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

Meeting of October 16, 2019;
Her Honor Mayor Lucy Vinis Presiding

Councilors

Betty Taylor, President	Emily Semple, Vice President
Mike Clark	Greg Evans
Chris Pryor	Claire Syrett
Jennifer Yeh	Alan Zelenka

Note: This amended agenda reflects re-ordering Items 1 and 2.

12:00 p.m. EUGENE CITY COUNCIL WORK SESSION

1. **WORK SESSION: Rivers to Ridges Partnership - Fifteen Years of Accomplishments**

2. **WORK SESSION: Transportation Update – Climate Action Plan 2.0, Transportation System Plan, and Electric Vehicle Strategy**

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El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

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EUGENE CITY COUNCIL
AGENDA ITEM SUMMARY

Work Session: Transportation Update – Climate Action Plan 2.0, Transportation System Plan, and Electric Vehicle Strategy

Meeting Date: October 16, 2019 Agenda Item Number: 1
Department: Central Services/Public Works Staff Contact: Chelsea Clinton/Rob Inerfeld
www.eugene-or.gov Contact Telephone Number: 541-682-5649/541-682-5343

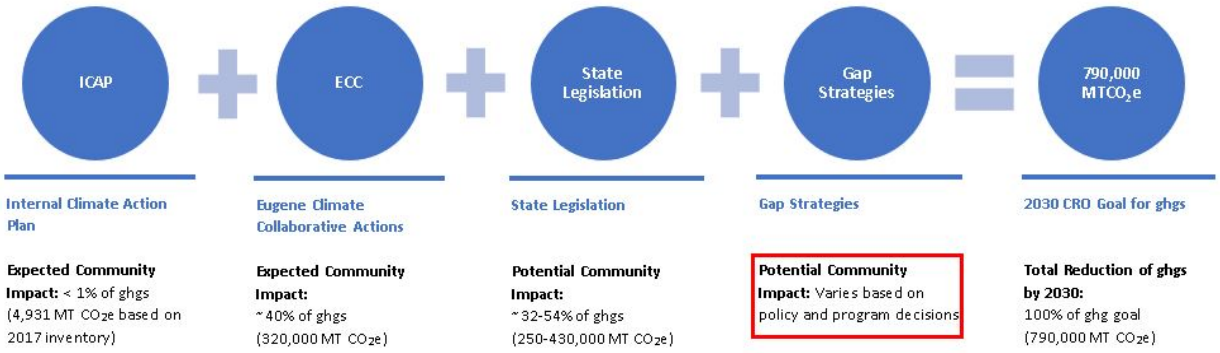
ISSUE STATEMENT
The purpose of this work session is to review the Climate Action Plan 2.0 Transportation Fuels Gap Strategies, provide an update on the Eugene 2035 Transportation System Plan Implementation Strategy, and share the first draft of an Electric Vehicle Strategy.

BACKGROUND
The City's Climate Recovery Ordinance (Ordinance No: 20567) includes goals to 1) reduce greenhouse gas emissions by 7.6 percent annually through 2100, and 2) reduce fossil fuel use by 50 percent by 2030 compared to 2010 levels. The City is updating its Community CAP2.0 to create a roadmap to achieve the CRO goals.

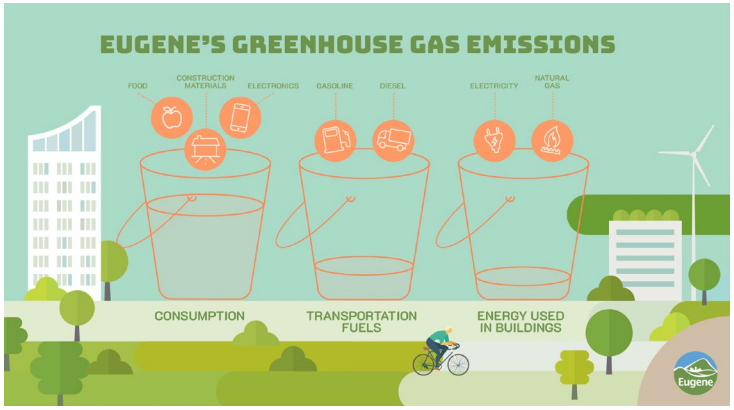
Climate Action Plan 2.0 Equation
In 2018, the City began the CAP2.0 process. As was provided in previous work sessions, the CAP2.0 Equation is a framework the City is using to summarize the community's climate efforts. It shows that the path to reach our reduction target in 2030 is the sum of greenhouse gas reductions from four components:

1. **City's Internal Climate Action Plan.** This Plan includes the actions the City will take to reach the organization's CRO goals.
2. **Eugene Climate Collaborative Actions.** The ECC actions include actions from 12 system-level organizations. The expected community impact of the combined actions by the ECC is a ghg reduction of around 40 percent of the 2030 target. The City of Eugene is included as a partner in the ECC and the City's high-impact actions, such as the Transportation System Plan, are incorporated in these plans.
3. **State legislation.** The primary piece of climate legislation, House Bill 2020/Cap and Invest, did not pass during the 2019 legislative session.
4. **Gap Strategies.** After accounting for ghg reductions from the above-mentioned components, staff identified a gap between the emission reductions from the ICAP and ECC 2030 forecast and the 2030 CRO goal. The Gap Strategies include potential actions that can help the community reduce ghg emissions to meet the CRO goals.

The CAP2.0 Equation



Eugene's Greenhouse Gas Emissions Buckets



Eugene's emissions can be divided into three buckets: Consumption, Transportation Fuels, and Energy Used in Buildings. Consumption is Eugene's largest bucket and includes the emissions created throughout the lifecycle of the goods we consume. Transportation Fuels is Eugene's second largest bucket and includes emissions from the fuel we use to power vehicles within Eugene—mostly gasoline and diesel. Energy Used in Buildings is the smallest bucket and includes the resources used for heating, cooling, and electricity in buildings in Eugene, like electricity and natural gas.

Transportation Update and Gap Strategies

This work session focuses on Gap Strategies in the Transportation Fuels Bucket. The two strategies in this bucket are:

1. **Transportation System Plan updated to meet CRO goals.** City adopts changes to the Eugene 2035 Transportation System Plan goals, policies and projects to fully meet CRO goals. This action assumes that actions are added or changes to existing actions are made in the TSP and the TSP is fully implemented. Ongoing scenario planning modeling using the VisionEval tool supports identification and assessment of changes to the TSP to meet CRO goals. Potential ghg impact: 30,000-70,000 MT CO_2e.
2. **Electric Vehicle Strategy.** Electrify the community's on-road passenger vehicles and light trucks as rapidly as possible. This is in addition to EVs already included in regional scenario planning models. Potential ghg impact: scalable; 44,000 MT CO_2e for10,000 EVs.

Transportation System Plan Implementation Plan

With the adoption of the TSP in June 2017, City Council directed staff to develop a plan that shows how the TSP will be implemented in order to reach the CRO and Vision Zero Goals. To determine whether the fully implemented TSP would achieve the goals of the CRO, City staff worked with

staff from the Central Lane Metropolitan Planning Organization and the Oregon Department of Transportation to utilize the Regional Strategic Planning Model. The Regional Strategic Planning Model found that the fully implemented TSP would result in a 40 percent reduction in fossil fuel consumption for transportation in Eugene by 2035. The CRO goal is a 50 percent reduction in fuel use by 2030. Staff from the Metropolitan Planning Organization and Department of Transportation are continuing to work with city staff on an updated version of the model called VisionEval that will enable the testing of different approaches and scenarios to determine what their impact will be on community-wide fossil fuel consumption. The first results from this work should be available in late 2019.

Electric Vehicle Strategy

With the adoption of the TSP in June 2017, City Council directed staff to develop a strategy to incorporate new and emerging transportation technologies into the TSP with the goal of 50 percent EVs by 2030 and 90 percent EVs by 2050. The City hired Lane Council of Governments to conduct research and identify potential strategies for increasing EV use in Eugene with an emphasis on actions the City can undertake. This strategy was subsequently refined by City staff and is included as Attachment B.

Triple Bottom Line Considerations

The CAP2.0 process included the convening of an Equity Panel, which provided specific recommendations around transportation. Staff continue to revisit those recommendations and incorporate them where possible.

PREVIOUS COUNCIL DIRECTION

With the adoption of the TSP on June 26, 2017, City Council meeting directed staff to develop a plan that shows how the TSP will be implemented in order to reach the CRO and Vision Zero Goals. At this same meeting, City Council directed staff to develop a strategy to incorporate new and emerging transportation technologies into the TSP with the goal of 50 percent EVs by 2030 and 90 percent EVs by 2050.

At the November 14, 2018, NWN Franchise Work Session and CAP Discussion, City Council requested that staff develop a 'gaps' plan to address the projected shortfall between the CAP2.0 process and the goals identified in the CRO.

COUNCIL OPTIONS

This is an informational work session only.

CITY MANAGER'S RECOMMENDATION

No council action or motions are suggested.

SUGGESTED MOTION

None. Informational item only.

ATTACHMENTS

A. Motions regarding City Council direction for Implementation of Eugene 2035 TSP
B. Eugene's Electric Vehicle Strategy

FOR MORE INFORMATION

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Staff Contact: Rob Inerfeld, Transportation Planning Manager
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City Council direction for Implementation of Eugene 2035 TSP

The first motion amended the ordinance adopting the Eugene 2035 TSP. The second motion was approved after the City Council passed that TSP ordinance.

1. Section 17 of Ordinance No. 20582 (adopting the Eugene 2035 TSP) Implementation Plans. By June 30, 2018, the City Manager shall bring to the City Council for a vote, an amendment to the 2035 TSP that creates a TSP Implementation Plan that will achieve the Climate Recovery Ordinance as it relates to the transportation sector and a Vision Zero adopted goals. The TSP Implementation Plan shall include: 1) the 2035 TSP-related specific prioritized actions, programs, projects, and performance measure benchmarks needed to achieve the Council's adopted climate recovery and Vision Zero goals; 2) specify their costs, benefits and co-benefits, and funding sources; and 3) the schedule for their implementation. The City Manager shall update the City Council quarterly on the progress made toward creating the TSP Implementation Plan.

2. Motion passed June 26, 2017. Before January 31 of 2018, the manager will create a strategy to incorporate new and emerging transportation technologies into the TSP and will present a timeline for the initiation of an amendment to the TSP. The strategy will at least include and describe: a) 50% electric vehicles by 2030 and 90% EVs by 2050, and b) autonomous vehicles. Note: Autonomous vehicle section to include: 1) an analysis and summary of city policies that apply to autonomous vehicles, 2) staff-recommended policy changes or new policies to support autonomous vehicle implementation that meets city goals of safety, compact growth, and low-carbon transportation, and 3) evaluation of anticipated impacts of autonomous vehicles on transportation infrastructure including signals, roads, and parking capacity. The Technology strategy should identify any other potentially transformative technologies expected within the next 10 years.

ATTACHMENT B

Eugene's Electric Vehicle Strategy

The Eugene City Council directed the Eugene City Manager at their June 2017 council meeting to **develop a strategy to incorporate new and emerging transportation technologies into the TSP with the goal of 50% electric vehicles (EV) by 2030 and 90% EVs by 2050**. The City subsequently hired the Lane Council of Governments (LCOG) to conduct research and identify potential strategies for increasing EV use in Eugene with an emphasis on actions that the City can undertake. The actions in this Strategy were informed by the LCOG report, interviews and collaborative planning with internal and external stakeholders and best practice research of municipalities encouraging EV use.

This plan specifically focuses on strategies the City can implement within the next five years to encourage EV growth. The EV market has not grown at a consistent rate over the last decade. State data indicates EV ownership in 2018 at less than 1% of total vehicle ownership within Eugene zip codes. However, Oregon statewide sales data and EWEB incentive data indicates that sales have rapidly increased in the last year indicating a potential inflection point in EV sales.

More automakers have committed to creating larger EV fleets, and the cost of EVs continues to decline. The State of Oregon has also established regulations to encourage the growth of the EV market across the state. However, on the national level, there is discussion about ending the federal tax credit for EVs which could significantly impact the market in the short term. In addition, a growing number of small electric vehicles (SEV) such as electric bikes, scooters and skateboards are coming to market and being used by the public for personal mobility.

These factors make it difficult to predict the rate of EV growth locally and nationally, and therefore difficult to predict how the City of Eugene can influence that growth even three to five years from now. Other cities that have developed EV readiness plans, such as Portland, OR, have created short term, actionable plans designed to be easily and regularly updated. This Strategy is intended to follow that model and represents a five-year EV plan that will be updated regularly to ensure it stays relevant as the EV landscape changes. To that end, the actions are divided into three timelines: short (within two years), medium (within five years), and long (more than five years).

Four broad strategies were identified with supporting actions within the time frame of this plan:

- Charging Infrastructure
- Personal Vehicles, Fleets and Shared Mobility
- Education and Outreach
- Targets and Tracking

The actions in this Strategy address real and perceived consumer concerns and barriers regarding EV and SEV ownership use. Concerns and barriers relating to EVs that are addressed by the actions in this strategy include limited charging infrastructure, the higher sticker price of new EVs compared to vehicles with internal combustion engines, and consumer confusion about how EVs work, including how to charge EVs at home and while traveling, how long it takes to charge EVs, how EVs handle on the road, overall service costs, and overall battery life.

While the path to any target number of EVs is unclear, it is clear that the City and community partners have a role to play in laying a foundation to encourage greater EV use. The sections that follow summarize the places where the City can have the most impact given current resources.

Charging Infrastructure

Ownership and/or operation of an electric vehicle are reliant on the ability to conveniently charge. Access to vehicle charging can be especially challenging to people who rent, especially in multi-family housing. Convenient, publicly accessible charging infrastructure supports people traveling long distances and trip chaining and reduces range anxiety. Mobility hubs can help people move from one form of transportation to another, fostering choice and access. Charging Infrastructure actions are identified in two categories: building infrastructure and public infrastructure.

Charging Infrastructure Actions: Buildings					
City as direct implem-enter	**Task**	**Time Frame**	**Description**	**Lead**	**Support**
•	EV Ready Multi-family and Commercial Buildings	Short term	Explore electric vehicle (EV) and small electric vehicle (SEV), parking and charging infrastructure requirements in new multi-family and commercial construction projects that include parking.	PDD	
•	EV Ready for Affordable Housing	Medium term	Explore the inclusion of EV and SEV parking and charging in city-supported affordable housing developments.	PDD	
	EV Charging for Residential Buildings	Short Term	Provide incentives for level-two charging in residential buildings to provide convenience and allow for future time-of-use pricing	EWEB	

Charging Infrastructure Actions: Public					
City as direct implem-enter	**Task**	**Time Frame**	**Description**	**Lead**	**Support**
•	Right-of-Way Charging	Medium Term	Develop policies and priorities around installation of publicly accessible charging stations in the ROW, including electric bike charging. Perform a study to determine needs and preferred locations.	PW	
•	EV Ready and Retrofit of City Buildings	Short to Long Term	Establish EV and SEV-ready requirements for new City buildings or major retrofits. Develop a plan to strategically retrofit existing City buildings.	CS	PW/PDD
•	City Parking Facility Charging	Short Term	Develop policies and practices to ensure efficient use of existing charging stations and assess needs for installation of additional chargers and addition of SEV chargers.	PDD	PW/CS
•	Clean Fuels Credits	Short Term	Become a credit generator in the Oregon Clean Fuels Program for City-owned chargers. Adopt a policy to ensure that resources received from these types of credits are spent on EV-related projects.	PDD	

Personal Vehicles, Fleets and Shared Mobility Actions

Upfront costs to purchase a new or used electric vehicle can be prohibitive. In addition to personal passenger vehicles, there are a number of other ways that Eugene's transportation system can be electrified. These include e-bikes, public and private vehicle fleets, shared electric cars, scooters and e-bikes, Lane Transit District buses, taxis and TNC vehicles, and other opportunities. Personal Vehicles, Fleets and Shared Mobility Options are identified in three categories: electric vehicle fleets, electric personal vehicles and electric vehicle shared mobility.

Electric Vehicle Fleets					
City as direct implem-enter	**Task**	**Time Frame**	**Description**	**Lead**	**Support**
•	Convert City Fleet Vehicles to EV	Short to Long Term dependi ng on vehicle class	The 2018 Fleet Internal Climate Action Plan includes an action to Purchase Electric Vehicles and Develop Charging Infrastructure. This action will focus conversation on the fleet of light duty vehicles and installation of supporting charging infrastructure.	PW, CS	
	Bus Electrification	Medium to long Term	Support LTD's efforts to test bus electrification and long term transition to an electric fleet.	LTD	PW, EWEB
Electric Personal Vehicles					
City as direct implem-enter	**Task**	**Time Frame**	**Description**	**Lead**	**Support**
	Autonomous Vehicles	Medium Term	Consider opportunities to pilot electric autonomous vehicles (AVs).	PW, PDD	
•	City Employee Workplace Charging	Medium Term	Continue to explore workplace EV and SEV charging for City employees who park at parking facilities designated for City employees.	CS,	PW
	EV Rebates	Short Term	Work with EV manufacturers to pass through available rebates	EWEB	

Electric Vehicle Shared Mobility					
City as direct implem-enter	**Task**	**Time Frame**	**Description**	**Lead**	**Support**
	Integrate Transit and Shared EV Mobility	Medium to long Term	Explore options to integrate public transit and shared SEV mobility options such as e-bikes, e-scooters and EV car-share vehicles.	PW, UO, LTD	
•	PeaceHealth Rides Electrification	Short Term	Continue to explore electrification of Eugene's PeaceHealth Rides bike share program.	PW	
	Private for Hire Vehicle Electrification	Medium Term	Encourage taxi and transportation network companies (such as Lyft and Uber) to utilize EVs in their fleet and develop charging infrastructure. Explore opportunities for incentives and expedited permitting processes.	PDD	
	Pilot On-Demand Electric Shuttles	Short Term	Support LTD's electric shuttle pilot program in Eugene.	PDD	
	Pilot EV Car Share and Shared Mobility Projects	Short to Medium Term	Work with partners to develop pilot projects for deployment of EV Car Share and SEV shared mobility devices (such as e-bike share and e-scooters).	PDD, PW	
	Promote micro mobility	Medium Term	Explore ways to promote use of micro mobility options such as e-scooters and e-bikes	PW	
	Explore partnerships to pilot micro mobility	Medium Term	Explore setting up a pilot project with Forth Mobility to provide shared EVs and/or electric bikes at an affordable housing development	PW, CMO	

Education and Outreach

Education and outreach support an informed public, providing information on the evolution of the rapidly advancing electric vehicle market that includes longer vehicle range, lower costs to own and options for shared-use. Additionally, electric vehicle charging infrastructure continues to develop and provides reliable and convenient charging. New forms of transportation such as shared electric personal mobility devices provide options but require education for users unfamiliar with the mode of travel on how to safely operate on the transportation system. A coordinated education and outreach program requires internal City coordination and collaboration with regional partners such as Eugene Water and Electric Board (EWEB). Education and Outreach actions are identified in a single category.

Education and Outreach					
City as direct implem-enter	**Task**	**Time Frame**	**Description**	**Lead**	**Support**
	Expand number of existing EV-centered ride and drive consumer education events.	Medium Term	Partner with EWEB and other regional partners to raise awareness of EV's and charging infrastructure.	PDD	
•	Develop Website with Consolidated Eugene EV resources and links to partner organizations	Short Term	Provide a trusted resource page for residents.	CMO/ PW	
	Support rEV Up Eugene Workshop	Short Term	Provide financial support for the rEV Up Eugene! EV education and incentive program.	CMO/ PW/ EWEB /UO	
•	Develop an EV community engagement plan	Short Term	Develop community engagement strategies, prioritizing collaboration and strategies that help marginalized communities' transition to EVs and SEVs	CMO/ ECC	
	EV Dealership Engagement	Medium Term	Work with dealerships to understand incentives, barriers, and opportunities to promote EV ownership	EWEB /CMO	

Targets and Tracking

Targets set a goal by which to measure by and tracking informs progress towards the goal. Setting an informed EV adoption target is complex and will require understanding the relationship with other 2035 Transportation System Plan goals to increase the number of trips people take by walking, biking and using transit. Targets and Tracking actions are identified in a single category.

Targets and Tracking					
City as direct implem-enter	**Task**	**Time Frame**	**Description**	**Lead**	**Support**
•	Use greenhouse gas (GHG) modeling to refine and set a target for EV adoption in 2035	Short Term	Work with LCOG to refine the VisionEval GHG scenario planning model to determine a 2035 Transportation System Plan EV target.	PW	
•	Track EV adoption rates	Short Term	Track registration data for EVs in Eugene zip codes and the number of people using EWEB purchase incentives for EVs. Publish the data on the City's website.	PW	

EUGENE CITY COUNCIL
AGENDA ITEM SUMMARY

Work Session: Rivers to Ridges Partnership - Fifteen Years of Accomplishments

Meeting Date: October 16, 2019
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Craig Carnagey
Contact Telephone Number: 541-682-4930

ISSUE STATEMENT
This work session will provide an update on the accomplishments of the Rivers to Ridges partnership over the past 15 years as it works to implement a 20-year vision to improve the quality of life for residents in the Upper Willamette Valley by working together to protect and enhance the region's land and water resources. This update also includes planning work recently started to renew this vision moving forward into the next 20 years.

BACKGROUND
The Rivers to Ridges Partnership and Twenty-Year Vision were established in 2003 from two goals:

1. Create a regional parks and open space vision;
2. Identify long- and short-term strategies for implementing the vision.

These goals were laid out in the Rivers to Ridges Metropolitan Parks and Open Space Study. Prior to the development of this study, parks and open space planning for the Eugene-Springfield Metropolitan Area had occurred primarily at the local level without the benefit of a broader regional perspective. Lack of such a vision resulted in lost funding opportunities and difficulties with local coordination. To address this issue, the Eugene and Springfield City Councils, the Lane County Board of Commissioners, and the Willamalane Park and Recreation Board met in November 2000 and agreed unanimously to proceed with—and jointly fund—a Metropolitan Regional Parks and Open Space Study, which became the Rivers to Ridges Vision.
The Vision was developed based on extensive input received between December 2001 and May 2003 from citizens, elected officials, and staff from local, state and federal agencies.

Since 2003, the partnership has grown to include 17 partners representing federal, state and local governments; non-profit education and conservation-focused organizations; and all four regional watershed councils. This partnership has made great strides in recognizing the endorsed vision and accomplishing the partner mission to improve the quality of life for residents in the upper Willamette Valley by working together to protect and enhance the region's land and water resources as well as their ecosystem functions and values; and to provide environmental education and compatible outdoor recreation opportunities.

PREVIOUS COUNCIL DIRECTION
As a confirmation of the cooperative effort that created this regional vision, the following elected and appointed bodies endorsed the Vision by unanimous consent:

- Eugene City Council
- Eugene Planning Commission
- Lane County Board of Commissioners
- Springfield City Council
- Springfield Planning Commission
- Willamalane Park and Recreation District

COUNCIL OPTIONS
This update is informative only and no council action is requested

CITY MANAGER'S RECOMMENDATION
This item is informational only.

SUGGESTED MOTION
This item is informational only.

ATTACHMENTS
A. Rivers to Ridges - Fifteen Years of Accomplishments Report

FOR MORE INFORMATION
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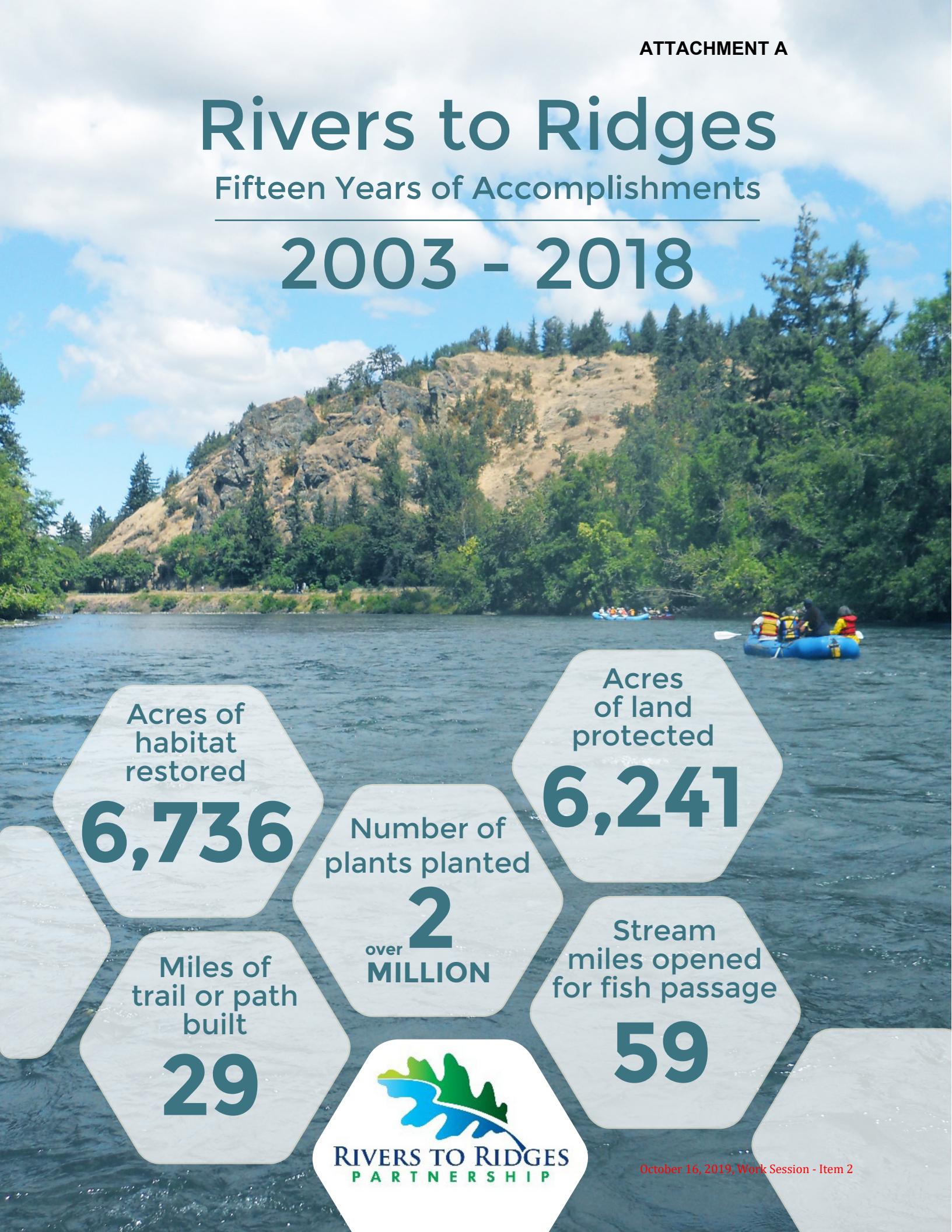
Telephone: 541-682-4888
Staff E-Mail: smiller@eugene-or.gov

ATTACHMENT A

Rivers to Ridges

Fifteen Years of Accomplishments

2003 - 2018



Acres of habitat restored

6,736

Acres of land protected

6,241

Number of plants planted

over **2 MILLION**

Miles of trail or path built

29

Stream miles opened for fish passage

59

RIVERS TO RIDGES PARTNERSHIP

Fifteen Year Accomplishments (2003 - 2018)

Rivers to Ridges

Metropolitan Regional Parks and Open Space Vision Map

June 2003 Vision (Updated December 2018*)

* **Map Update:** This vision map was revised in 2017 to include updated extent of conserved lands, trails, and paths along with a more detailed geographic base. The parks and open space vision shown is consistent with the concepts depicted on the original 2003 *Rivers to Ridges* vision map and subsequent refinements including the 2008 *Ridgeline Area Open Space Vision* and the 2010 *Willamette River Open Space Vision*. The *Rivers to Ridge* vision was endorsed by the Lane County Board of Commissioners (February 2003), The Eugene City Council (March 2003), the Willamalane Park and Recreation District Board (April 2003), and the Springfield City Council (May 2003), all by unanimous consent. The vision is intended to provide a framework for future open space planning efforts.

Conserved Lands (Since 2003)

New or Upgraded Soft-Surface Trails (Since 2003)

New Hard Surface Paths (Since 2003)

Legend

- Parks, Open Space, and Conserved Lands (Public)
- Other Conserved Lands (Land Trusts and Non-Profits)*
- Rivers and Streams
- Reservoirs (full pool)
- Existing Soft-Surfaced Recreational Trails
- Existing Hard-Surfaced Path

Rivers to Ridges Vision Elements

- Key Open Space Anchors (Existing and Possible Future)
- Key Upland Corridors (Ridges)
- Key Water Based Corridors (Rivers and Streams)
- Key Agricultural Areas and Community Buffers
- Proposed Future Regional Trails and Paths (Conceptual)

* Public access is typically not provided to these areas.

0 1 2 Miles

Scale

Map produced by Jeff Krueger and the R2R Partnership

North

October 16, 2019 Work Session - Item 2

Our Mission

The Rivers to Ridges Partnership is dedicated to improving the quality of life for residents in the upper Willamette Valley by working together to protect and enhance the region's land and water resources and their ecosystem functions and values; and to provide environmental education and compatible outdoor recreation opportunities.

Priorities for the next 5 years

Improved trail connectivity

Improved habitat connectivity and quality

Expanded educational opportunities

Revisiting the vision

Increased access to water for recreation

Safety in parks

The Partnership

- Bureau of Land Management
- City of Eugene
- Coast Fork Willamette Watershed Council
- Friends of Buford Park and Mount Pisgah
- Lane County Parks
- Long Tom Watershed Council
- McKenzie River Trust
- McKenzie Watershed Council
- Middle Fork Willamette Watershed Council
- Mount Pisgah Arboretum
- The Nature Conservancy
- Oregon Dept. of Fish and Wildlife
- Oregon Parks and Recreation Department
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Willamalane Parks and Recreation District
- Willamette Resources and Education Network

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RIVERS TO RIDGES PARTNERSHIP

rivers2ridges.org

October 16, 2019, Work Session - Item 2