



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

March 11, 2024

5:30 p.m. CITY COUNCIL WORK SESSION

City Council meetings will continue to be held in hybrid format using in person and virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

Meeting of March 11, 2024; Her Honor Mayor Lucy Vinis Presiding

Councilors

Matt Keating, President
Greg Evans
Emily Semple
Alan Zelenka

Randy Groves, Vice President
Mike Clark
Lyndsie Leech
Jennifer Yeh

5:30 p.m. CITY COUNCIL WORK SESSION

1. **WORK SESSION: CAP 2.0 Implementation Progress Update**
2. **WORK SESSION and POSSIBLE ACTION: Regional Pickleball Facility, Parks and Recreation SDC Analysis**

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

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.

For more information, contact the Council Coordinator at 541-682-5010,
or visit us online at www.eugene-or.gov.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: CAP 2.0 Implementation Progress Update

Meeting Date: March 11, 2024
Department: Public Works
www.eugene-or.gov

Agenda Item Number 1
Staff Contact: Ian Penn
Contact Telephone Number: 541-682-5513

ISSUE STATEMENT

The purpose of this work session is to share an update on the Climate Action Plan 2.0 (CAP2.0), including a status update on the CAP2.0 Implementation Plan, the CAP2.0 Dashboard, progress towards Eugene's Climate Recovery Ordinance goals, and ongoing staff efforts to support CAP2.0 implementation, including tracking and identifying opportunities to leverage state and federal climate investment and incentives. This is an informational item; no Council action is requested.

BACKGROUND

The City's Climate Recovery Ordinance (CRO) ([Ordinance No: 20567](#)) includes the following goals:

1. The City organization to be carbon neutral by 2020,
2. The City organization to reduce fossil fuel use by 50 percent by 2030 compared to 2010 levels,
3. Community-wide reduction of fossil fuel use by 50 percent by 2030 compared to 2010 levels, and
4. Reduce community-wide greenhouse gas (GHG) emissions by 7.6 percent annually through 2100.

The City's Internal Climate Action Plan is a guide to reaching CRO goals one and two. CAP2.0 was approved by the City Council in July 2020 and is the City's roadmap to achieving CRO goals three and four. The full CAP2.0 document can be found here: <https://www.eugene-or.gov/4284/Climate-Action-Plan-20>.

There are several tools used to monitor and track progress on climate action in Eugene, including the CAP2.0 Implementation Plan, the CAP2.0 Dashboard and biennial GHG inventories.

CAP2.0 Implementation Plan

The [CAP2.0 Implementation Plan](#) was developed in the fall of 2021 to provide an implementation roadmap and a high level summary information on the each of the 115 actions in the CAP2.0. It includes the agency or department leading implementation; the status of each action including the timeline for completion if applicable; estimated cost; funding status; and assessment of the potential climate or community impact of that action.

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An updated CAP2.0 implementation plan is included as Attachment A. The Current Action Status columns in Attachment A provide status updates on individual actions. Actions are determined to be not yet started, completed, or in progress. Actions that are marked in progress include a timeline for completion, if possible, though many are ongoing and do not have a defined end date. The following table summarizes the status of the 115 actions as of the end of 2023.

Table: CAP2.0 Implementation Plan Status Summary

CAP2.0 Bucket	Not Yet Started	Completed	In Progress	TOTAL
Transportation	1	8	32	41
Building Energy	0	3	19	22
Fugitive Emissions	1	4	12	17
Consumption	0	2	10	12
Resiliency	5	3	15	23
TOTALS	7	20	88	115

CAP2.0 Dashboard

The [CAP2.0 Dashboard](#) is one of several methods included in CAP2.0 that the City uses to track and communicate progress on climate action and GHG emissions reductions. Sustainability Program staff worked with the Sustainability Commission, internal City staff and the consulting firm Good Company to develop measures included in the Dashboard. Attachment B includes the most recent Dashboard tracking data.

CRO Goal Progress

The most recent community GHG inventory, covering calendar year 2021, showed that community fossil fuel use has decreased by 14 percent since 2010. Fossil fuel use needs to be reduced by an additional 36 percent from the 2010 baseline to reach the target of 50 percent reduction by 2030. GHG emissions have declined by 10 percent since 2010. On a per capita basis, emissions have declined by 20 percent, while the total population has increased by 12 percent. The 2023 community GHG inventory will be completed in 2024. The 2023 inventory will help assess whether emissions reductions seen in 2021 are part of a reduction trend for Eugene. The 2021 Community GHG Inventory is included as Attachment C.

The most recent internal City operations GHG inventory showed that GHG emissions from City operations totaled 5,238 MT CO₂e for Fiscal Year 2021 (FY2021). This was a decrease from the 6,126 MT of CO₂e emitted in 2019. In terms of CRO goals, fossil fuel use in City operations was down 25 percent from the 2010 baseline in FY2021. This reduction has been primarily achieved through a switch from fossil diesel to renewable diesel for diesel vehicles in the City's fleet, building energy efficiency and fuel switching projects and an energy switch from district steam heat.

Program Support for CAP2.0 Implementation and Climate Action

Staff have been undertaking community-focused outreach and engagement on building decarbonization. Staff have also continued their work on tracking and identifying ways to leverage federal climate investment resources, including exploring community and regional partnership opportunities, and tracking how Eugene residents and businesses can directly take advantage of

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these opportunities and resources a. For example, current federal tax credits or forthcoming state rebates made available through the federal Inflation Reduction Act.

RELATED CITY POLICIES

This item supports the Council goal of Safe Community for Community Wellbeing and the Advance Climate Action and Community Resilience to Natural and Human-caused Disasters Goal in the [City of Eugene Strategic Plan](#).

[CAP 2.0](#). CAP 2.0 was created through a data-driven process that engaged people and organizations in ways that reflect the urgency of climate change. The Plan captures the actions the Eugene community is prepared to implement to address climate risks, as well as community ideas for what else is needed to create an equitable and livable community for everyone.

[Eugene 2035 Transportation System Plan \(TSP\)](#). The TSP establishes a system of transportation facilities and services that will serve the needs of Eugene residents, businesses and visitors over the next 20 years.

[Envision Eugene](#). The Envision Eugene Comprehensive Plan is the City's long range land use plan that serves as the guiding policy document for land use planning in Eugene's urban growth boundary and addresses the future of Eugene through goals and regulatory policies regarding land use.

[Housing Implementation Pipeline \(HIP\)](#). The HIP is the 5-year internal work plan to coordinate current and future resources, goals, and priorities with a systems-thinking approach to housing across the full spectrum from people experiencing homelessness to overall housing supply.

[Urban Forestry Plan](#). This plan contains goals and policies that guide the City of Eugene in its actions and decisions affecting trees within City limits.

[Eugene Springfield Multi-Jurisdictional Emergency Operations Plan](#). An all-hazards plan that outlines how the cities of Eugene and Springfield will prepare for and respond to emergencies. The Plan describes how the cities' emergency management systems are organized and provides a framework for collaboration and coordination during emergencies and major disasters.

[Multi-jurisdictional Natural Hazards Mitigation Plan](#). The long-term natural hazards mitigation strategy for the Cities of Eugene and Springfield as well as for Eugene Water & Electric Board, Rainbow Water District, and Springfield Utility Board.

PREVIOUS COUNCIL DIRECTION

[July 29, 2020 Work Session](#)

City Council held a work session to discuss the CAP2.0 and to consider a resolution approving the Community Climate Action Plan 2.0. The work session including the following motions related to CAP2.0.

1. Moved to adopt a Resolution Approving the Community Climate Action Plan 2.0.
Motion Passed 7:0
2. Moved to have the City Manager bring back process and timeline for implementation plan in the fall, with special consideration to the ideas brought forth by the Sustainability Commission.
Motion Passed 7:0

December 9, 2020 Work Session

City Council held a work session to discuss updates related to the CAP2.0 community engagement work, greenhouse gas emissions inventories, and other efforts to implement the Climate Recovery Ordinance.

September 22, 2021 Work Session

Staff provided an overview of the CAP2.0 12 Additional Strategies to help the community get closer to achieving the CRO goals.

September 27, 2021 Work Session

This Joint Work Session with City Council and EWEB's Board of Directors included staff presentations on the CAP2.0 and EWEB's Electrification Study.

November 17, 2021 Work Session

This work session focused on furthering work towards CAP 2.0 goals to reduce community fossil fuel use and GHG emissions. Council passed a motion to direct the City Manager to provide Council with a roadmap for how the City can achieve decarbonization of the existing commercial, industrial, and residential building stock by 2045, with particular consideration for how low-income and historically marginalized households would be impacted.

Motion Passed 6:2 (Opposed by Councilor Clark and Councilor Groves)

July 20, 2022 Work Session

City Council held a work session that included a presentation from The Good Company on preliminary findings of the Draft Report "City of Eugene Community Decarbonization by 2045 for Existing Residential, Commercial, and Industrial Buildings Energy Use". This work session focused on decarbonization of residential buildings.

July 25, 2022 and July 27, 2022 Work Sessions

Starting on July 25, 2022 and continuing into the July 27, 2022 work session, the Council discussed details of prohibiting natural gas and other fossil fuel infrastructure. This discussion was held over two full work sessions and included the following motions related to building electrification and decarbonization:

1. Direct the City Manager to return to Council in the Fall with a proposal for engaging the community in developing a plan for the transition of buildings to be decarbonized that has at its foundation social, environmental, and economic equity with emphasis on engagement of historically marginalized communities and their representatives.
Motion Passed 6:2 (Opposed by Councilor Clark and Councilor Groves)
2. Prior to the drafting of an electrification ordinance, the City Manager engage the business community with an outreach process to discuss and solicit their input.
Motion Passed 7:0

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October 26, 2022 Work Session

On October 26, 2022 City Council held a work session to discuss the findings of the report “City of Eugene Community Decarbonization by 2045 for Existing Residential, Commercial, and Industrial Buildings Energy Use” completed by The Good Company. The work session focused specifically on decarbonization of commercial and industrial buildings.

November 28, 2022 Work Session

On November 28, 2022, City Council held a work session to discuss a proposed plan for developing and implementing a community engagement strategy to gather information and feedback from the community on existing building decarbonization and new building electrification. The work session focused on strategies and audiences for engagement, the importance of education as part of outreach and engagement and identifying potential pathways to incentivize building decarbonization activities.

July 10, 2023 Work Session

On July 10, 2023, City Council held a work session to discuss Referendum Petition 2023-1 and the fossil fuel infrastructure ordinance that was passed on February 6, 2023. After Council repealed the fossil fuel infrastructure ordinance, Council directed staff to research ways to reduce the use of fossil fuels in new construction, including fossil fuel reduction strategies that have been adopted in other jurisdictions and report back to Council. Council also voted to schedule a work session to discuss how to proceed on near-term climate actions that align with new and existing federal and state programs, funding and incentives.

September 20, 2023 Work Session

On September 20, 2023, City Council held a work session to discuss ongoing work by staff on climate action planning and implementation. The work session focused on staff efforts in tracking and pursuit of grants and other financial incentive opportunities at the state and federal level staff involvement in community and regional partnership opportunities to leverage potential funding opportunities; and an overview of two state climate-related bills passed in 2023 designed to help Oregon leverage federal climate investment funds.

COUNCIL OPTIONS

Informational only.

CITY MANAGER’S RECOMMENDATION

None.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. CAP2.0 Implementation Plan (2024 Update)
- B. CAP2.0 Dashboard Tracking Data
- C. 2021 Community GHG Inventory

FOR MORE INFORMATION

Staff Contact: Ian Penn, Sustainability Manager
Telephone: 541-682-5513
Staff E-Mail: ipenn@eugene-or.gov

		Current Action Status					Estimated Cost		Funding Status							Impact	
Action	Dept/ Agency	Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact
★ indicates a high impact practice that has significant impact on emissions reductions							High		Total							High	
							Medium		In part							Medium	
							Low		No							Low	
Transportation																	
City of Eugene Actions																	
Transportation System Plan																	
★ Action T1 COE to build and complete 261 transportation projects that enhance bicycle, pedestrian and rail facilities in Eugene included in the TSP. See the TSP for a detailed list of projects.	COE-PW			✓	2035	The city builds numerous pedestrian and bicycle projects every year, as outlined in the Transportation System Plan (TSP). Soon to be completed projects include the High St protected bike lane and the 8th Avenue two-way conversion with protected bike lanes. Many more projects are queued up for 2024 and beyond. These include lighting on the Fern Ridge Path, protected bike lanes on Lincoln Street and Oakway, extending the West Bank Path to Santa Clara Community Park, building a new shared use path along the east side of N. Delta Road, and more. Funded but not yet built projects can be found in the Capital Improvement Plan (CIP).				Numerous funds: federal and state grants, SDCs, Road Fund, Ped/Bike component of street bond	✓	✓		✓	✓		
★ Action T2 COE to work towards requiring all employers of a certain size and type, including COE, to prepare, implement and monitor Transportation Options Plans, plans that help people use the infrastructure in place for transit, ridesharing, walking, biking, and telework.	COE-PW			✓	On Pause	The Transportation Planning Team within PWE had been working on developing new requirements for employers in Eugene to provide transportation options services for their employees. This was a high priority implementation item from the Eugene 2035 TSP. However, in response to an executive order from Governor Brown, the state Department of Environmental Quality (DEQ) started a rulemaking process for developing new state requirements that would have been very similar. City staff decided to focus on that process and develop city programs to provide technical assistance to employers. Staff learned in early 2024 that the DEQ rulemaking process has been cancelled for unknown reasons. The City is determining what to do next including the possibility of developing city rules and/or working with interested employers in Eugene on a voluntary basis.		✓		Federal grants via ODOT are paying for most of this work. The city matches the grant with staff time.	✓				✓		
★ Action T3 COE to provide education and encourage programs, such as SmartTrips and school-based transportation options (like Safe Routes to School), to improve safety for all travelers and encourage the use of active transportation and telecommuting.	COE-PW			✓	Ongoing	There is currently a robust range of education and engagement programming to encourage the use of active transportation and telecommuting. The City partners with the Eugene 4J and Bethel school districts on Safe Routes to School programs which includes teaching younger children how to ride bikes, and biking and pedestrian safety. There is a broad range of community-based organizations who support this work, including Shift Cycles and Cascadia Mobility. SmartTrips has been rebranded as Get There to be consistent with the State, and the current iteration of city programs focuses on delivering transportation options materials and incentives to people who have just moved to a home in Eugene from at least 20 miles away.		✓		Federal grants with staff time as local match.	✓				✓		
★ Action T4 COE to develop a systemic method for measuring trips made by walking, biking and driving by 2022.	COE-PW			✓	Ongoing	The "Travel Barriers and Benefits" surveys are a way to measure what modes people in Eugene use to travel around our community. These surveys were conducted in 2015 and 2020 with another one planned in 2025. Transportation Planning staff are presently working on synthesizing the data from the first two surveys and providing the information in a more presentable format that can be shared online. There are two other tools that are also used to measure progress: the Central Lane MPO's bike counting program (https://www.lcog.org/thempo/page/bicycle-counts) and data from the American Community Survey that is synthesized by the MPO (https://www.lcog.org/thempo/page/commuter-mode-shares).		✓		staff time					✓		

Action	Dept/ Agency	Current Action Status					Estimated Cost		Funding Status							Impact	
		Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact
★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low	  	Total In part No	  						High Medium Low	  
★ Action T5 COE and LTD to complete the Moving Ahead planning process to identify investment packages and move on to the implementation phase for improved transportation corridors. The planning process is expected to be completed in 2020. Once the planning process is complete, the investments recommended will be implemented by securing federal, state and local funding, especially looking at the capital investment grant (CIG) program within FTA.	COE-PW			✓	On pause	Key elements of Moving Ahead are currently on pause. The City and LTD are working on determining next steps for the major corridors, especially River Road. In 2024, a project will be implemented on MLK Jr. Blvd. that will implement much of the Moving Ahead vision on that street including repurposing the outer driving lanes as bus and turn (BAT) lanes and adding a new pedestrian crossing near Chevy Chase Street. The City also has funding for a revised study of Coburg Road that will start in 2024. The City is also working with LTD on the Downtown and Riverfront Public Transportation and Shared Mobility Study that is just getting started and will have opportunities for public engagement.		✓	Staff time provided	staff time, federal grant managed by LTD	✓	✓			✓		
★ Action T6 COE will adopt new Complete Street Design Standards for capital infrastructure projects by 2022. These standards will inform the design of future COE capital and privately engineered public improvements projects on streets and shared paths.	COE-PW			✓	Adoption is expected in late 2024.	COE's new Complete Streets Design Standards are complete but have not been formally adopted by City Council yet. The standards have been used on City capital projects and private permitted work as allowed and with approved design exceptions. It is expected that the standards will be brought to City Council for adoption in late 2024.		✓		State grant, road fund (staff time)					✓		
★ Action T7 COE to develop a sidewalk infill program and strategy for upgrading unimproved streets, prioritizing Vision Zero, Safe Routes to School, and connectivity to schools, parks, shopping, and important community resources.	COE-PW			✓		City staff are developing a proposed sidewalk infill program. Proposals for the program will be taken to the Transportation Policy Team for consideration. Meanwhile, the city continues to build sidewalk infill with grants and street bond funds.		✓	Staff time provided	staff time to develop program	✓				✓		
★ Action T8 COE to initiate process to update the TSP by 2021 so that the goals, policies and projects included in the TSP fully meet CRO goals. Proposed changes to the TSP will be informed by the Strategic Assessment being completed by ODOT and the Central Lane Metropolitan Planning Organization with input from COE. The Strategic Assessment is a modeling tool that provides insights as to how actions and policies undertaken by the City of Eugene and partner agencies impact our community wide GHG emissions. Inputs into the Strategic Assessment model include parking policies and pricing, transit service and transportation options programming. The model provides the ability to look at how different levels of these inputs affect GHG emissions.	COE-PW			✓	On pause	The City is reassessing whether it makes sense to update the TSP at this time given that the state has developed new city requirements via Climate Friendly Equitable Communities (CFEC). However, as part of CFEC, the City is embarking on a scenario planning process with regional partners using the latest version of the modeling tool that was used for the Strategic Assessment and it will lead to recommended policy changes. It will need to be determined whether these policies should be adopted into the TSP before the next full TSP update that is scheduled for adoption in 2029.		✓		staff time					✓		
Compact Development																	

Attachment A

		Current Action Status					Estimated Cost		Funding Status								Impact	
Action	Dept/ Agency	Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact	
★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low		Total In part No							High Medium Low		
Action T9 COE to create a dynamic Eugene-specific comprehensive plan to address emerging needs. In 2017, Eugene completed the first phase of adopting a Eugene-specific comprehensive plan, which includes the Eugene UGB. This action is expected to be completed by 2025 and is part of the Provide for Adaptable, Flexible and Collaborative Implementation Pillar of Envision Eugene.	COE-PDD			✓	Estimated completion in 2026.	COE is working on the second phase of the Envision Eugene Comprehensive Plan, which will include policy chapters addressing housing, compact development, community engagement, and community health. The new chapters and a corresponding parcel specific land use map will support state mandated work updating Eugene's Urban Growth Boundary (UGB) and implementing Climate Friendly and Equitable Communities (CFEC) requirements.			Phase II is funded	General Fund, Transportation and Growth Management (TGM) Grant	✓	✓						
Action T10 COE to plan to meet all of the 20-year multi-family housing and commercial job needs within the existing UGB. This action includes planning to integrate new development and redevelopment in the downtown, on key transit corridors, and in core commercial areas. This action is part of the Promote Compact Urban Development and Efficient Transportation Options Pillar of Envision Eugene.	COE-PDD		✓			In 2017, the City adopted a UGB that has enough land for housing and commercial jobs through 2032. The next UGB update for housing is due in 2026. In 2022, the state adopted the Climate Friendly and Equitable Communities (CFEC) requirements for accommodating housing inside UGBs. Meanwhile, multifamily housing continues to be built in the downtown, riverfront and commercial areas and along key corridors. Complete information is available in the 2022 Growth Monitoring Report.			Incentive programs are ongoing	General Fund		✓						
Action T11 COE to make compact urban development easier in the downtown, on key transit corridors, and in core commercial areas. This includes removing regulatory barriers, flexible uses within industrial and commercial, reduce financial obstacles, restructure SDCs for smaller homes and denser development, additional incentives, flexible land use codes, and ensure transportation system can support planned densities. This action is part of the Promote Compact Urban Development and Efficient Transportation Options Pillar of Envision Eugene.	COE-PDD			✓	Ongoing	Making compact development easier is accomplished through a suite of ongoing programs and collaboration with Community Development, Building Permit Services, and Public Works Engineering.				General Fund	✓	✓						
Action T12 COE to expand housing variety and choice by facilitating the building of smaller, clustered and attached housing. This action includes providing flexibility in land use, removing land use code and permitting process barriers, promoting existing incentives such as EWEB small house incentives, and new incentives such as restructuring SDCs and attached housing loans. This action is a part of the Providing Housing Affordable to All Income Levels Pillar of Envision Eugene.	COE-PDD			✓	Housing Production Strategy due in 2027	COE is developing tools and strategies address housing affordability and availability. COE has implemented a construction excise tax, which funds the Affordable Housing Trust Fund, created pre-approved building plans for accessory dwelling units (ADUs), reduced transportation system development charges (SDCs) for multifamily housing downtown and for ADUs, and adopted code amendments to allow middle housing in all neighborhoods (see Action T15). This work is ongoing through the Housing Production Strategy and Housing Implementation Pipeline.				General Fund, state grant for HB 2001	✓	✓						

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		Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact
★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low	  	Total In part No	  						High Medium Low	  
Action T13 COE to plan for growth so that an increasing proportion of residents live in 20-Minute Neighborhoods where residents can meet most of their daily needs near their homes without the use of an automobile. This includes identifying location opportunities for flexible codes, transportation infrastructure improvements, parks and open space, partnerships and incentives. This action is part of the Plan for Climate Change and Energy Resiliency Pillar of Envision Eugene.	COE-PDD			✓	Final adoption of Climate Friendly Areas in December 2026.	Enabling people to live in places well served by transit, services, and amenities is being accomplished through a suite of ongoing work included under the Urban Growth Strategies project. The state-adopted Climate Friendly Area (CFA) rules require Eugene to designate areas for climate-friendly development so people can live, work, and play without having to drive. This is underway.				General Fund		✓					
Action T14 COE to incentivize transit-oriented development and walkable neighborhoods using tools such as the Multi-Unit Property Tax Exemption (MUPTE), a state-enabled 10-year property tax exemption, to stimulate the construction of multi-unit housing downtown and along key corridors. MUPTE is currently authorized to be used in downtown Eugene. Programs to facilitate more housing downtown, including MUPTE, are an Envision Eugene strategy anticipated to achieve an additional 1,000 dwellings by 2032.	COE-PDD			✓	Ongoing	There are many existing and recently developed tools that will promote transit-oriented development and walkable neighborhoods. One tool is the Multi-Unit Property Tax Exemption (MUPTE) which incentivizes compact housing development in the greater downtown. An accelerated MUPTE program, with lower administrative requirements and a fee assistance program, is being considered in 2024 for the downtown core. Recent state legislation like Middle Housing, Oregon Housing Needs Analysis, Climate Friendly Equitable Communities (CFEC) and Climate Friendly Areas (CFA) will also help achieve this action.				General Fund		✓					
Action T15 COE to encourage housing diversity in all neighborhoods. Support the construction of duplexes, triplexes, quadplexes, townhomes, and cottage clusters throughout the community. Directly implement House Bill (HB) 2001, the state law that enables missing middle housing options on lots zoned for residential uses by June 2022. (HTS Process, Envision Eugene, SB 1051, HB 2001)	COE-PDD		✓			The City Council adopted a Middle Housing Ordinance in 2022. Appeals resulted in a partial remand in 2023, and the Council is considering a revised ordinance to address the remand issue in early 2024.				General fund, City project dollars, state grant	✓	✓					
Action T16 COE to support accessory dwelling construction. COE City Council reduced barriers to accessory dwellings in accordance with Senate Bill (SB) 1051 and HB 2001. For example, City Council removed some land use code barriers and eliminated transportation system development charges (SDCs) for accessory dwellings with an annual cap on the amount of charges that can be waived.	COE-PDD		✓			The City launched a Pre-Approved Plan program for ADUs in 2022. 'The Joel' is a City-developed pre-approved ADU design that is free and has been shared and promoted by cities across Oregon and the nation. Over the past two years, the plan library has grown to include 8 Architect -designed plans available for a small fee, saving home builders time and money and helping add small, efficient housing options to our community. plans.		✓		General Fund		✓					

Attachment A

		Current Action Status					Estimated Cost		Funding Status								Impact	
Action	Dept/ Agency	Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact	
★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low	 	Total In part No	 						High Medium Low	 	
Action T17 COE to update its Clear and Objective Housing Regulations to mitigate barriers to housing, increase efficiency and predictability in the review process, and effectively address development impacts. State law entitles housing applications to clear and objective standards, conditions, and procedures. Eugene will need to accommodate approximately 15,000 new homes within our UGB by 2032 while preserving the community's values regarding livability, public health and safety, and natural resource protection. The project is expected to be completed by 2021.	COE-PDD		✓			Remanded, but re-adopted by City Council.				General Fund, City project funding		✓						
Action T18 COE and Lane County to finish the River Road- Santa Clara Neighborhood Plan in collaboration with the River Road and Santa Clara Community Organizations as well as neighbors and businesses. The plan along with the transit-oriented development efforts of the River Road Corridor Study will allow mixed-use development and remove barriers to middle housing. Completion and adoption of this plan is expected for Spring 2021.	COE-PDD			✓	Action by City Council after public hearing in Spring 2024	The River Road Santa Clara Neighborhood Plan was evaluated by the Eugene Planning Commission in Fall 2023. City Council is expected to hold a public hearing with Lane County in Spring 2024, with action thereafter.				General Fund, City project funding, Federal grant	✓	✓						
Action T19 COE to develop a Growth Monitoring Program to monitor community and development trends. Housing data is a key part of this program including housing permit data, land divisions, and affordability. This work is ongoing with the first monitoring report due to City Council Winter 2021.	COE-PDD		Phase I program set up for quantitative data is mostly complete	✓	Phase II qualitative data framework TBD	A cross-department team which includes Planning and Development (PDD) and Information Services (ISD) has established the first phase of a Growth Monitoring Program. The team is developing a data collection and reporting system to collect data on population, housing, affordability, jobs, and development. The first growth monitoring report for 2012 through mid-2021 was presented to Council in June 2022, and the first annual monitoring (2022) report was provided to Council in June 2023.				General Fund, City project funding		✓						
Electric Vehicles																		
★ Action T20 COE to evaluate introducing parking and infrastructure requirements for electric vehicles (EV) and small electric vehicles (SEV) at new multi-family housing projects and commercial construction projects by 2021, and to include EV and SEV parking in City-supported affordable housing developments between 2023 and 2025.	COE-PW		✓			Per Climate Friendly and Equitable Communities rulemaking, the City passed Ordinance 20699, requiring new multifamily and multiuse developments with 5 or more dwelling units to install EV charging conduit to 40% of their offstreet parking spaces. New commercial development would be required to do this for 20% (per state building code requirements). Affordable housing developers are subject to EV ready parking space requirements, but overall are not interested in charging stations at this time (with the exception of Iris Place).		✓		PDD, State of Oregon	✓	✓						

		Current Action Status					Estimated Cost		Funding Status								Impact	
Action	Dept/ Agency	Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact	
★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low		Total In part No							High Medium Low		
★ Action T21 COE to develop policies and priorities around installation of publicly accessible charging stations in the right-of-way, including electric bike charging. COE will perform a study to determine needs and preferred locations for charging infrastructure. This action is scheduled to be completed between 2023 and 2025.	COE-PW			✓	Currently expected to be complete by 2024/2025	The City has done some site identification with previous funding applications, but is currently in the process of securing a consultant to work on a comprehensive city-wide Electric Vehicle Infrastructure Plan. CPI grant pursued for implementation of EV charging infrastructure but was not granted. Will reapply in the next round.		✓	City funding + EWEB funding	PWE		✓				✕		
★ Action T22 COE to encourage taxi and transportation network companies (such as Lyft and Uber) to utilize EVs in their fleet and develop charging infrastructure. The City will explore implementing incentives and expedited permitting processes for EVs in these types of fleets. This action is scheduled to be completed between 2023 and 2025.	COE-PW	✓				No update		✓		PDD, PWE		✓						
★ Action T23 COE will explore ways to promote use of micromobility options such as e-scooters and e-bikes. This action is scheduled to be completed between 2023 and 2025.	COE-PW			✓	Ongoing	Many City projects and programs promote use of micromobility options, including the City's recent e-scooter pilot program, the City's annual e-bike expo, and EWEB's ongoing rebate program for e-bikes. Additional work will continue.		✓		PWE		✓						
Action T24 COE and EWEB to increase the number of EV-centered ride and drive consumer education events. This action is scheduled to be completed between 2023 and 2025.	COE-PW			✓	Ongoing	There are generally two ride and drive events per year and ongoing rEV up consumer education events. The annual e-bike expo has become the preferred consumer education event for e-bikes and receives much higher attendance than the online e-bike workshop did.		✓		EWEB, PWE		✓						
★ Action T25 COE to set targets for EV adoption by 2035. Publish status of EV adoption in Eugene annually on the City's website by 2021.	COE-PW		✓			The targets for EV adoption are listed in our EV Strategy. The CAP 2.0 data dashboard provides annual updates on EV adoption.		✓		PWE		✓						
★ Action T26 COE organization to adopt an EV First procurement policy. There has been an informal practice to consider EV in the replacement of retiring fleet vehicles since 2019. Through an adopted EV First policy, 100% vehicles that become due for replacement, will be evaluated for GHG reduction opportunities. The City's Fleet Board will recommend any vehicle with an available option in the respective class for replacement with either full electric, plug-in hybrid, standard or after-market hybrid. Fleet Board will only approve exceptions to this policy if it can be shown that an EV or hybrid option cannot meet the business need. This action is a part of the Internal Climate Action Plan.	COE-PW		✓			The City has adopted an EV First procurement policy which has been approved by the Fleet Board. This has led to a formal practice of considering EV at the time of replacement of all retiring fleet vehicles.	✓	✓	Ongoing	Complete		✓						

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Action T27 COE to conduct an electric car share pilot program at one or more affordable housing sites in Eugene. This action is scheduled to be completed between 2021 and 2025.	COE-PW		✓			The City, in partnership with EWEB, is conducting an electric car share pilot program with three cars across three host sites: Iris Place, Santa Clara Transit Station, and downtown Eugene. The program is extended into at least early summer 2024. Two of the locations are currently on pause but EWEB is in the process of getting these locations back online as soon as possible.		✓		PWE, EWEB, Forth, St. Vincent de Paul	✓	✓					
Additional Transportation Actions																	
Action T28 COE to work towards creating a digital smart trips application that would display all modes of travel by segment type, as well as public parking options, for a planned trip in our community. The vision for the application is that it would show all transit, driving, biking, and walking options between two points, as well as combinations of various modes of travel, carbon emitted, calories burned, and cost of travel. Further, it would allow a user to prioritize their trip to focus on options such as saving time, saving money, or saving the environment. The project is expected to be completed in 2023.	COE-PDD				On pause	This is a multi-agency project and it is on pause.				City of Eugene and University of Oregon, and Lane Transit District have partnered to create this app. LTD received \$600,000 of Statewide Transportation Improvement Funds (STIF) to fund the app.	✓	✓					
Action T29 COE to explore options to create community wide broadband. Modeled after the downtown dark fiber project, this action would provide greater accessibility for families and residents to work and learn remotely. The ability to work remotely with a high speed and affordable network connection would allow more remote work options and potential to decrease daily commuting.	COE-PDD			✓	Digital Equity Panel will conclude in September 2024, plan to apply for federal grants for digital equity in early 2025.	Using a grant from the federal American Rescue Plan Act, the City hired a contractor to analyze Eugene's broadband landscape and make recommendations for how the City can improve broadband access citywide. Staff are also working with a community-based Digital Equity Panel, to better understand how to shrink the digital divide. The Panel includes community members who are experiencing barriers related to internet affordability, access to technology, and digital literacy. Reports on both projects are expected to be released in 2024.					✓	✓					
★ Action T30 COE to implement Internal Fleet Climate Action Plan. This plan includes measures to help the City work towards carbon neutrality including procuring EVs and using alternative fuels like renewable diesel.	COE-PW			✓	Ongoing	Multiple EV's have been added to the City's fleet and procurement will continue as vehicles become due for replacement and as EV vehicles become available. Forseeable challenges will include charging infrastructure and manufacturer availability of equipment. The City has transitioned to fueling all diesel vehicles with renewable diesel which has led to significant GHG reductions for the City's internal operations.				Varied		✓				 	
Eugene Climate Collaborative Actions																	
Action T31 LTD will continue to support commuting options with low-income, student, and group transit passes to increase transit accessibility across all income levels.	LTD			✓	Ongoing	LTD continues to offer a wide range of bus fare options designed to meet a range of community needs, including electronic fare payment, student transit passes, group passes and accessible transit options for elderly and disabled community members.				Group pass program provides ~\$1.9M per year. Funding for Student and			✓		✓		

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★ indicates a high impact practice that has significant impact on emissions reductions							High		Total							High	
							Medium		In part							Medium	
							Low		No							Low	
Action T32 LTD to offer programs that make taking transit more convenient like touch pass, Transportation Options, transit host program, and Mobility on Demand.	LTD			✓	Ongoing	LTD continues to provide programs and technologies to make transit more convenient to riders, including assisting people with disabilities who need help transferring between buses at the Eugene Station and mobility on demand options like the Cottage Grove Connector. Touch pass was discontinued in 2022, but was replaced with UmoPass, a reloadable electronic fare payment system.				TouchPass is budgeted at \$730,000 over 10 years (\$550,000 state, \$180,000 general fund)		✓			✓		
Action T33 LTD is completing the Transit Tomorrow planning project to evaluate how it can increase frequency of service and ridership on transit. The goal of the project was to find ways to better serve riders throughout the community, with a focus on increasing frequency, so more people would have access to 15-minute service. The planning process was expected to be completed in 2020 but is on pause due to constraints on community engagement and budget changes resulting from the COVID-19 Pandemic.	LTD				On pause	Transit Tomorrow planning was put on hold during the pandemic. LTD experienced significant ridership and service impacts due to the pandemic and continues to evaluate its current bus systems and levels of service as the District continues to adjust to changing passenger demand that has not returned to pre covid levels. This is helping LTD to continue to match transportation priorities with limited resources and its works through financial and staffing concerns. LTD continues to recruit for new bus operators and to fill other positions, but can only provide the level of service it is staffed to deliver.											
Action T34 Safe Routes to School (SRTS) program offered at Bethel and 4J that works to create safe, easy, and fun ways for kids to walk, bike, skate, scoot, bus or carpool to school. SRTS has a goal to reach 85% of Eugene-Springfield public schools by 2021 and eventually 100% of schools. See page 33 for a list of SRTS program goals. COE Recreation provides bicycle safety education at Bethel and 4J schools to support the SRTS programs and COE Transportation Planning works with the SRTS programs on creating safe walking and biking routes to school.	4J/Bethel			✓		As of the 2023/2024 school year, Safe Routes to School (SRTS) programming is offered at 100% of Bethel and 4J schools to create safe, easy, and fun ways for kids to walk, bike, skate, scoot, bus or carpool to school. Along with many other aspects of the SRTS program, COE Recreation provides bicycle safety education at Bethel and 4J schools and COE Transportation Planning works with the SRTS programs on improving the safety of infrastructure on key walking and biking routes to school.				Funded by Air Quality and Congestion Mitigation grants, federally; small portion from Springfield schools	✓	✓					
Action T35 PeaceHealth Rides bike share program will continue to look for opportunities to expand its bikeshare footprint, both in terms of geographic area served and number of bikes available. The program was launched in Spring 2018 and currently offers a base of short-term bike rental options for trips in the City's core, with 300 bikes and 40 stations. The program will also look for more opportunities to provide access including discounted rides for people from disadvantaged communities.	COE PW			✓	Ongoing	The PeaceHealth Rides bike share system expanded from 300 bikes and 40 stations to 350 bikes, 45 stations, and an expanded service area in 2023. New partnerships and funding will allow for continued expansion of the system. An e-scooter pilot program occurred in 2023, but the vendor withdrew operations in December 2023. The program has increased accessibility by providing no-cost membership for individuals with limited incomes, partnerships with local organizations, written information about this program provided to individuals in a variety of formats, in-person education and enrollment occurs at a variety of CBO-led community events, learn-to-ride programs, and site specific bike share education mostly during the spring and summer months.				PW Transportation	✓	✓	✓				
Action T36 EWEB will focus on an evolution of targeted market transformation programs and efforts to increase EVs in the community, including dealership engagements and incentives for test drives, city-wide EV sharing, education campaigns, and ride and drive events.	EWEB			✓	Ongoing	As of September 2023, EWEB had 4,288 electric vehicles registered with the DMV in our service territory. This action is funded through the Oregon Clean Fuels Program. EWEB and community partners, such as the Emerald Valley Electric Vehicle Association, host EV ride and drive events so community members can test drive an electric vehicle and learn about the benefits of switching to an EV.				Oregon Clean Fuels Program					✓		

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Action T37 EWEB to incentivize commercial and residential charging infrastructure and to support regional efforts to expand available charging network, including EWEB-owned stations.	EWEB			✓	Ongoing	EWEB offers incentives for charging infrastructure for residential and commercial applications. Customers are encouraged to charge their vehicles during off-peak times (10 p.m. to 6 a.m.) when power is the cleanest and cheapest. Charging an EV right after work, when power consumption is highest, increases use of fossil fuel-burning generators in the region required to meet peak demands, and leads to higher power prices and infrastructure costs. EWEB has installed free public level 2 electric vehicle charging stations at its Downtown Headquarters Buildings (facility was sold to City of Eugene in 2023), its Roosevelt Operations Center in West Eugene, and at its Leaburg facility up the McKenzie River.				The EV infrastructure incentive programs are supported via funding from the Oregon Clean Fuels Program and are not supported using ratepayer dollars.					✓		
Action T38 EWEB to explore ways to increase EV and micro electric mobility access for underserved populations through efforts and programs including partnerships with key agencies, community grants, culturally appropriate outreach and education, and non-ownership models like multi-family EV sharing.	EWEB			✓	Ongoing	EWEB recognizes that not everyone has equal opportunity to purchase a new or used electric vehicle, either due to upfront cost of the vehicle or due to charging challenges, among other barriers. EWEB seeks to offer electric mobility and transportation programs that help bring equitable access to the technology. Using Oregon Clean Fuels Program funding, EWEB supports the following equity-focused initiatives: an electric vehicle sharing, electric mobility community grants, and E-bike rebates.				Oregon Clean Fuels Program					✓		
★ Action T39 LTD to expand electrification of bus fleet as existing fleet is retired. LTD successfully tested two electric buses in revenue service throughout 2019. LTD has purchased (11) 40' battery electric buses to integrate into its fleet. The eleven battery electric buses will be delivered in 2021 and are replacing older, less efficient diesel buses.	LTD			✓	Ongoing	LTD continues to promote eco-friendly transportation options in the local community. 30 of LTD's neighborhood buses are electric. The remaining 70 buses are fueled with Renewable Diesel (R99). R99 is a transportation fuel produced from non-petroleum renewable sources, including vegetable oils, making it less carbon intense than fossil diesel. By taking these steps with its bus fleet, LTD has met its goal to reduce greenhouse gas GHG emissions by 75%, before its target date of 2030. LTD is also looking to invest in EV charging infrastructure for its Ridesource and light duty vehicle fleet, which will help LTD meet its goal to eliminate use of fossil fuels by 2035.				Federal, Regional and General Funds	✓	✓					
★ Action T40 LCC, Lane County, and EWEB continue to invest in fuel efficient motor pools. Public agencies are focused on purchasing electric vehicles when practical and high efficiency hybrids or diesels when necessary. These vehicles require less maintenance and have lower operating costs than the vehicles they are replacing.	Varied			✓	Ongoing	LCC, Lane County, and EWEB continue to explore opportunities to replace their fleets with zero emission alternatives when available at time of replacement. All organizations have policies in place to upgrade light duty vehicles to electric. Heavy duty vehicles present a challenge for all organizations due to market availability and specific operational needs for heavy fleet vehicles, but all organizations are continuing to track the technology as it emerges.				Varied by agency							
★ Action T41 As part of LCC's actions to reduce GHG emissions from student commuting and in response to student demand, Lane Community College continues to increase online class offerings. In addition, co-benefits of implementing the TSP include a reduction in emissions from LCC commutes.	LCC			✓	Ongoing					Funding for increasing the offerings on online classes comes from LCC's General Fund.		✓					

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★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low	<div><div></div><div></div><div></div></div>	Total In part No	<div><div></div><div></div><div></div></div>						High Medium Low	<div><div></div><div></div><div></div></div>	
Action T42 4J has made investments in higher efficiency buses replacing all of the older buses. The fleet includes a mix of propane, gas and diesel vehicles. The diesel engines use 99% renewable diesel fuel (R99) and are all equipped with exhaust treatment systems.	4J			✓	Ongoing	4J invests in higher efficiency buses with a focus on replacing all of the older buses. The fleet includes a mix of propane, gas and diesel vehicles. The diesel engines use 99% renewable diesel fuel (R99) and are all equipped with exhaust treatment systems.	<div><div></div></div>		<div><div></div></div>	Bond 20-297 in 2018					✓	<div><div></div></div>		
Action T42 Bethel SD is investing in higher efficiency buses through their transportation contractor First Student. Older, less-efficient buses are being replaced by clean diesel engines.	Bethel			✓	Ongoing		<div><div></div></div>			?						<div><div></div></div>		
Building Energy																		
City of Eugene Actions																		
Action B1 COE and NWN are currently working on a new franchise agreement with the intention to decrease community wide emissions associated with natural gas. The agreement is expected to be completed in late 2020. Details will be added to Eugene's list of climate commitments once the agreement is finalized.	PW			✓	On pause	The franchise agreement with NW Natural expired in May 2021. After extensive negotiations between the City and NWN, negotiations stalled over efforts to include provisions on climate action funding to the gas company's operating agreement. As of 2024, there is currently no agreement in place.	<div><div></div></div>	✓	<div><div></div></div>	General Fund (staff time)				✓			Potential for equity benefits	
Action B2 COE to report to City Council different options and funding strategies to support programs for low income EWEB and NWN customers and/or support other loans for small home improvements required to qualify for utility energy efficiency programs by 2021. This action leverages existing programs, with the goal of minimizing administrative costs.	PW			✓		The City continues to work with community partners and our local energy companies to identify options and funding strategies to support home energy improvement strategies and projects. This includes pursuing opportunities and resources available through recent federal and state climate investments, including the Inflation Reduction Act and the Oregon Climate Resilience Package.	<div><div></div></div>	✓		General Fund (staff times); TBD if Council moves forward with projects						<div><div></div></div>	Potential for equity benefits	
Action B3 COE to research and report to City Council potential regulatory options related to advancing energy efficiency and carbon reduction through rental housing standards by end of 2023.	PW			✓	Report back to Council June 2024	Initial discussions across departments to establish rental housing standards occurred before Sustainability staff turnover and the program moving to Public Works. Ongoing engagement on building decarbonization may help to inform potential policy considerations moving forward.		✓	<div><div></div></div>	General Fund (staff)			✓			<div><div></div></div>		
★ Action B4 COE to implement a voluntary Home Energy Score in partnership with the Oregon Department of Energy by 2021. COE to research and report to City Council on funding and implementation strategies for a mandatory program Home Energy Score Program and Commercial Benchmarking Program.	COE - CMO			✓	Report back to Council June 2024	The City has information on the website for how community members can complete a voluntary Home Energy Score to better understand their home's energy use. The City supports the Student and Community Outreach for Renter Efficiency Program (SCORE), a partnership with COE, EWEB, and UO that provides a free home energy score to renters and income-qualified homeowners. The City is currently doing community engagement to explore potential policies for a point of sale/lease Home Energy Score.	<div><div></div></div>	✓	<div><div></div></div>	TBD						<div><div></div></div>		

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★ indicates a high impact practice that has significant impact on emissions reductions							High 		Total 							High 	
							Medium 		In part 							Medium 	
							Low 		No 							Low 	
Action B5 COE to participate in state-wide coalition to seek statutory authority for cities to adopt the state's high-performance Reach Code meeting 10% above adopted state-wide building code as the local base code.	COE - CMO		✓			The Reach Codes bill was modified in 2022 to become the Resilient, Efficient Buildings Task Force bill. This established a state Task Force that developed recommendations that became the Climate Resilience package passed in 2023 (HB 3409, HB 3603). This suite of bills created a statewide energy performance standard, new incentives for heat pumps, and a number of other climate programs aimed at reducing building emissions.		✓		State agency funding and federal funding							
★ Action B6 COE implementing facilities updates including conservation and efficiency improvements as part of the organization's Internal Climate Action Plan. Current projects include the renovation of Campbell Community Center and Echo Hollow Pool expected to be completed in 2020 and 2021 respectively.	CS - Facilities			✓	Ongoing	Renovation projects at Campbell Community Center and Echo Hollow Pool are complete. Echo Hollow Pool efficiency upgrades included new solar panels, a heat pump chiller, LED lighting and more. Campbell Community Center renovations included efficiency improvements to heating and cooling systems and other technology upgrades. Current projects include facility improvements at the newly purchased City Hall building and energy and resiliency upgrades at the Roosevelt Yard.				Pre-approved bond funding and CIP budget		✓		✓			
★ Action B7 COE to update existing Green Building policy for City buildings to focus specifically on heavily decreasing Energy Use Intensity when designed, increased energy efficiency investments, on-site renewable energy production, and total ghg lifecycle reductions by January 2022.	CS - Facilities			✓						Fund 618 (Facility Rates)		✓					
Eugene Climate Collaborative Actions																	
Action B8 EWEB implementing adopted GHG reduction goals, which call for a reduction of utility GHG emissions by 25 percent below 2010 levels by 2020; the reduction of fossil fuel use by 50% by 2030, and for EWEB operations to be carbon-neutral by 2050.	EWEB			✓	Ongoing	In 2020, EWEB not only met but exceeded its 2020 goal of utility GHG emissions by 25 percent below 2010 levels. In 2022, EWEB achieved a 44% reduction in emissions over our 2010 baseline. EWEB is well on its way to meeting the ambitious goal of reducing fossil fuel use by 50% by 2030.				Rates			✓				
Action B9 EWEB to complete an Electrification Impact Study in 2020-2021. The study will explore the impacts of widespread electrification on our community. In this study, EWEB will hypothesize various electrification scenarios and assess potential impacts to power supply, demand, local infrastructure, and community greenhouse gas (GHG) emissions.	EWEB		✓			The Phase 1 and Phase 2 Electrification studies were completed in 2021. EWEB is now embarking on a demand-side potential assessment that will include an Electrification Potential Assessment. EWEB is also incorporating electrification forecasting into their annual load forecasting process.				Rates			✓				
Action B10 EWEB working with community partners to support building upgrades with incentives for smart electrification and energy efficiency.	EWEB			✓	Ongoing	EWEB works with customers to complete over 1,000 energy efficiency projects per year. In 2023, EWEB achieved 106% of their energy efficiency targets while only using 78% of their budget.				Rates			✓				

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★ indicates a high impact practice that has significant impact on emissions reductions							High		Total							High	
							Medium		In part							Medium	
							Low		No							Low	
★ Action B11 EWEB and NWN limited income assistance programs and energy conservation education programs, which provide eligible customers with rebates and incentives to lower and pay their bills.	EWEB + NWN			✓	Ongoing	EWEB offers financial support programs for low income customers, including the EWEB Customer Care Program, Community Partner Care Program (pilot, launched in 2023) and Income-based Efficiency Rebates and Loans. Additionally, EWEB works with government partners to administer additional support through the Limited Income Home Energy Assistance Program (LIHEAP) and Limited Income Home Water Assistance Program (LIHWAP).				Grants + EWEB Rates	✓		✓			Positive equity impacts, nominal GHG reduction impacts	
Action B12 EWEB's commitment to conservation includes meeting all new base load growth through acquiring conservation rather than new energy resources. Each year, the utility targets between 1.4 and 1.6 MW for acquisition, dedicating appropriate budget and human resources to those targets.	EWEB			✓	Ongoing	Over the last 13 years (2010-2022), EWEB's load has remained fairly constant, with a peak in 2017 at 2.454 million MWh and a low in 2020 of 2.261 million MWh, presumably due to consequences of the COVID-19 pandemic. See B10 for information about conservation program updates. Loads are expected to start increasing due to electrification in the coming years as outlined in the Electrification Studies referenced in Action B9.				Rates			✓			Dependent on source of power	
★ Action B13 Once fully deployed, EWEB's advanced metering program will facilitate demand side management programs with customers to reduce energy use during peak periods. EWEB has begun consumer education on the value of reducing energy use during peak periods and plans to develop programs to help consumers shift energy use off-peak through a combination of technology and pricing signals.	EWEB			✓		EWEB seeks to provide customers with better service, build a more resilient community, and create a cleaner energy future. Achieving these goals requires modernizing our community's power grid and water distribution network. As a part of this effort, EWEB is upgrading electric and water meters to smart meters (also known as advanced metering infrastructure or AMI). In 2021, supply chain constraints caused EWEB's smart meter installations to be reduced for Water and halted for Electric. Installations began again in 2023 and continue.				Rates			✓			Dependent on source of power	
★ Action B14 NWN Smart Energy Program allows customers to purchase carbon offsets equal to the amount of the carbon dioxide created by their natural gas use.	NWN			✓	Ongoing	This program continues to be offered to NWN customers, and Energy Trust of Oregon (ETO) tracks participation.				Participating customers			✓				
★ Action B15 NWN partners with the ETO to offer energy efficiency programs to natural gas customers.	NWN			✓	Ongoing	Energy Trust of Oregon (ETO) continues to provide energy efficiency programs to customers locally.				NW Natural/Participating Customers			✓				
★ Action B16 In order to produce Renewable Natural Gas (RNG), Metropolitan Wastewater Management Commission (MWWMC) is building biogas purification facilities and a pipeline to connect to NW Natural's utility grid. Construction is expected to begin in 2020 with a target completion in 2021.	NWN/MWWMC		✓			As of November 2021, a biogas purification facility at the Metropolitan Wastewater Management Commission (MWWMC) produces Renewable Natural Gas (RNG) with direct gas injection into Northwest Natural Gas pipeline. The introduction of a new process/technology and operational learning curves have reduced the expected output to date but those should be improved in 2024.											

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★ Action B17 Lane Community College's plans to continue to increase building energy efficiency by replacing heating, ventilation and air conditioning systems in selected buildings. Additional improvements to campus buildings are planned for the near future such as upgrading lighting systems, adding better insulation and replacing single-pane windows. Lane Community College is pursuing LEED v4.1 for Existing Buildings certification for its Florence Center. This third-party certified performance-based project will result in increased overall performance of this Center with annual performance verifications associated to it. Expected date of completion is 2022.	LCC			✓	Ongoing	LCC continues to increase energy efficiency in buildings. The Florence Center was upgraded in 2023.				Capital improvements in buildings to increase energy efficiency in buildings are funded using the 2020 Bond Measure.				✓			
Action B18 UO to implement UO Climate Action Plan updates which includes actions to reduce emissions from buildings. Recent accomplishments include reinsulating the steam tunnel, establishing and filling an energy manager position and relaunched the energy revolving fund. Upcoming work includes a study to identify low carbon heating alternatives to steam made from natural gas for our campus.	UO			✓		UO has taken steps to implement its own Climate Action Plan. Relaunching the energy revolving fund is in progress. Evaluating options to transition UO's district thermal heating system is in progress. UO will be putting out a CAP3.0 in 2024.				Not yet finalized							
Action B19 UO implementing the revised Oregon Model for Sustainable Development requiring new capital projects to achieve at least LEED Gold certification, must be at least 25% more efficient than 2014 Oregon Energy Code requirements, and will foster social equity in the design and construction of campus projects.	UO			✓	Ongoing	No significant updates or challenges to report.				Major construction projects are funded with a mix of private donations and state bond authorization	✓				✓		
Action B20 UO to continue to offer student program to complete energy audits using the US Department of Energy Home Energy Scoring Tool through the Student and Community Outreach for Renter Efficiency Program (SCORE), a partnership with COE, EWEB, and UO.	UO			✓	Ongoing	After a couple of years online during the height of the pandemic, the Home Energy Score program returned to in-person assessments in 2023 and continues in 2024. During the pandemic UO worked with EWEB to be able to offer a remote assessment option. With the return to in person, UO/EWEB have continued to offer remote as an option as well, which has been very popular.				to date funding comes from COE, EWEB, and UO					✓		

		Current Action Status					Estimated Cost		Funding Status							Impact	
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★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low	 	Total In part No	 						High Medium Low	
Action B21 Bethel has entered into an Energy Performance Contract with Ameresco. They are identifying improvement projects that can be repaid through annual energy savings, such as lighting, HVAC systems, and boilers. The District is taking out a \$3.5 million loan at 2.3%, with guaranteed annual energy savings of more than \$215,000, so the improvements are designed to pay for themselves while lowering our energy consumption.	Bethel			✓		No update				No city funding.							
Action B22 In 2018, Eugene voters approved over \$314M in bond funding for 4J Schools. Numerous energy efficiency and building shell improvements are funded across the system, with new schools being planned for Edison Elementary School, North Eugene High School, Camas Ridge Elementary, and major expansion of Gilham Elementary. New construction projects feature state of the art energy efficient design and green building features.	4J			✓		No update				2018 Bond measure				✓			
Fugitive Emissions																	
City of Eugene Actions																	
★ Action F1 COE to operate and promote the Love Food Not Waste commercial food waste collection program. This partnership among local garbage haulers, commercial composters, the City of Eugene and area businesses makes sure that food scraps turn into valuable compost instead of taking up space in our landfill. Business can sign up for Love Food Not Waste through their garbage hauler.	COE-WPGB			✓	Ongoing	Promotion and support of both commercial and curbside food waste collection (for residents) continues. Large Food Waste Generator campaign emphasizing food rescue and diversion to compost launched in 2023.				505		✓					
★ Action F2 COE to operate and promote the Curbside Compost Program. As of October 2019, Eugene customers who have residential garbage service have the option to put food waste in their yard debris bin instead of in the garbage.	COE-WPGB			✓	Ongoing	Waste reduction education including in school and curbside residential food waste continues to be supported in 4J and Bethel School Districts to provide materials and resources that support waste prevention education. These resources highlight City programs, such as Eugene’s commercial (in school cafeteria) food waste collection, curbside recycling and residential food waste collection services, with tools and information that help students and their families reduce food waste and recycle common household materials. Scoping and development of city-wide curbside food waste education campaign is tentatively planned for FY25-FY26				505		✓					

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							Medium		In part							Medium	
							Low		No							Low	
Action F3 COE to explore methods to capture biogas from organic waste and use it for renewable transport fuel. By 2025, COE will scope out the potential pathways to implement this action, including cost estimates. (ECC Action)	Lane County			✓	Scheduled for completion by 2025	Lane County Commission has determined that the County will move forward on an Integrated Material Recovery Facility (IMERF) that will remove non-source separated organics from the municipal waste stream for anaerobic digestion and processing to become renewable natural gas.		✓		General fund		✓					
★ Action F4 COE to convene community partners who use products with large amounts of refrigerants by the end of 2021 to identify market-based and regulatory options to reduce community-wide refrigerant gas leaks from appliances like air conditioners, refrigerators, and commercial refrigeration systems. (CC Action)	COE-CMO		✓			Community partners were convened in early 2023 to understand the barriers and opportunities of recent federal regulations on refrigerant management. A report was generated.				General fund		✓					
Action F5 COE will continue to use warm-mix asphalt, a low-carbon alternative that has become the default asphalt sold in the region, due in part to COE leadership. Warm-mix pavement materials are mixed and placed on the road at lower temperatures than traditional hot-mix. Benefits of the reduced temperature include cutting fuel consumption and decreasing the production of emissions. Engineering and construction benefits include better compaction of pavements; the ability to pave at lower temperatures, extending the paving season; and the potential to be able to recycle at higher rates.	COE-PW			✓	Ongoing	The City continues to use warm-mix asphalt in all pavement projects. Warm-mix asphalt is a low carbon alternative to the more traditional hot-mix. As the name suggests, it is mixed at lower temperatures which cuts fuel consumption and lowers emissions.				Street Repair Bond, Local Gas Tax				✓	✓		
Action F6 Due to the economic impacts of COVID-19, the disproportionate impact of hunger on low income communities, and the highest greenhouse gas savings of food waste diversion, COE to prioritize food rescue programs at local level.	COE-WPGB		✓			In partnership with Lane County, FFLC, and Eugene's Table, a gap study was performed to identify gaps in the regional current food rescue ecosystem. A Large Food Waste Generator campaign prioritizing food rescue opportunities and targeting the largest food waste generators and/or prepared food generators launched in parallel with a Lane County campaign launched in 2023.				505		✓					
Action F7 COE to continue to explore adopting a franchise-system of residential solid waste collection with the goal of reducing hauler fleet-generated greenhouse gases, route redundancy and road wear.	COE-WPGB			✓	Scheduled for completion by 2025	A territories system to geographically assign hauler routes has been studied preliminarily and future progress will be linked to staff capacity and resources in the coming years.		✓		505		✓					

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Action F8 COE will continue to work toward the Council directed goal of increasing the volume of waste diverted from landfill from internal operations and facilities from current levels to at least 90% by 2020 compared to 2016. PDD has achieved this goal and will work with other departments to implement 90% diversion by 2030 through the Internal Zero Waste program.	COE-WPGB			✓	Scheduled for completion by 2030	Post COVID replacement and recruitment of facility leads to champion and assist with zero waste certification and implementation is ongoing.				505		✓						
Eugene Climate Collaborative Actions																		
Action F9 Lane County to develop improved county-wide data collection and reporting system to assess effectiveness of programs and policies, e.g. participation rates of yard debris, commercial, food waste and multifamily recycling programs by city.	Lane County	✓				No action taken yet.				Lane County Waste Management System Benefit Fee					✓			
Action F10 Lane County plans to convene community partners to explore options related to the development of a waste processing facility to divert organics from the waste stream toward an anaerobic digestion/ biogas facility.	Lane County		✓			Lane County Commission has determined that the County will move forward on an Integrated Material Recovery Facility (IMERF) that will remove non-source separated organics from the municipal waste stream for anaerobic digestion and processing to become renewable natural gas.				Lane County Waste Management System Benefit Fee					✓			
Action F11 Lane County to Perform annual audits of Material Recovery Facilities (MRF) to assess performance and maximize recovery.	Lane County			✓	Ongoing	Lane County inspects and audits Ecosort, Lane County's only permitted, limited sort facility. Because Ecosort receives a discounted tip fee for any recovery performed at the facility, Lane County receives monthly reports uploaded in Re-TRAC that capture incoming and outgoing tonnage, end of month discrepancies (if any) and the facilities overall recovery rate.				Lane County Waste Management System Benefit Fee					✓			
Action F12 Lane County to support product stewardship and extended producer responsibility legislation and policy creation at state and federal level.	Lane County			✓	Ongoing	Lane County participates in stakeholder workshops to support the development of state and federal policies that promote product stewardship principles. Lane County supported the development of the Oregon Recycling Modernization Act (SB 582), the Electronics Recycling law (HB 3220) and Mattress Recycling law (SB 1576). Currently, Lane County staff participate in various technical work groups, including: the Recycling Council, Truth in Labeling Task Force and the Commingled Recycling Processing Facilities workgroup.		✓		Lane County Waste Management System Benefit Fee					✓			
Action F13 Lane County to improve Multifamily recycling access. Prepare for state rule change that all multi-family tenants have opportunity to recycle by 2025.	Lane County			✓		Lane County is updating its multifamily recycling resources, available for free online. These resources will also be translated into Spanish in 2024. A multifamily housing database is in development to help track compliance with the new law.				Lane County Waste Management System Benefit Fee					✓			
Action F14 Lane County to increase Accessibility for non-English speakers in all program functions, materials and outreach.	Lane County			✓	Ongoing	In September 2023 the Lane Board of County Commissioners adopted a county-wide Limited English Proficiency Plan. Staff created a webpage and are working in 2024 to augment efforts already underway to adopt best practices aimed at increasing access to residents with limited English proficiency to ensure equitable access to information, programs, and services.				Lane County Waste Management System Benefit Fee					✓	Positive equity benefit.		

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Action F15 Lane County to develop business waste prevention, buy recycled campaigns focused on high impact material types or business sectors.	Lane County			✓	Ongoing	Under Oregon law, all cities with at least 4,000 people must be provided recycling services, and in some jurisdictions, waste prevention and reuse programs. Lane County contracts with BRING Recycling to recruit and certify businesses under their ReThink program, which provides detailed, customized recommendations to green business operations, including purchasing recycled content products and non-toxic cleaners. Additionally, in 2023 targeted outreach was conducted to commercial food businesses in Springfield to reduce food waste, increase donation, and boost participation in commercial composting programs.				Lane County Waste Management System Benefit Fee					✓		
Action F16 UO to continue to promote waste reduction across campus thru the UO Zero Waste Program. The Program provides state of the art waste reduction and recovery opportunities to campus while reducing greenhouse gas production.	UO			✓	Ongoing	UO continues to promote waste reduction across campus through the UO Zero Waste Program. UO's diversion rate is now up to around 60%, due to improvement in materials management as well as better data.				UO							
Action F17 Bethel to increase composting through implementing district wide food waste collection for all 11 school facility kitchens as of 2019, and 4J School District to increase collection of food waste from 12 school kitchens in 2018-19 to all 33 4J district schools and facilities in 2020. Cafeteria food waste collection in 4J has been implemented in some schools and a phased implementation of cafeteria food waste collection for all 4J schools is planned, starting with elementary schools in 2020-2021, and adding middle schools in 2021-2022.	4J + Bethel		✓			As of school year 2023/24, Eugene School District 4J has implemented food waste collection systems (composting) in all 33 kitchens and K-12 cafeterias across the district as part of our three year implementation plan.				Bethel and 4J receive grant funding for Love Food Not Waste implementation and reimbursement for hauler service expenses	✓						
Consumption																	
City of Eugene Actions																	
Action C1 COE will continue to host Fix It Fairs in partnership with the ToolBox Project to help consumers repair goods and instruct participants how to make their own repairs. Fix It Fairs help consumers avoid purchasing more goods. Repair services are available for a variety of products, including small appliances like lamps and toasters, tools, clothing and textiles, small electronics, home and garden tools, furniture, and toys.	COE-WPGB			✓	Ongoing	Staff continues to work with community partners like the Toolbox Project and external contractors to produce Fix-it Fairs and Fix-it Workshops for the public, including Spanish language repair events, as well as continuing to support materials online that allow people to learn repair skills through informational videos with local repair professionals. Staff have also have partnered with Lane County to provide Fix-it collateral and other resources to support the County's efforts to produce repair events in Springfield and across Lane County.				Fund 155, Solid Waste Fund		✓					

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							Medium		In part							Medium	
							Low		No							Low	
Action C2 COE will continue to develop and improve GHG tracking and reporting in the Capital Improvement Program (CIP), which was first incorporated in 2019. The goal of this action is to provide decision-makers with quality information about the GHG impact of material and design choices so that they can better incorporate considerations about the impact of climate change into the decision-making process. The CIP is updated every two years.	COE-PW			✓		The City continues to improve GHG tracking and reporting for construction projects in the Capital Improvement Plan. While GHGs are an inevitable byproduct of construction, it can be challenging to track the estimated GHGs a project will 'cost' using scope 1 emissions and outdated resources. The City is focusing on the two biggest emitters, asphalt and concrete, to explore better resources for tracking, reporting, and GHG reduction.				Incorporated into existing operating budgets		✓					
Action C3 COE will continue to develop a comprehensive waste and consumption public educational campaign touching on topics such as recycling, food waste and low-impact consumption practices.	COE-WPGB			✓	Ongoing	Staff supported the development and launch of a city-wide public recycling education campaign with materials in both English and Spanish. This successful education campaign, was developed based on a statistically significant survey, resulting in a high level of engagement across both English and Spanish speaking residents. Additional public education will occur as the new Recycling Modernization Act (SB 582) takes effect. This legislation will standardize the list of recyclable materials, expand the recycling program in Eugene substantially, and support contamination reduction investment and investment in reusable packaging.				Fund 155, Solid Waste Fund		✓					
Action C4 By early 2022, COE to determine most effective policy and program pathway(s) to require construction and demolition waste materials to be sorted for reusable or recyclable materials.	COE-WPGB			✓		A Construction Material Recovery & Reuse (CMRR) pilot was completed in 2023 in partnership with Lane County to explore opportunities for reclaiming reusable construction material. Staff engaged internal stakeholders to understand how material recovery planning could integrate into the project management phase; explored deconstruction opportunities for City projects that can be used as case studies; and developed benchmarks for identifying suitable projects for whole or partial deconstruction. Staff also worked with a consultant team on developing AIA Project Manual language so that material diversion could be included in bids for City projects.				Fund 155, Solid Waste Fund							
Action C5 COE will investigate the increased use of substitute supplementary cementitious materials (SCMs) for Portland cement in all capital construction projects and provide a target level of use by 2021	COE-PW			✓		COE continues to investigate the increased use of substitute supplementary cementitious materials (SCMs) for Portland cement. An increased use of SCM, such as fly ash and steel slag, in concrete mixes yield lower embodied carbon, but sourcing is a challenge. Other SCMs to explore include ground glass pozzolan, limestone, and silica fume. The City will continue to work with material producers to explore opportunities.				Incorporated into existing capital project budgets		✓					
Action C6 COE to continue to use 50% supplementary cementitious materials (SCMs) on in-place reclamation projects and will commit to evaluating increased standard SCM content.	COE-PW			✓	Ongoing	The City continues to use 50% supplementary cementitious materials (SCMs) on in-place reclamation projects. A small-scale pilot project in Nov 2022 was conducted to evaluate a 65% SCM mix. There were some challenges so it was decided to keep the max allowable SCM replacement at 50%. As requirements for EPDs are put in place for concrete mixes used in City capital projects (see Action C7), the City anticipates SCM percentages could increase as one way to reduce the Global Warming Potential of approved concrete mixes. Additional testing will be needed to ensure material strength and performance criteria are maintained.				Incorporated into existing capital project budgets		✓					

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Action C7 COE to continue to include to specify the materials to be used and not used in contractor proposals for construction products that include concrete and asphalt. COE to explore the use of Environmental Product Declarations (EPDs) and other reporting mechanism with the end goal of documenting and verifying the environmental benefits of products used in concrete and asphalt mixes.	COE-PW			✓	Ongoing	The City continues to specify the materials to be used and not used in contractor proposals for construction products taht include concrete and asphalt. Starting Jan 2024, Environmental Product Declarations (EPDs) will be required for all concrete mixes that are submitted for use on all capital projects as well as setting global warming potential (GWP) benchmarks for each strength class of concrete.				Incorporated into existing operating budgets		✓					
Eugene Climate Collaborative Actions																	
Action C8 4J is shifting to a self-operated student meal service that will explore food purchasing options to develop relationships with local food suppliers, farms, and services. The program seeks to find creative ways to allow families and children meet their nutritional needs while reducing waste and reducing carbon intense foods with a wide variety of options.	4J		✓			4J has shifted to a self-operated student meal service that nurtures relationships with local food suppliers, farms, and services. The program continuously seeks creative ways to allow families and children to meet their nutritional needs while reducing waste and reducing carbon intense foods with a wide variety of seasonal, local, whole food options.				Nutrition Services					✓		
Action C9 Bethel works with the Farm to School program and is a leader in providing locally-sourced fresh fruit and vegetables in its school meals. Bethel School District also operates the Bethel Farm, a working farm that serves as an outdoor classroom while raising produce for school meals and local food pantries.	Bethel			✓	Ongoing	Bethel SD continues to have a Farm to School program and operate the Bethel Farm.				Do the districts or Love Food Not Waste pay for this implementation?							
Action C10 Lane County Waste Management program provides multiple recycling and reuse opportunities for a variety of products including paper, glass, cardboard, metals, motor oil, some plastics, yard waste, and construction and demolition waste.	Lane County			✓	Ongoing	Lane County continues to provide multiple recycling and reuse opportunities for a variety of products. Lane County is required to report data on recycled materials. The information allows Lane County to determine energy savings and greenhouse gas reductions. For over a decade, Lane County has achieved the highest recovery rate in the state. Lane County also has a suite of waste prevention programs focused on food waste, repair and reuse, sustainable event services, k-12 educational programming, and construction and demolition.				Lane County Waste Management System Benefit Fee					✓		
Action C11 PeaceHealth is updating food service requirements so that all paper, Styrofoam and plastic products will be replaced with 100% compostable, plant-based disposable items at their food services sites at both Sacred Heart Medical Center campuses. This includes all utensils, plates, cups and the dome lids used for to-go coffee. They also selected a local coffee vendor, Global Delights.	Peacehealth		✓			With the closure of the University District Hospital in downtown Eugene in late 2023, PeaceHealth no longer has operations and climate impacts that are covered under Eugene’s CAP2.0.				Food service operating budget		✓					

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							Medium		In part							Medium		
							Low		No							Low		
Action C12 Lane Community College has implemented a sustainable procurement initiative that includes the development and adoption of a sustainable purchasing policy in alignment with LEED for Existing Building guidelines from the USGBC for the Florence Center by the year 2021. Sustainable Purchasing Policies for other LCC Satellite centers will follow until a college-wide policy is adopted.	LCC			✓	Ongoing	LCC has some procurement guidelines but not a systemwide policy.		✓		Funding for this comes from the General Fund for staff time and materials and supplies purchases.		✓						
Resiliency																		
City of Eugene Actions																		
Natural Hazard's Mitigation Plan																		
Action R1 COE to pursue a water reuse partnership with MWMC as part of the community effort to prepare for drought. Demonstrations are expected to begin in 2022. MWMC will add facilities to the wastewater treatment plant to produce the first ever stream of Class A recycled water - the highest quality recycled water class in Oregon, suitable for all water uses except drinking. Initial uses will include local sand and gravel operations, City street tree watering, and 100% of landscape irrigation at the wastewater plant.	MWMC			✓	2026	Construction contracting to build a wastewater treatment facility that can produce Class A recycled water is anticipated in Fall 2024 with demonstration projects running in 2026. Project continues to be postponed to address technical design, funding, and staff resource leveling issues. The MWMC seeks 50%+ grant funding and has state loan and federal grant applications pending for funding in fall 2024. The MWMC is verifying tertiary filtration unit function to ensure recycled water specs are met prior to construction. In partnership with ACWA and DEQ, MWMC is promoting advancement of Oregon recycled water use policies, with MWMC as a case example, through the passage of HB2010 in 2023.				Construction/i mplementation cost estimated at \$8.5M. Currently pursuing federal and state grants to cover 75% of the project.	✓		✓					
Action R2 COE to research and incorporate extreme weather safety awareness into the Cities' public outreach program by 2023.	COE-CS			✓	Ongoing	The City incorporates extreme weather safety awareness into public outreach, by sharing safety information through the website and press releases.		✓		Eugene and Springfield Emergency Management								
Action R3 COE to actively seek funding to update the Eugene-Springfield floodplain maps by 2030 focusing on the Willamette River through Eugene and the Mill Race, Willamette River through Glenwood, and the 42nd Street Levee Seclusion Zone in Springfield.	COE-CS	✓				Not yet started.		✓		State/Fed. Funding	✓							
Action R4 COE to evaluate stormwater design standards taking into consideration climate change modeling by 2022. It is known climate change will affect our weather. Rain is expected to become less frequent, but with more intense showers. This is expected to change flooding traditionally seen in this area and tax the local stormwater system event further.	COE-PW			✓	Scheduled for completion Dec 2024	Consultant contract for assistance with the City's Stormwater Basin Master Plan update and Stormwater Management Manual update is in negotiation (February 2024) and contract is expected to be executed by March 2024. Evaluation of the stormwater system for climate resiliency is included in the consultant scope of work and expected to inform updates to Eugene's stormwater design standards.				Stormwater fund - part of the stormwater basin plan update which is included in the adopted FY22- 27 CIP		✓						
Action R5 COE to update the Eugene-Springfield Wildland-Urban Interface (WUI) plan and address access routes by 2025.	COE-CS			✓	Ongoing	The City and partners collaborate extensively to mitigate and prepare for wildfires that threaten urban regions through detailed fuels assessments, ongoing fuels reduction work and prescribed burns, updating evacuation routes, and education and outreach on preoparedness for community members.		✓		ESF Funds, grants	✓	✓						

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Action R6 COE to utilize relevant vulnerable populations maps, developed for the Lane Livability Consortium, develop an outreach plan to engage vulnerable populations to be two weeks ready with emergency supplies by 2023.	COE-CS	✓				Not yet started.		✓		Eugene and Springfield Emergency Management		✓					
Action R7 COE to continue to sponsor the Community Emergency Response Team (CERT) training to citizens within the Eugene/Springfield metropolitan area. CERT trains citizens to be prepared to respond to emergency situations within their communities.	COE-CS			✓		No status update at this time.		✓		Eugene and Springfield Emergency Management		✓					
Action R8 COE Parks and Open Space is developing a water conservation and drought management plan. COE Parks and Open Space maintains a Salmon Safe Certification, including implementing recommendations from the certification which help link land management practices with the protection of water quality and imperiled native fish.	COE-POS		✓			Parks and Open Space has completed a water conservation and drought management plan consistent with the expectations of the Salmon-Safe Certification. The plans recognize that successful water conservation will include elements of planning and design for new or renovated parks, operations, and community engagement. Various aspects of the plan are getting implemented. In 2023, Parks and Open Space was recertified as Salmon-Safe with a new set of conditions.				Stormwater fund; irrigation assessment and upgrades from parks bond		✓		✓			
Action R9 COE implementing the Comprehensive Stormwater Management Plan, a policy guide to help protect public health and safety, enhance fish and wildlife habitat, and reduce the risk of flooding.	COE-PW	✓				Estimated to be initiated in 2026				Stormwater fund		✓					
Action R10 COE to use Oregon Department of Geology and Mineral Industries (DOGAMI) landslide maps to guide planning efforts including the Urban Reserves Project. The maps for the Eugene-Springfield area were last updated in 2018.	COE-CS	✓				No status update		✓		Eugene and Springfield Emergency Management and Planning and Zoning		✓					
Urban Forestry																	
Action R11 COE to increase average city-wide urban tree canopy to 30%, the ideal for a community our size. Eugene currently has ~23% average tree canopy cover. Despite a steady decline over the last decade, the trend can be reversed with a focused replanting investment, infill program, stronger tree preservation and more tree planting on both public and private property. Increase canopy coverage by 3% in years 1-5 and 7% in years 5-10. Monitor progress annually.	COE-PW			✓		The City continues to focus on increasing the city-wide urban tree canopy through new plantings and maintenance of existing trees with a focus on equity. In 2022, Eugene's tree canopy cover was 24%. We will have access to the 2024 percentage in April 2024. In FY22, 2,070 trees were planted, which includes 1,348 street trees, 331 trees in parks, and 390 along waterways. The 2022 Transportation Bond included \$2 million for street trees, which will allow an additional 450 new trees per year for five years on top of what the regular budget allows for, and site prep for future plantings. Despite a strong investment in new tree plantings and existing tree maintenance, Eugene's tree canopy cover faces many competing factors.				Operating funds from road and storm. Capital project budgets. 2022 Transportation Bond		✓		✓			

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Action R12 COE to track and work to maximize Ecosystem Services benefits of the urban forest. Establish baselines in 2020. Annually assess performance utilizing inventory and remote sensing data and tools such as i-Tree and Canopy Analytics to capture incremental progress, trends and outcomes after 10-years. Report on an annual basis to ensure the replacement of trees with future proof varieties that will thrive under the new conditions.	COE-PW			✓	Ongoing	The City has an actively updated inventory of all street trees. Utilizing data from multiple sources including Tree Plotter Canopy and Eugene's AMERICAN Forests Tree Equity Score, the City can determine the highest priority neighborhoods for new tree plantings based on climate, canopy coverage, and socioeconomic factors to ensure equitable tree plantings. Factors considered include average temperature, household income, vulnerable populations, and the health index generated by the Centers for Disease Control and Prevention (CDC).				Operating funds from road and storm. 2022 Transportation Bond		✓		✓			
Action R13 COE to develop an updated Urban Forest Management Plan that clearly identifies the baseline conditions and trends, future goals, timelines, roles and responsibilities for different stakeholders, and general performance measures. Plan implementation will begin by July 2021.	COE-PW			✓	Draft to Council by October 2024	The City is currently updating its Urban Forestry Management Plan but it is still very much a work in progress. The current goal is to have a draft plan to Council by October 2024.				Operating funds from road and storm.		✓					
Action R14 In 2019, COE was on a 15-year pruning cycle pace. Maximize the health of mature street trees and minimize loss by solidifying a best management practice 10-year pruning cycle by 2025 and maintaining it as canopy coverage increases. Create a dashboard that tracks performance in real time.	COE-PW			✓		Best management practice is 10-year pruning cycle. In FY23, the current budget allowed for a 14-year pruning cycle.				Operating funds from road and storm		✓					
Action R15 Build on the momentum of the successful 2,021 for 2021 tree planting initiative by establishing a long-term regional collaboration and community engagement campaign to encourage planting on private property, including an annual tree give away.	COE-PW	✓				No progress.				Donations and operating funds from road and storm		✓			✓		
Action R16 Ensure the health of newly planted public trees by enhancing soil standards and including biochar specifications in all public tree planting and Green Infrastructure projects by 2022. Establish baseline and monitor health of newly planted trees throughout the establishment period to measure success.	COE-PW			✓	Ongoing	As the City's planting program for newly planted trees has increased in volume, the watering and establishment program has grown to ensure the success of all newly planted trees. All trees are watered for the first 3 years and pruned at 3-5 year mark to ensure a healthy start. This is an ongoing an integral element of the care of Eugene's urban forest.				Capital project budgets - operating funds from road and storm. 2022 Transportation Bond		✓		✓			
Eugene Climate Collaborative Actions																	

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		Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact
★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low	  	Total In part No	  						High Medium Low	  
Action R17 UO's Partnership for Disaster Resilience (OPDR) provides natural hazard planning assistance to communities statewide. The Program's mission is to create a disaster resilient state. OPDR utilizes a service-learning model to provide natural hazard planning assistance to communities throughout Oregon. The program demonstrates how increased communication, coordination and collaboration between diverse partners can assist communities in reducing their risk from natural hazards.	UO			✓	Ongoing	UO's Partnership for Disaster Resilience (OPDR) is ongoing and has worked with jurisdictions on disaster resilience. Recent projects have included developing a Natural Hazard Mitigation Plan and evacuation planning for Lane County; and the development of a statewide disaster recovery network.				UO and partner communities and agencies							
Action R18 Lane County Public Health continues to lead the community in infectious disease surveillance, tracking communicable disease outbreaks and managing the response.	Lane County			✓	Ongoing	Lane County Public Health continues to work on surveillance, tracking outbreaks and managing responses to infectious disease. Staff focused on environmental justice were hired in 2023.				State Block Grant for Public Health	✓						
Action R19 PeaceHealth providing Incident Command System training sessions to increase the community's ability to respond in an emergency.	Peacehealth			✓		No status update				Emergency management operating budget		✓					
Action R20 EWEB is installing emergency water stations at schools and public spaces around the region, with a goal to have at least five stations around the community. There are three stations that are operational and two more that are now under development with completion slated for the end of 2020. A new site on City property in south Eugene is now under exploration as a potential sixth emergency water station.	EWEB		✓			As of September 2023, five sites are operational: https://www.eweb.org/projects/emergency-water-stations				Rates			✓				
Action R21 MWMC partnership with EWEB in Pure Water Partners program, a new initiative designed to reward landowners who protect high quality land along the McKenzie River. The program assists EWEB in protecting water quality and helps avoid future water treatment costs.	MWMC/EWEB			✓	Ongoing	The Pure Water Partners program continues to reward landowners in the McKenzie Watershed for protecting their lands along the river and restoring riparian forests. The MWMC also launched a formal water quality trading program in November 2022 in tandem with its renewed NPDES permit from DEQ. A long-term contract with The Freshwater Trust will restore approximately 39 acres of shade sites along the lower McKenzie River by Fall 2027. MWMC co-authored a Life Cycle Analysis report detailing the environmental benefits of riparian shade restoration as opposed to cooling towers at the wastewater treatment plant. Benefits include carbon footprint, habitat, and river temperature.				EWEB - Water rates, new watershed recovery surcharge and grants. MWMC MWMC's 5-year riparian shade contract with The Freshwater Trust is valued at \$9.5M and is ratepayer funded	✓		✓				

Attachment A

Action	Dept/ Agency	Current Action Status					Estimated Cost		Funding Status							Impact	
		Not yet started	Completed	In progress	Timeline for Completion	2024 Update	Cost	FTE Only	Funding Status	Sources of Funding	Grant	Fund	Rate Payer	Bond	Other	Climate Impact	Community Impact
★ indicates a high impact practice that has significant impact on emissions reductions							High Medium Low	  	Total In part No	  						High Medium Low	  
Action R22 Lane County offers the Firewise Incentive Program to help landowners increase defensible space around structures. Residents who own a home in rural Lane County that is at risk to wildfire can apply for grants to help increase the survivability of their homes in the event of a wildfire.	Lane County			✓	Ongoing	From 2020-2023, The Lane County Firewise Incentive Grant Program has enrolled nearly 600 properties in Lane County and offered over \$2.4 million in reimbursements to homeowners for wildfire hardening and mitigation efforts. Firewise staff also applied for and received a \$500,000 grant from the Oregon State Fire Marshal's office to assist vulnerable populations to establish defensible space. The Firewise Program has coordinated seven wildfire education outreach events for the public.				Title III of the Federal Secure Rural Schools and Community Self-Determination Program - Section 601 of the Emergency Economic Stabilization Act	✓						
Action R23 Lane County adjusting the floodplain management program to reflect changes in climate and effects of flooding.	Lane County		✓			Changes to Lane County's Floodplain Development Code were adopted in 2022. These amendments involved adopting higher regulatory standards, which better protect life and property from flood hazard. As a result of adopting these higher regulatory standards, Lane County improved their rating in the National Flood Insurance Program's Community Rating System, moving from a Class 7 to Class 6. A Class 6 rating provides residents of Lane County with a 20% discount on their flood insurance.				Floodplain Development Permit Fees					✓		

CAP 2.0 Dashboard

The CAP2.0 Dashboard is a tracking tool developed to measure annual progress on the [Climate Action Plan 2.0](#) (CAP2.0).

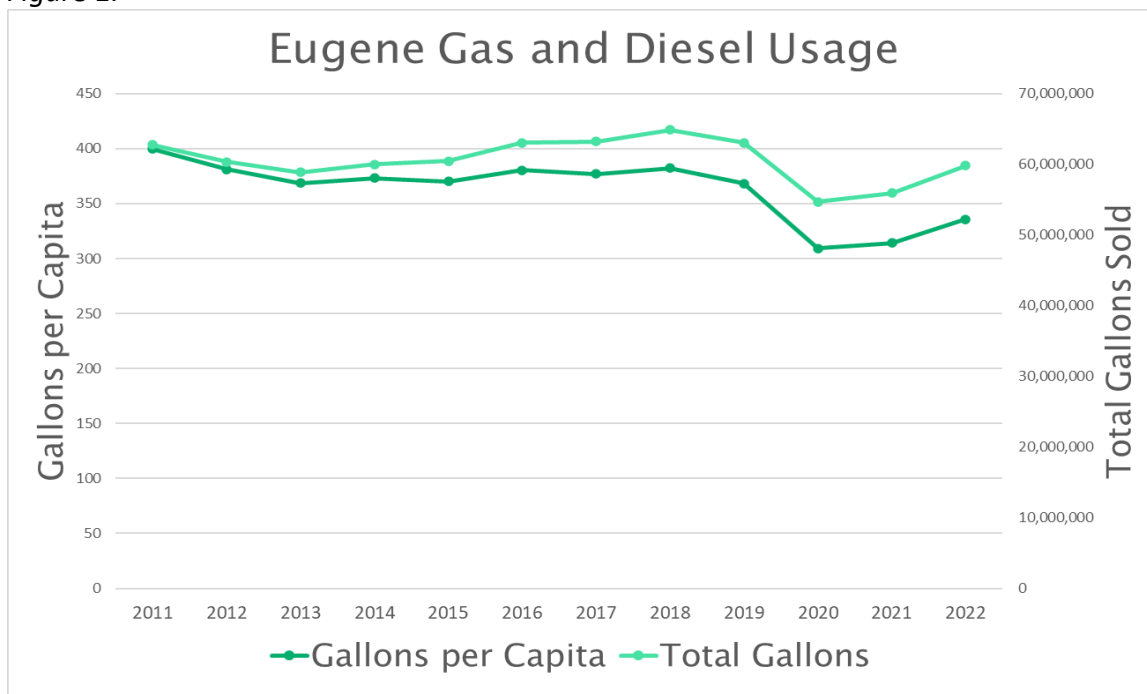
CAP2.0 was developed to meet Eugene's [Climate Recovery Ordinance](#) (CRO) goals. The CRO contains four goals – two community-based goals and two City of Eugene organization goals. Goals include fossil fuel use reductions as well as annual greenhouse gas (GHG) reductions.

TRANSPORTATION

Gas and Diesel Usage

One way that individuals impact the GHG emissions of our community is by driving vehicles that run on fossil fuels. Gas and diesel accounted for more than 50% of Eugene's total fossil fuel use in 2021. There has been an approximately 4% decrease in total diesel and gas sales in Eugene between 2011 and 2022 (gallons of gas sold in Eugene are used as a proxy for gas usage) and an 16% per capita decrease. Seen in Figure 1, there was a sharp decline in 2020, attributable to less travel at the beginning of the pandemic. There has been a rebound in sales since 2020, but gas and diesel usage in 2022 was 5% below 2019 levels.

Figure 1.



Source: Oregon Department of Transportation

Related Goals: Eugene's Climate Recovery Ordinance calls for a 50% reduction of fossil fuels by 2030 compared to 2010.

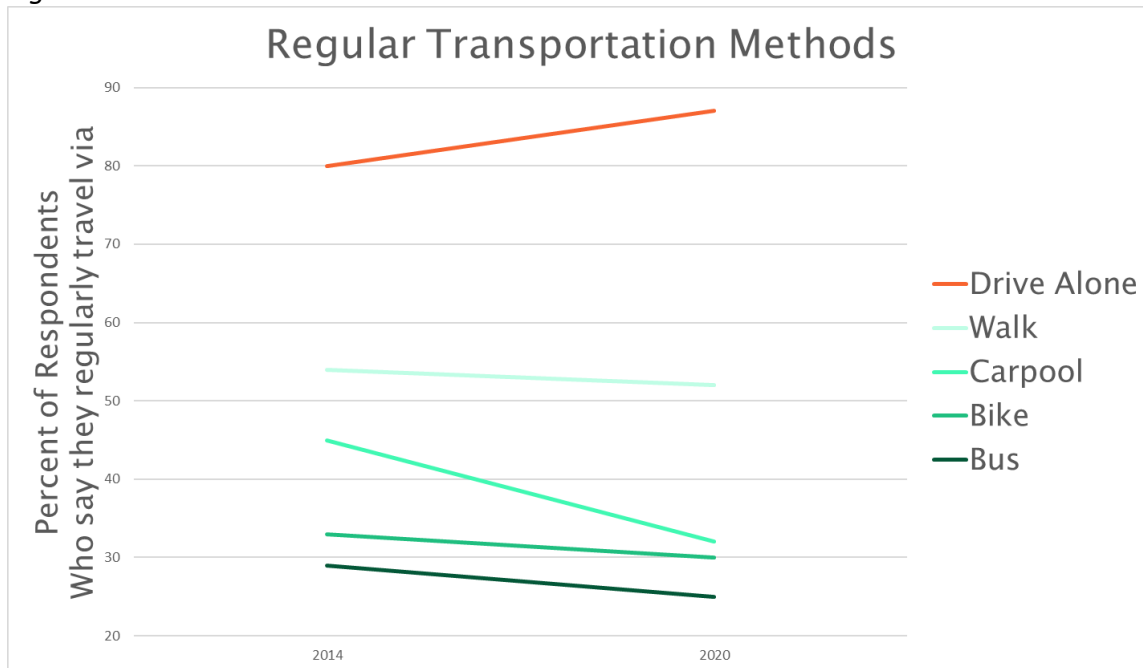
Related CAP2.0 Actions: Many actions in CAP2.0 support this goal.

Eugene Journey to Work Survey, 2014 and 2020

There have been two surveys of Eugeneans' transportation choices conducted in 2014 and again in January of 2020 (pre-pandemic), each with a sample size of about 500 respondents.

Figure 2 shows the percent of respondents who used a particular transportation method regularly (at least several times a month) in 2014 and 2020. In general, results from these surveys suggest more people drive by themselves on a regular basis, and a smaller percentage use other modes (biking, bus) on a regular basis. Bike ridership has seen a decrease despite substantial local investment in bike infrastructure. More data when the next survey is undertaken is needed to better understand trends over time.

Figure 2.



Source: City of Eugene Journey to Work Mode Share from Travel Barriers and Benefits Survey, [2014](#) and [2020](#)

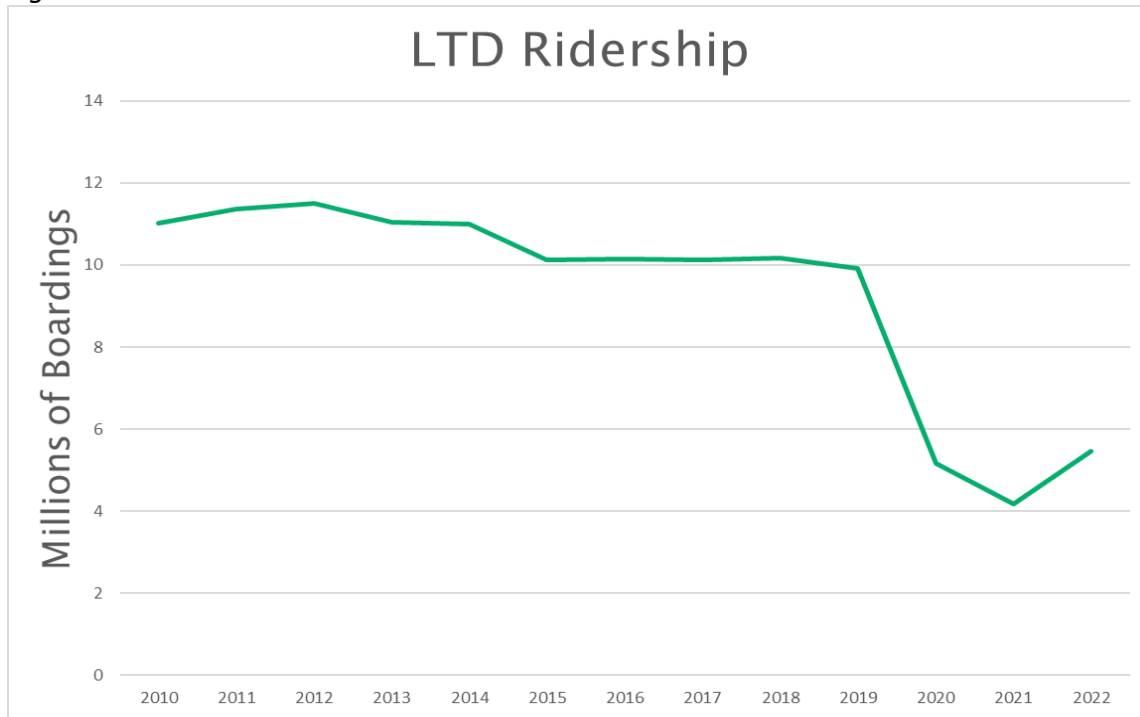
Related Goal: [Eugene's Transportation System Plan](#) includes a goal to triple the percentage of trips made either on foot, by bicycle or by transit by 2035 (from 2014 levels).

Related CAP2.0 Actions: All actions in Chapter 5 of the CAP2.0 under the Transportation section, especially T1, T2, T3, T4.

Bus Ridership

Figure 2 shows the number of annual boardings onto LTD buses from 2010 to 2022. The decrease in bus ridership noted in the 2020 Journey to Work survey is also seen in data from Lane Transit District (LTD). Ridership had been declining around 1.5% per year between 2010 and 2019. Ridership decreased significantly in 2020, driven by service reductions and ridership drops due to covid lockdowns. Ridership declined again in 2021 and started to rebound in 2022, but is still below pre-COVID-19 levels.

Figure 3.



Source: LTD Ridership data

Related Goals: [Eugene's Transportation System Plan](#) includes a goal to triple the percentage of trips made either on foot, by bicycle or by transit by 2035 (from 2014 levels).

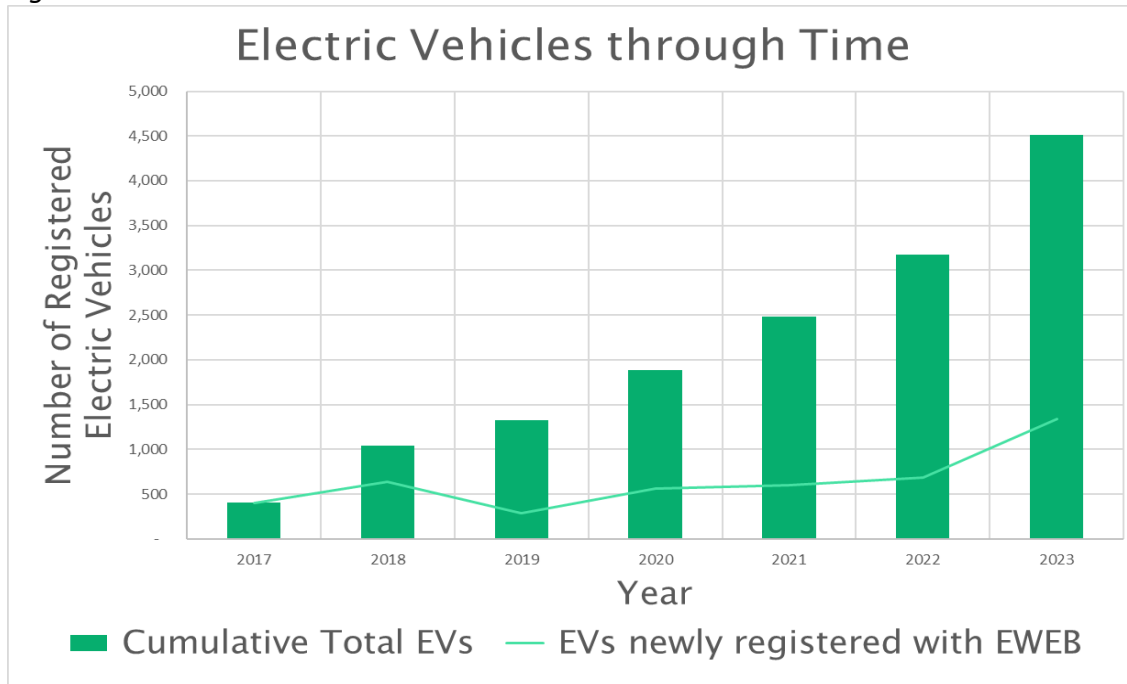
Related CAP2.0 Actions: T5, T31, T32, T33

Electric Vehicles

Locally, due to 80% carbon free electricity delivered by EWEB, life cycle GHG emissions from electric vehicles (EVs) are significantly lower than vehicles that use gas or diesel.

The number of EVs in Eugene continues to grow, increasing from 403 in 2017 (the first year that records are available) to over 4500 in 2023. The State of Oregon started an electric vehicle rebate program in 2019. DEQ suspended the program in May 2023 because it was oversubscribed and funding had been exhausted. The program is anticipated to reopen in 2024.

Figure 4.



Source: [Oregon Electric Vehicle Dashboard](#)

Related Goal: The CAP2.0 included a goal of 15,000 EVs in Eugene by 2030.

Related City policies and CAP2.0 Actions: T20-T27, T36-T38, B9

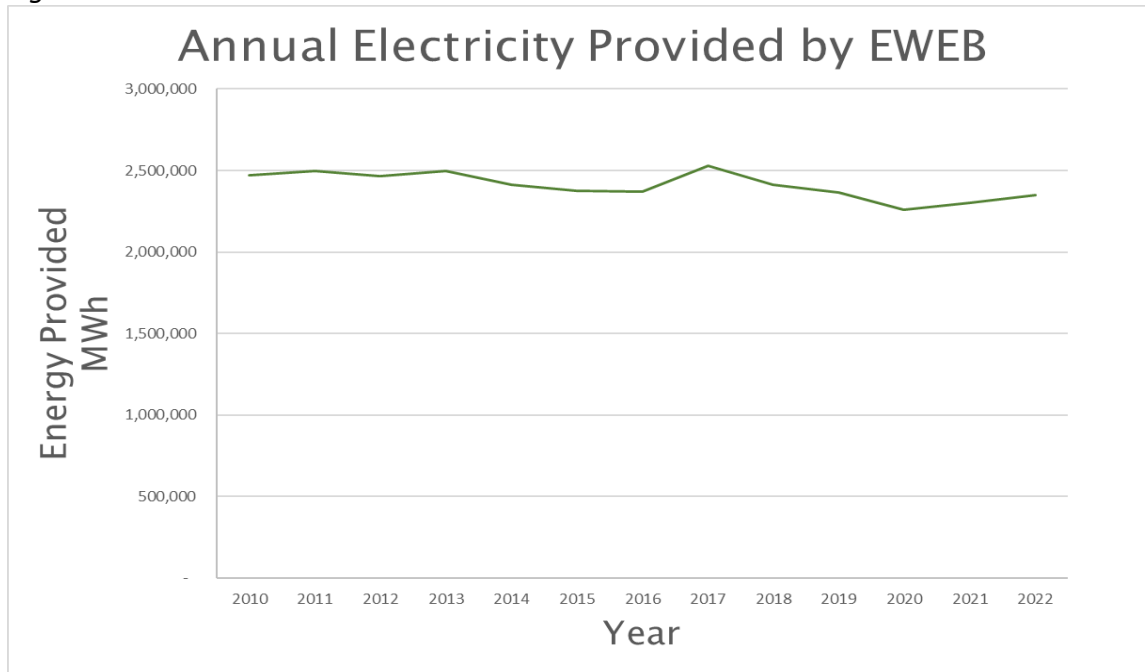
CAP2.0 Actions T20-T27 summarize [Eugene's Electric Vehicle Strategy](#). Since publishing the CAP2.0, the City has developed a broader electric mobility initiative which [can be found here](#).

BUILDINGS

Electrical Energy Consumed

Eugene's electric utility, Eugene Water and Electric Board (EWEB), serves the bulk of Eugene's electricity needs. Figure 5 shows that electricity use has remained relatively flat even as the local population has grown. This is in part due to EWEB's commitment to meet load growth through energy conservation rather than new energy resources.

Figure 5.



Source: EWEB

Related Goal: N/A

Related CAP2.0 Actions: B10, B11, B12

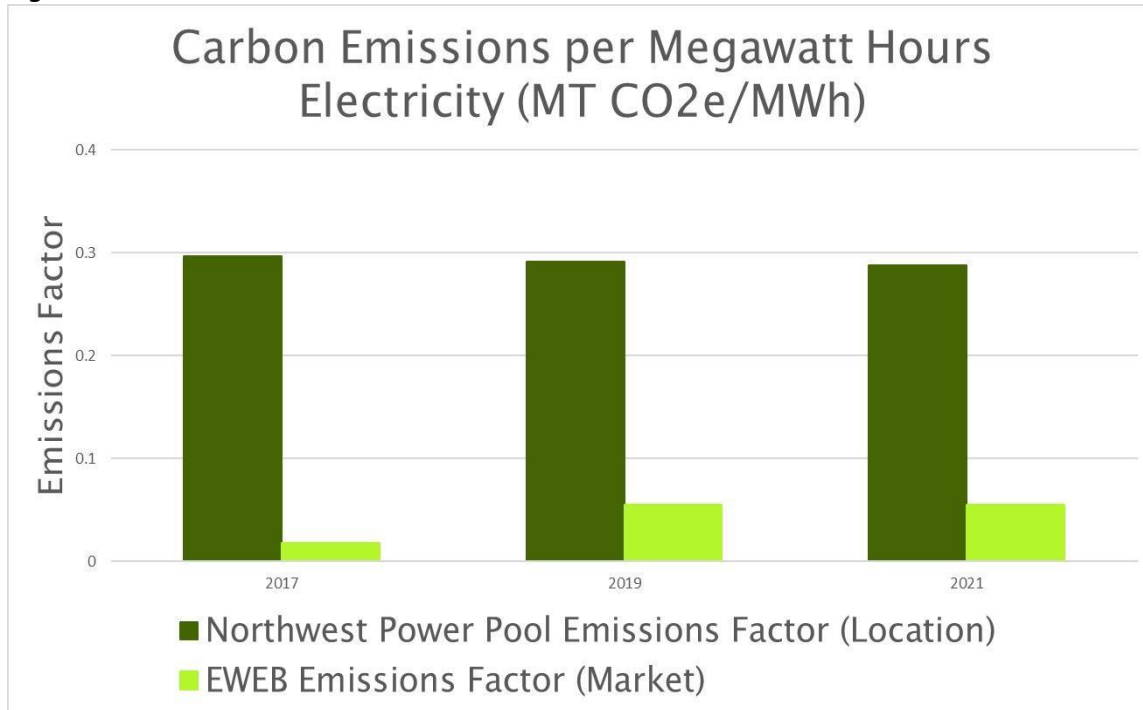
Carbon Emissions per Megawatt Hour (Emissions Factor)

Greenhouse gas emissions that come from electricity can be calculated using two methods – Location-Based and Market-Based accounting. In Eugene, the Location-based method uses the Northwest Power Pool's regional average GHG emission impacts of electricity. The NWPP is a consortium of power producing entities and government operating in the northwestern U.S. and Canada. Together, they pool their generation and transmission. So Location-based emissions represent the GHG intensity of that regional electricity market. The Market-based method uses the average GHG emission impacts of electricity that represents the electricity included in EWEB's supply contracts.

Figure 6 shows the carbon emissions per megawatt-hour of electricity produced using both the Location-Based and Market-Based accounting methods for 2017 - 2021. The graph shows that

Eugene's market-based emissions are 19 times less carbon intensive than the Northwest Power Pool. This is because EWEB, as a public utility, contracts with Bonneville Power Administration whose generation supply is largely from low-carbon resources. EWEB also owns low-carbon resources, including hydro and wind projects.

Figure 6.



Source: EWEB

Related Goal: Eugene's Climate Recovery Ordinance calls for a 7.6% reduction of greenhouse gas emissions annually through 2100.

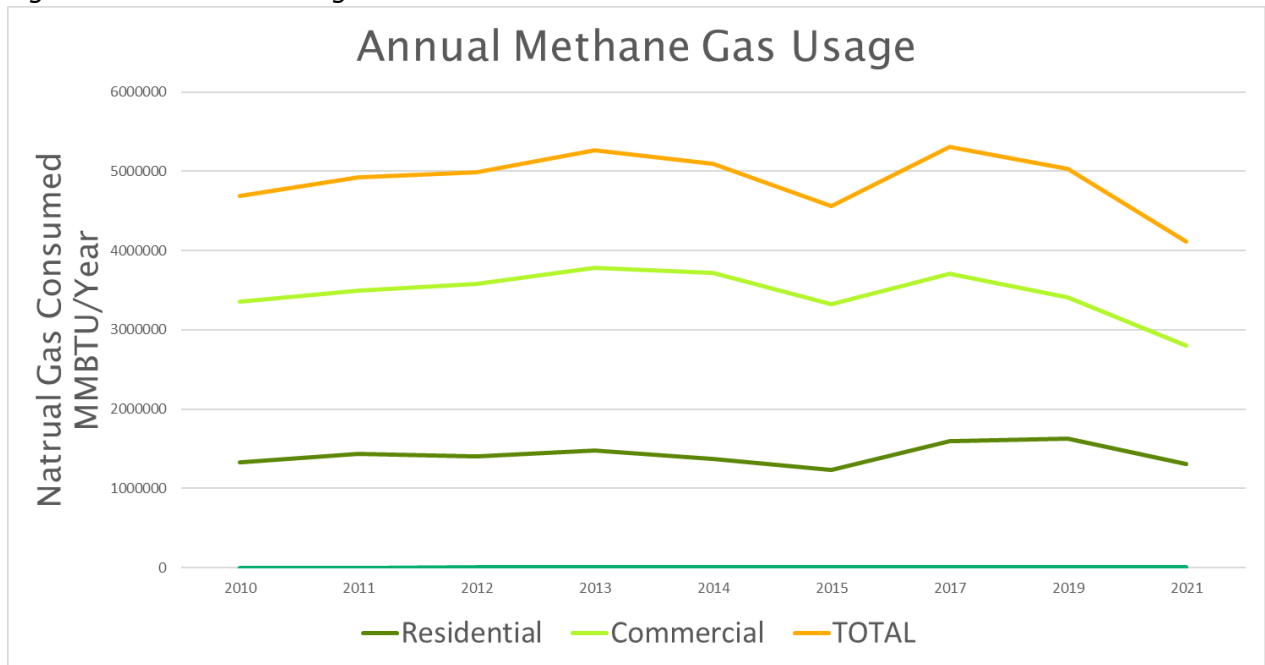
Related CAP2.0 Actions: B8, B9

Methane Gas Energy Consumed

Total methane gas usage decreased by approximately 12% between 2010 and 2021. Figure 7 shows that residential gas usage decreased by around 1.6% between 2010 and 2021 and commercial usage decreased by around 15% between 2010 and 2021. In 2021, methane gas consumption represented 36% of Eugene's total local fossil fuel use. Methane gas usage is measured in thousands of Metric Million British Thermal Units (MMBTU) per year. CO₂ emissions are measured in thousands of Metric Tons (MT CO₂e).

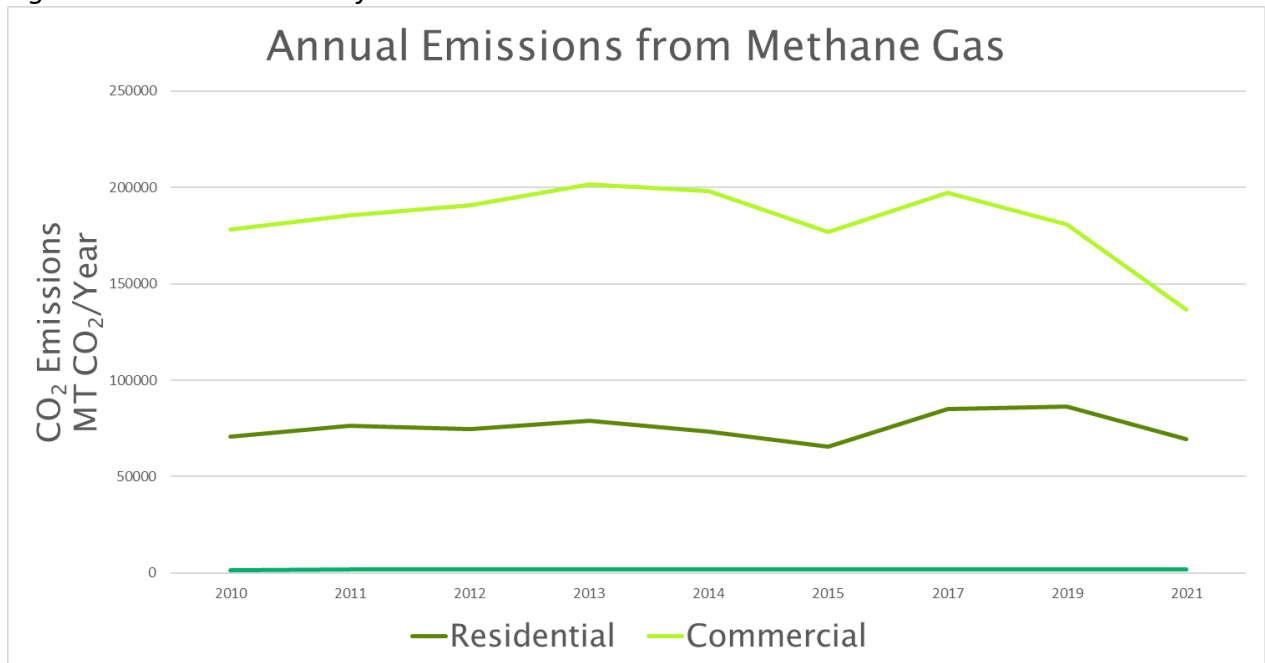
There was sizeable drop in commercial usage between 2019 and 2021, shown in Figure 7. That drop, and a parallel decline in GHG emissions attributable to methane gas consumption, shown in Figure 8, appears to be attributable to a warmer winter and 2 local manufacturing companies going out of business in 2020. The 2023 GHG inventory data will provide additional insight on the long term trends in methane gas consumption in Eugene.

Figure 7: Annual Gas Usage in Million BTU



Source: Northwest Natural/City of Eugene 2021 GHG Inventory

Figure 8. Annual Emissions from Methane Gas



Source: Northwest Natural/City of Eugene 2021 GHG Inventory

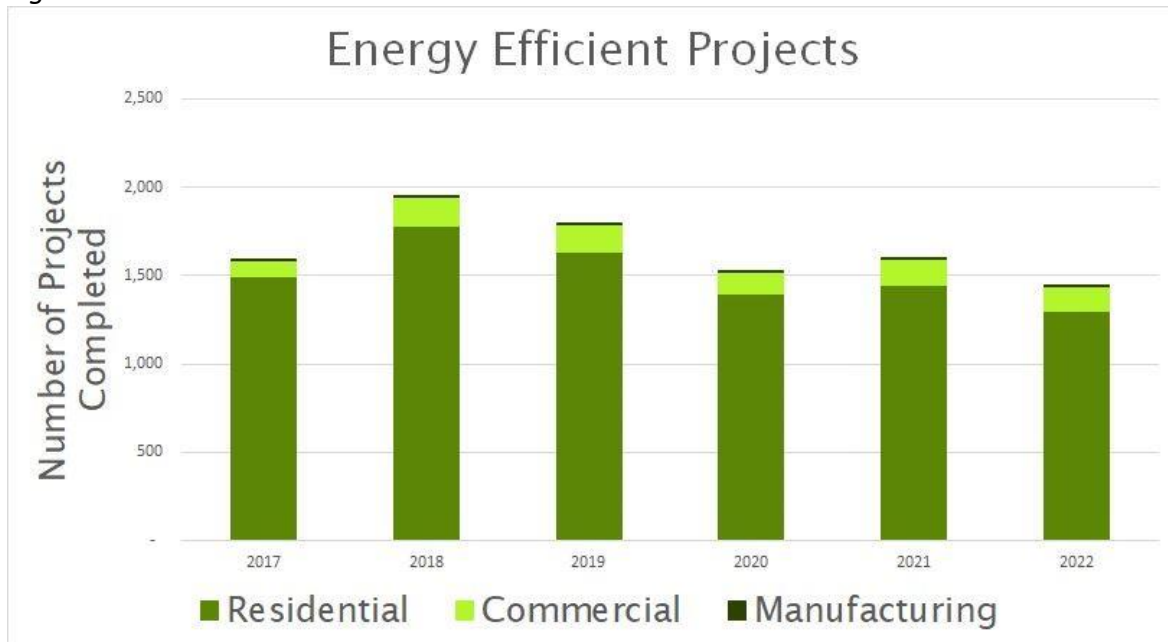
Related goals: No CAP2.0 goal, but the CRO calls for a 50% reduction of fossil fuels by 2030 compared to 2010.

Related CAP2.0 Actions: B1, B14, B15, B16

Energy-Efficiency Projects

One way to reduce greenhouse gas emissions from energy use is to improve energy efficiency within buildings. Figure 9 provides an overview of electricity energy efficiency projects. Since 2017, the majority of energy efficiency projects EWEB has implemented have been in the residential sector.

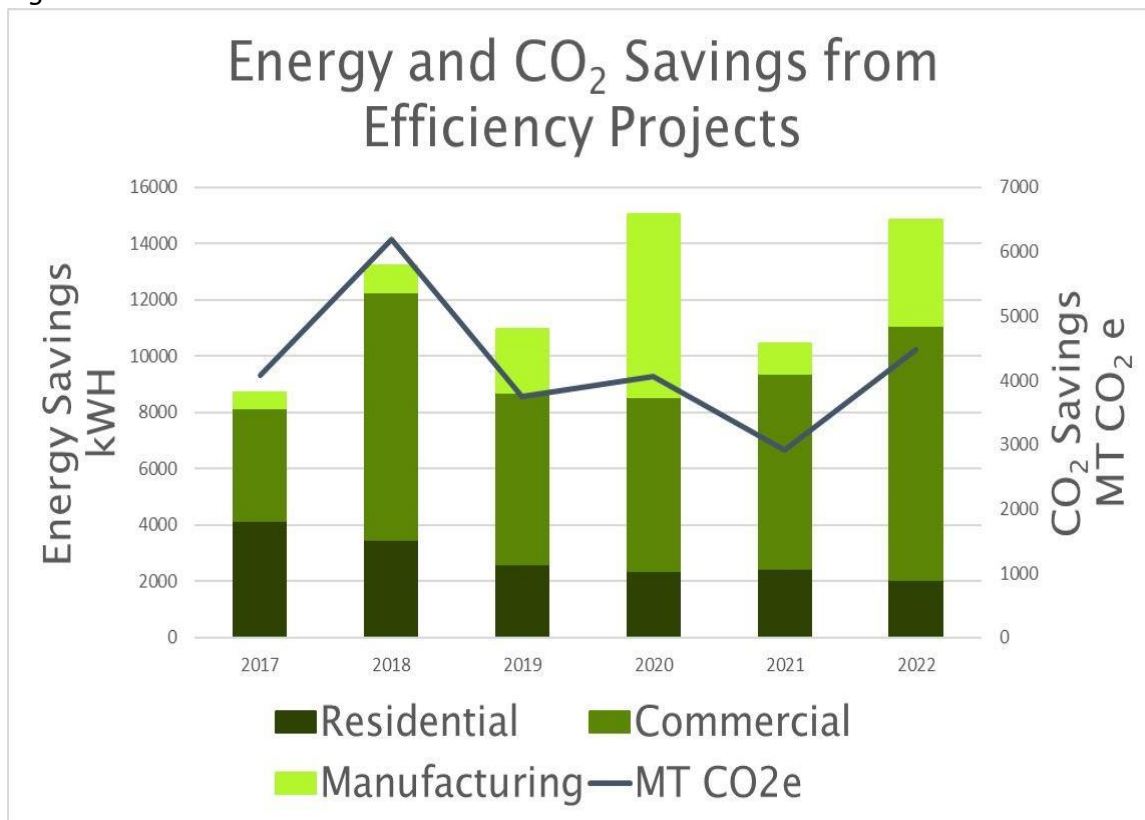
Figure 9.



Data source: EWEB

However, as Figure 10 highlights, the annual GHG emission reductions from efficiency projects largely come from the industrial and commercial facilities. That is because commercial projects tend to be much larger and involve more electricity use than residential projects. GHG emissions are measured in Metric Tons (MT CO₂e). Figure 10 shows annual energy savings (in KWH) and annual CO₂ emission savings from EWEB energy efficiency projects.

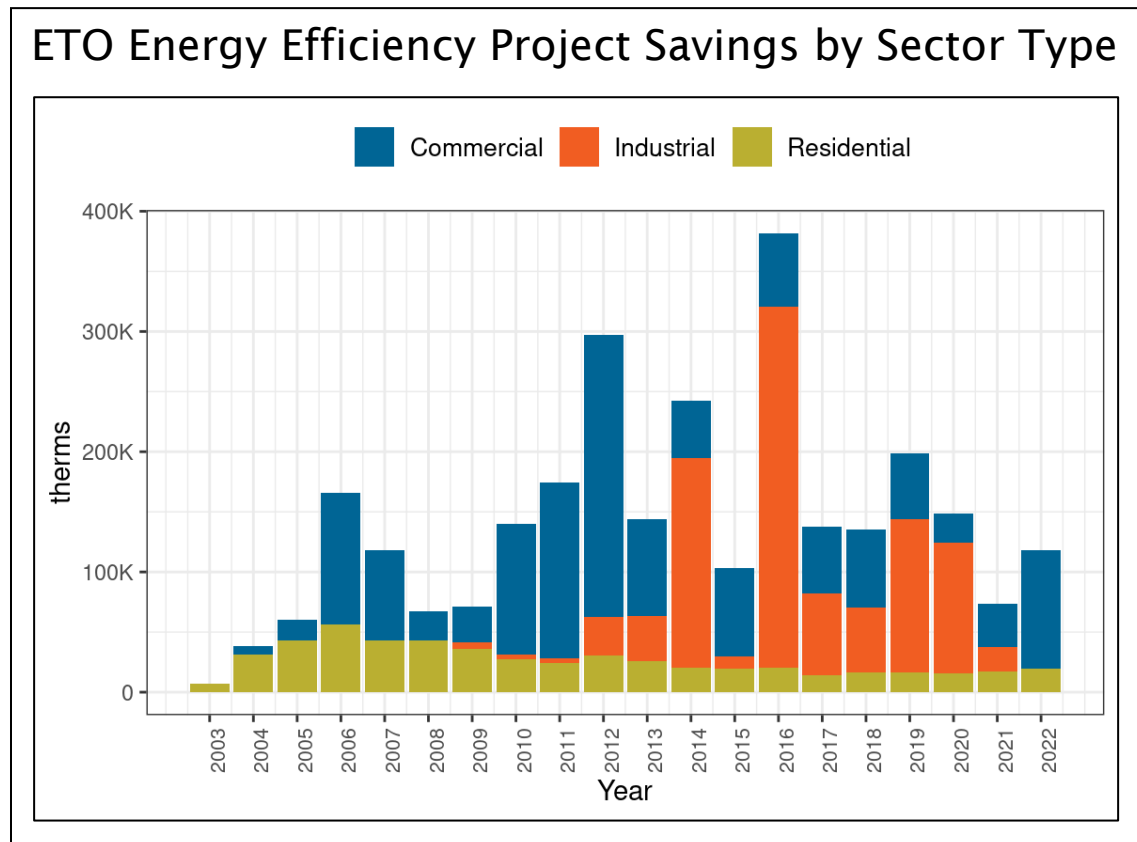
Figure 10.

**Data Source:** EWEB

On a cumulative basis, between 2010 and 2022, EWEB conservation and efficiency programs have achieved a cumulative energy savings of approximately 1,208,000 MWhs, representing 378,000 metric tons of avoided carbon emissions.

Figure 11 summarizes methane gas savings attributable to energy efficiency projects implemented by ETO between 2003 and 2022. Similar to electricity efficiency projects, most methane gas savings come from commercial and industrial projects.

Figure 11.



Data Source: Energy Trust of Oregon

Related CAP2.0 Actions: B11, B12, B13

Smart Energy Program Participation

NW Natural's Smart Energy Program is a voluntary carbon offset program that allows customers to offset the CO₂e emissions from their methane gas use. A carbon offset is a way to compensate for CO₂ emissions by funding an equivalent carbon dioxide saving elsewhere.

In 2021, customers purchased offsets of around 16,000 MT CO₂e or about 8% of methane gas emissions emitted within Eugene in 2021. There are over 5,000 total participants in the Smart Energy program, across the residential and commercial sectors. Figures 12 and 13 shows that around 23% of residential customers participated in the program and about 0.7% of commercial and industrial and commercial customers participated.

Figure 12.

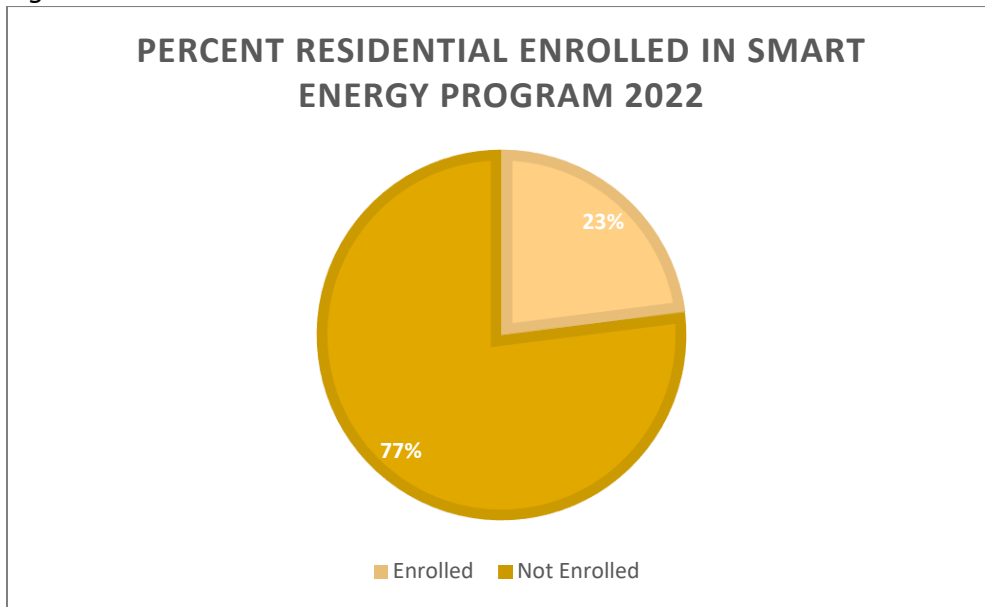
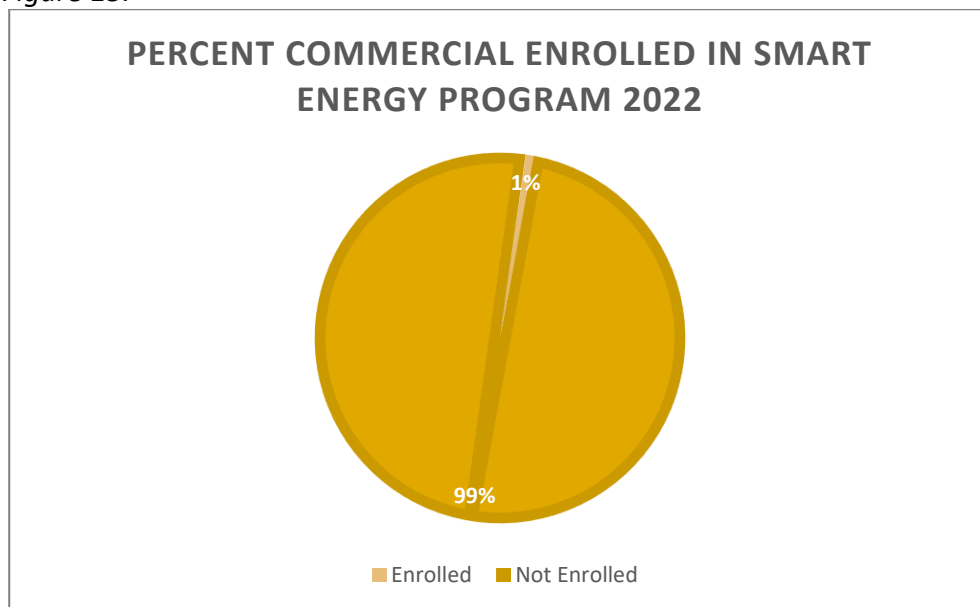


Figure 13.



Source: NW Natural

Related goals: N/A

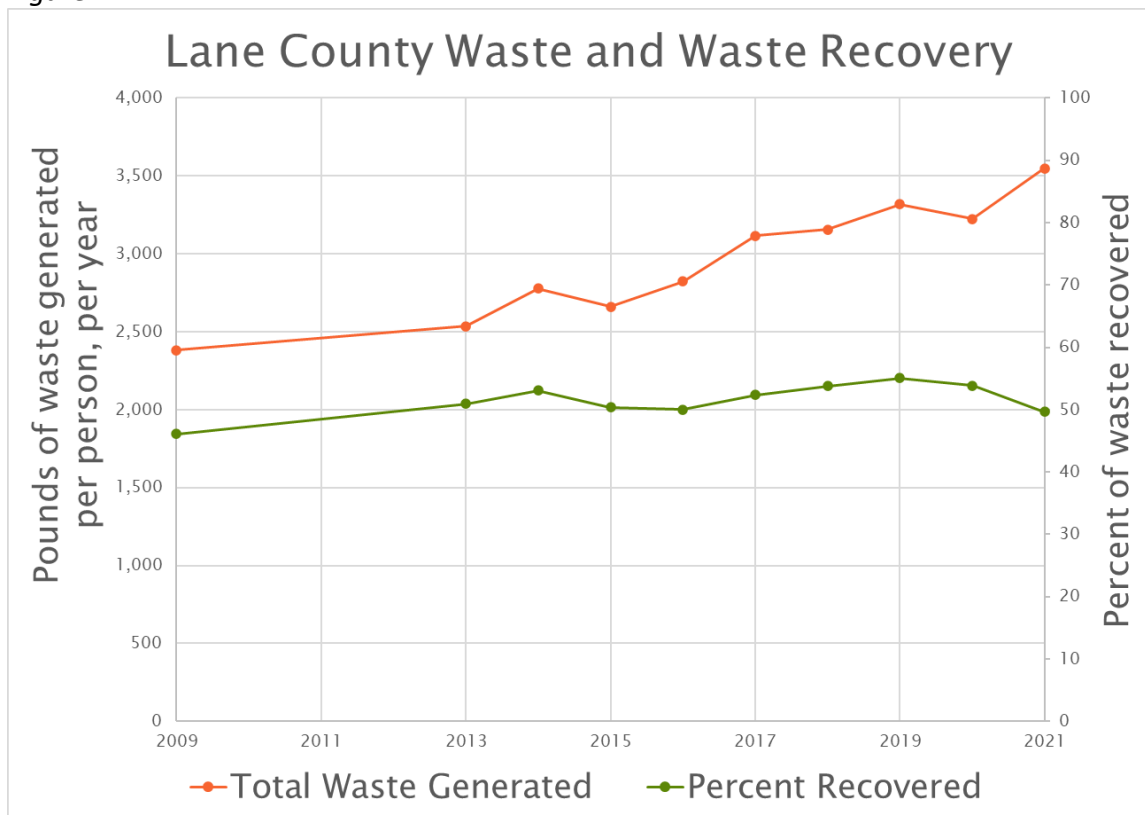
Related CAP2.0 Actions: B14

FUGITIVE EMISSIONS

Percent Waste Recovered

Lane County has set a goal of recovering (recycling) 63% of the waste it generates by 2025. The percent of waste recovered in 2021 was just under 50%, a decline of around 8% from 2020 recovery levels. The amount of waste generated per person increased by 10% between 2020 and 2021. Much of this increase was driven by additional waste from structures destroyed in the 2021 Holiday Farm Fire that ended up in the landfill.

Figure 14.



Source: Lane County

Related Goals: [Lane County's Solid Waste Master Plan](#) includes a goal to increase recovery and recycling to 63% by the year 2025.

Related CAP2.0 Actions: F9 - F15

RESILIENCE

Eugene is already experiencing the effects of climate change including record heat, drought, wildfires. As we work to reduce GHG emissions that contribute to climate change, we will also need to adapt to these ongoing changes and increase our resilience in the face of additional climate impacts.

The City of Eugene tracks its resilience in a number of areas.

Tree Canopy Coverage

Generally speaking, tree canopy refers to the part of the City that is shaded by trees. Imagine you are a bird flying high above Eugene looking down over the City. The tree leaves and branches covering the ground are our tree canopy.

Trees provide many environmental, equity and health benefits. For example, trees provide a natural cooling effect through shade, reducing surface temperatures and create more comfortable microclimates by reducing the heat island effect in urban areas. Trees also reduce energy demand, trap air pollutants, support urban biodiversity, enable better health outcomes, lower flood risk, increase local property values, sequester carbon and make our City a more pleasant place to live and work. Maintaining our existing canopy and increasing tree canopy cover can have a large impact on our local resilience over time.

The City's goal is 30 percent tree canopy coverage by 2030. In 2022, Eugene's tree canopy cover was 24 percent. More data about the details of Eugene's tree canopy cover are expected in 2024.

Source: Eugene Urban Forestry

Related Goal: 30% Canopy Coverage by 2030

Related CAP2.0 Actions: R11 -R14

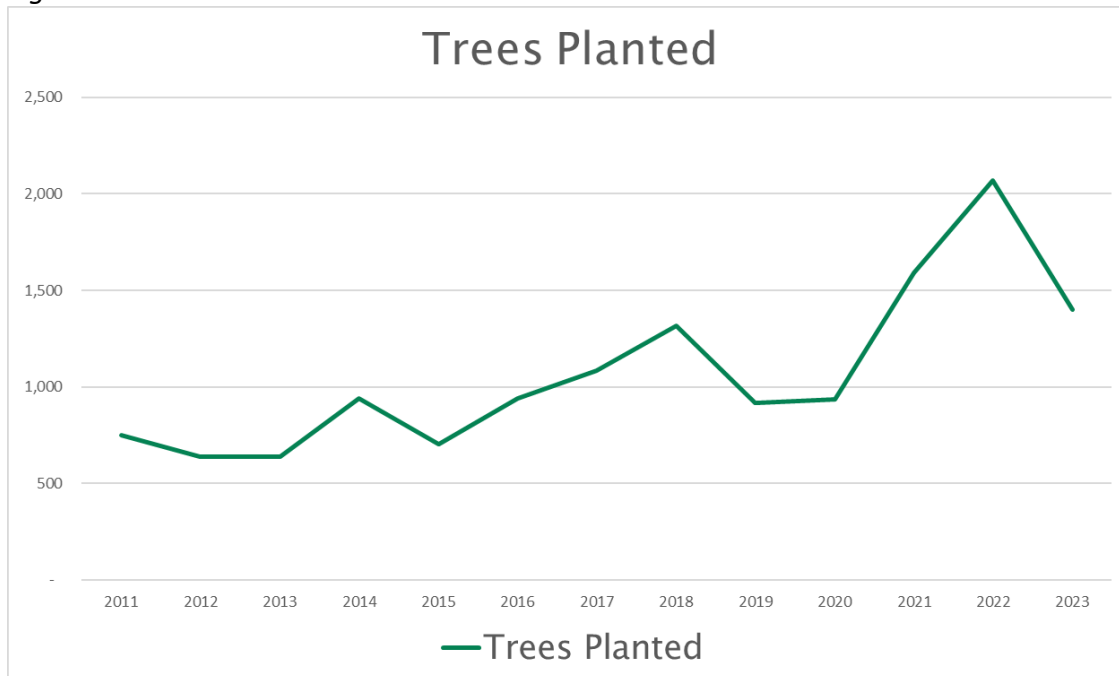
Trees Planted

Several City of Eugene departments work to offset emissions associated with construction by planting trees in the public right-of-way (street trees) and in City-owned parks and natural areas. Figure 15 summarizes the number of trees planted each fiscal year on City land. The Street Bond approved by voters in 2022 has resources explicitly intended for street tree preservation and planting additional trees, with a focus on City neighborhoods that have lower tree canopy coverage.

When planting trees, staff consider where there is dedicated funding and management authority, responsibility, and legal requirements. This helps the City maximize the most important community tree benefits that make our community more resilient (air, and water quality, noise levels, wildlife habitat). Staff also use environmental justice tools to prioritize underserved neighborhoods and communities with lower tree canopy coverage.

As the City makes more progress on building canopy coverage, City staff will explore strategies for managing and adding trees on private property.

Figure 15.



Source: Eugene Urban Forestry

Related Goal: 30% Canopy Coverage by 2030

Related CAP2.0 Actions: R15 – R16

Water Stations/Emergency Power stations

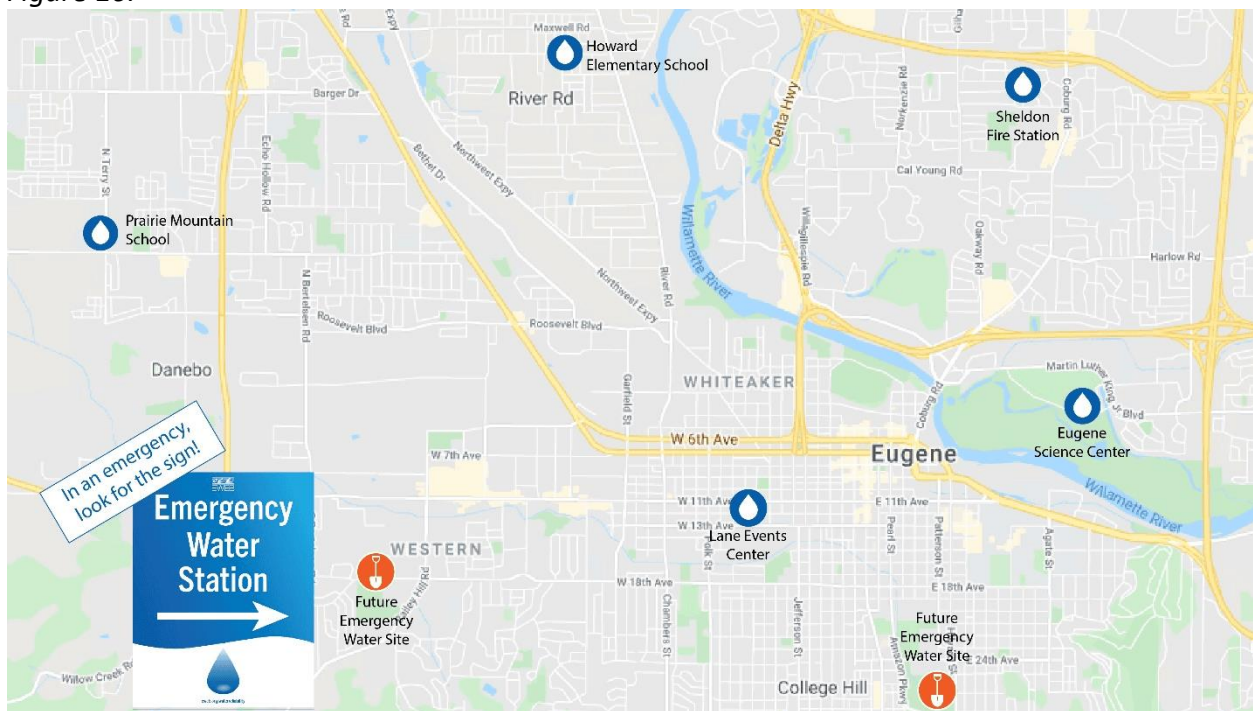
In the event of an emergency that disrupts water supply, an emergency supply of clean water is crucial. EWEB installed its first emergency water station in 2018 at Prairie Mountain School.

There are currently 5 operational stations throughout Eugene, with work underway for two more additional sites, near Churchill High school and near Roosevelt Middle School. Figure 16 shows the location of current water stations:

- Prairie Mountain School - 5305 Royal Ave.
- Howard Elementary School - 700 Howard Ave.
- Eugene Science Center - 2300 Leo Harris Parkway
- Lane Events Center/Fairgrounds - 796 W 13th Ave.
- Sheldon Fire Station - 2435 Willakenzie Rd.

(Map courtesy of EWEB)

Figure 16.



Source: EWEB

Related Goals: N/A

Related CAP2.0 Actions: R20



Eugene, Oregon

Community Greenhouse Gas Inventory

Calendar Year 2021



Report prepared by **Good Company**, December 2022





INTRODUCTION

This greenhouse gas (GHG) inventory quantifies the GHG emissions associated with the geographic boundary of Eugene, Oregon in calendar year 2021. The City of Eugene conducts inventories at regular intervals so that community members can understand trends and manage emissions from specific sources and activities. The results of Eugene's GHG inventories are being used to support the Eugene community's Climate Action Plan (CAP2.0) work and provides the foundation for a GHG emissions tracking and management system related to the City's Climate Recovery Ordinance.

FINDINGS IN BRIEF

- **Sector-based Greenhouse Gas Emissions (local emissions)¹**
 - Eugene's 2021 sector-based GHG emissions total **nearly 1 million MT CO₂e**.^{2,3} The largest sources of community emissions include passenger and freight transportation (54%) followed by commercial energy (19%) and residential energy use (11%). See pages 6-9 for more details.
 - Eugene's sector-based GHG emissions have decreased by 10% since 2010.
 - On a per capita basis, emissions have declined by 20%, while total population has increased by 12%.
 - It is unknown how much of a decrease was due to COVID-19, and if that decrease will stay.
- **Total Consumption-based Greenhouse Gas Emissions (local emissions + imported emissions)**
 - Eugene's 2021 imported emissions (**~1.5 million MT CO₂e**) combined with 2021 sector-based emissions (**~1 million MT CO₂e**) total nearly **2.5 million MT CO₂e**.
- **Fossil Fuel Use**
 - Eugene's 2021 fossil fuel use totals **12.4 million British thermal units (MMBTU)**.⁴ The largest fossil fuel sources used in the community include gasoline/diesel use (57%) and natural gas (30%). Smaller sources include fossil fuels used to generate electricity (9%) and other fuels, including propane and fuel oil (4%).
 - Eugene's total community fossil fuel use has decreased by 14% since 2010.
 - On a per capita basis, fossil fuel use has declined by 24%, while total population has increased by 12%.
- **Progress Towards Climate Recovery Ordinance Community Fossil Fuel Use Goal**
 - Eugene's community fossil fuel use has reduced by 14% but needs to reduce by an additional 36% from the 2010 baseline to achieve the target of 50% reduction by 2030.
 - The federal Inflation Reduction Act, Oregon Climate Protection Program, utility-specific plans from EWEB and Northwest Natural, the recently adopted Advanced Clean Cars II Rule (electric and zero-emission vehicle sales), and more will have sizeable impacts on fossil fuel emissions in the coming decade. Implementation of the City's recent Building Decarbonization study should also reduce fossil fuel emissions.

¹ Market-based electricity accounting is used throughout this report unless otherwise noted.

² Eugene's sector-based GHG emissions total **1.5 million MT CO₂e** using location-based electricity accounting.

³ Metric tons of carbon dioxide equivalent (MT CO₂e) is the international standard unit for measuring and reporting GHGs.

⁴ Fossil fuels are reported in the common energy unit of million British thermal unit (MMBTU).

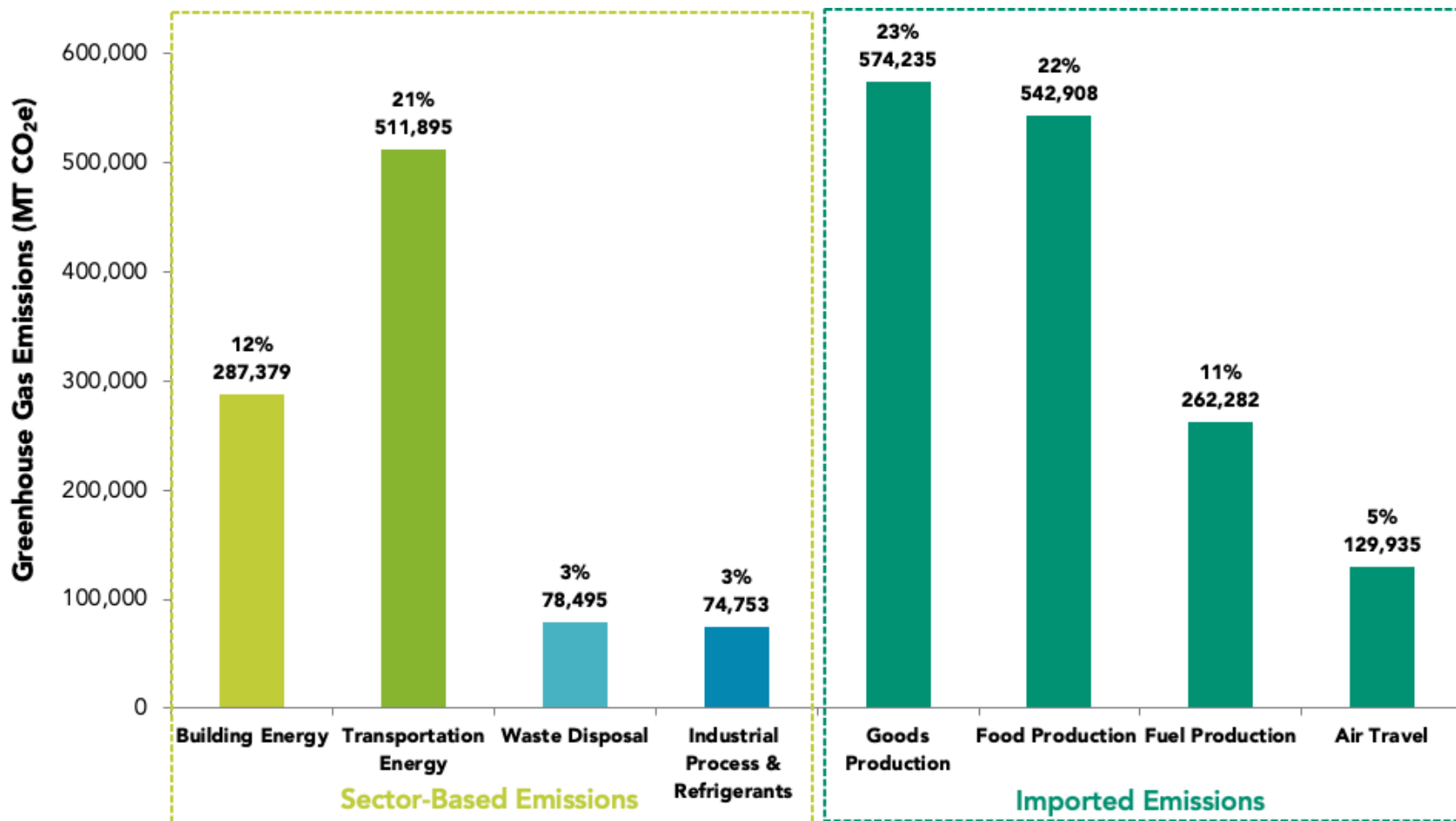


City of Eugene | Community GHG Inventory 2021

Total Consumption-Based Community Greenhouse Gas Emissions

Local, sector-based and imported, consumption-based emissions combine for a total 2,461,883 MT CO₂e, or 14 MT CO₂e per resident. This quantity of GHGs is roughly equivalent to the carbon sequestered annually by 2.9 million acres of average U.S. forest, an area roughly 14 times the size of Crater Lake National Park.⁵ There are small net negative emissions sources as well, specifically from voluntary community purchase of carbon offsets from Northwest Natural Gas customers (roughly 15,000 MT CO₂e).

Figure 1: City of Eugene's total 2021 GHG emissions (Sector-based and Imported)



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⁵ EPA Greenhouse Gas Equivalencies Calculator <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>

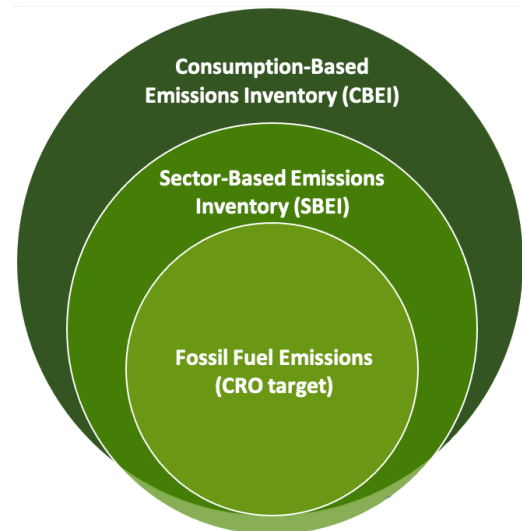


INVENTORY APPROACH

This inventory documents the community of Eugene, Oregon's GHG emissions for calendar year 2021 alongside data from historical inventory years. Inventory results are presented using two types of inventory methodologies: Sector-Based (local emissions) and Consumption-Based (local and imported emissions).

- **Sector-based emissions inventories** (local emissions) include emissions from energy use by homes, businesses, and vehicles as well as emissions from refrigerant use, landfilling solid waste, and wastewater treatment. GHG emissions from **fossil fuels** are the largest component of the community's sector-based GHG emissions and have 2030 reduction targets in the CRO.
- **Consumption-based emissions inventories** include local, sector-based emissions plus emissions that are generated during production and delivery of imported goods, energy and food consumed within the Eugene community, and exclude emissions from local production that are exported.

Figure 2: Nested relationship between CRO goals and related inventory work

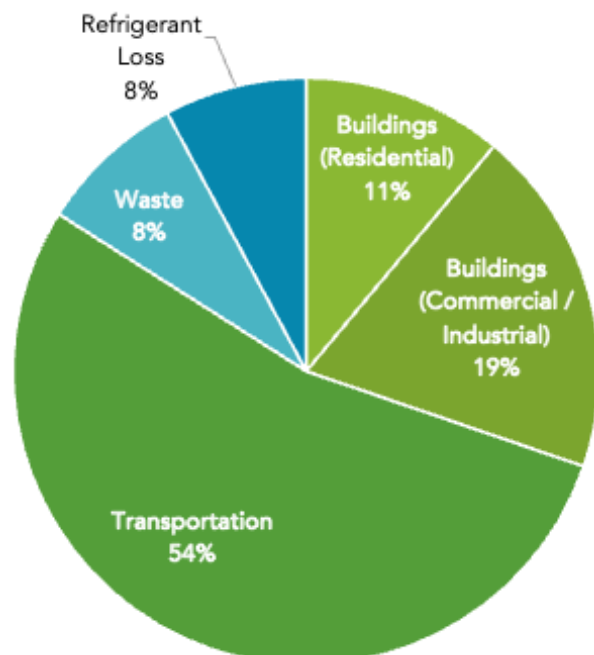


Sector-based Greenhouse Gas Emissions (local emissions)

In 2021, sector-based emissions from building energy use, local transportation, landfilled waste, and refrigerant loss totaled over **950 thousand MT CO₂e**. Transportation produced 54% of emissions, primarily from gasoline use. Commercial and industrial building energy (electricity, natural gas, other fuels) produced 19% of emissions and residential building energy produced 11%. Emissions also include landfilled waste (8%) and refrigerant loss (8%).

Between 2010 and 2021, Eugene's local, sector-based GHG emissions decreased by 10%, primarily from reduced building emissions. This reduction from the 2010 baseline was achieved while population increased by 12% over the same period. See **Table 1** for more details.

Figure 3: Eugene's 2021 emissions by sector (using market-based electricity accounting)

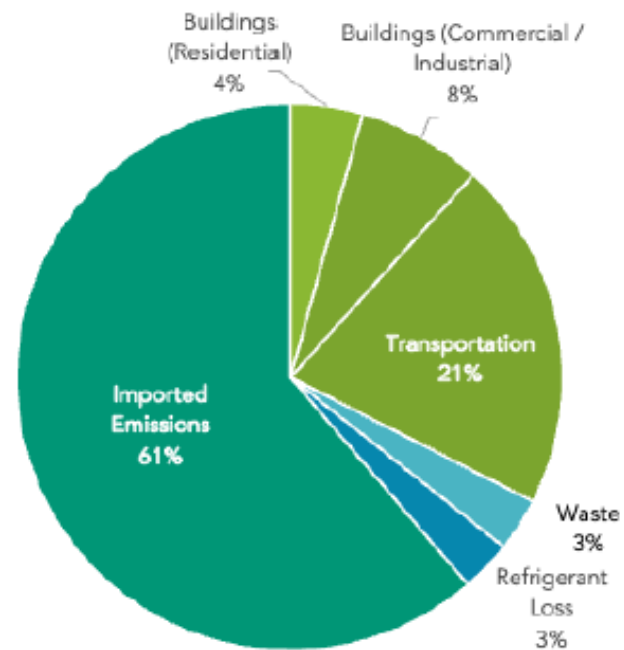


City of Eugene | Community GHG Inventory 2021

Consumption-based Greenhouse Gas Emissions (local & imported emissions)

In 2021, consumption-based emissions including local, sector-based emissions plus emissions that are generated from the production of imported goods, food, energy, and services totaled nearly 2.5 million MT CO₂e. This includes over 1.5 million MT CO₂e of imported emissions. Community demand for these goods and services are the cause of the imported emissions. Consumption-based imported emissions are more difficult to measure and track, but when included in the accounting, make up a significant portion of the community's emissions. The two inventory types together offer a more comprehensive view of the Eugene community's GHG emissions. The community has greater control over sector-based emissions sources, as well as better data, which is why this accounting methodology is most often used to set emissions reduction goals. Figure 4 compares community emissions using sector-based and consumption-based GHG accounting methodologies.

Figure 4: Eugene's 2021 sector-based emissions combined with imported consumption-based emissions

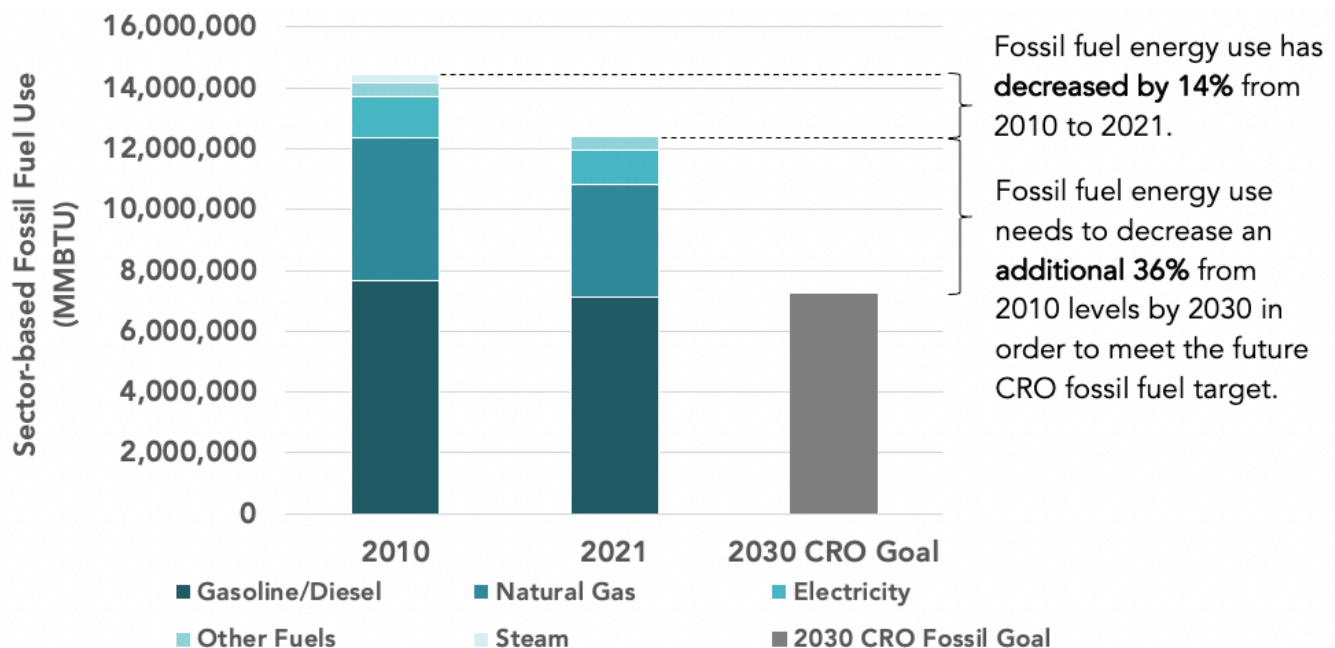




PROGRESS TOWARDS CRO FOSSIL FUEL TARGET

The Climate Recovery Ordinance No. 20567 (CRO) specifies a community goal of 50% reduction in fossil fuel emissions by 2030 based on a 2010 baseline. Fossil fuel emissions sources include transportation fuels and building fuels and energy. Between 2010 and 2021, the Eugene community's fossil fuel use has decreased by 14%. This reduction from the 2010 baseline was achieved while population increased by 12% over the same period. Per-capita fossil fuel use has reduced by 24% between 2010 and 2021. The federal Inflation Reduction Act, Oregon Climate Protection Program, utility-specific plans from EWEB and Northwest Natural, the recently adopted Advanced Clean Cars II Rule (electric and zero-emission vehicle sales), and more are expected to have sizeable impacts on fossil fuel emissions in the coming decade. Implementation of findings from the City's recent Building Decarbonization study should also reduce fossil fuel emissions.

Figure 5: Comparison of 2010 (target baseline) and 2021 fossil fuel use to 2030 CRO target



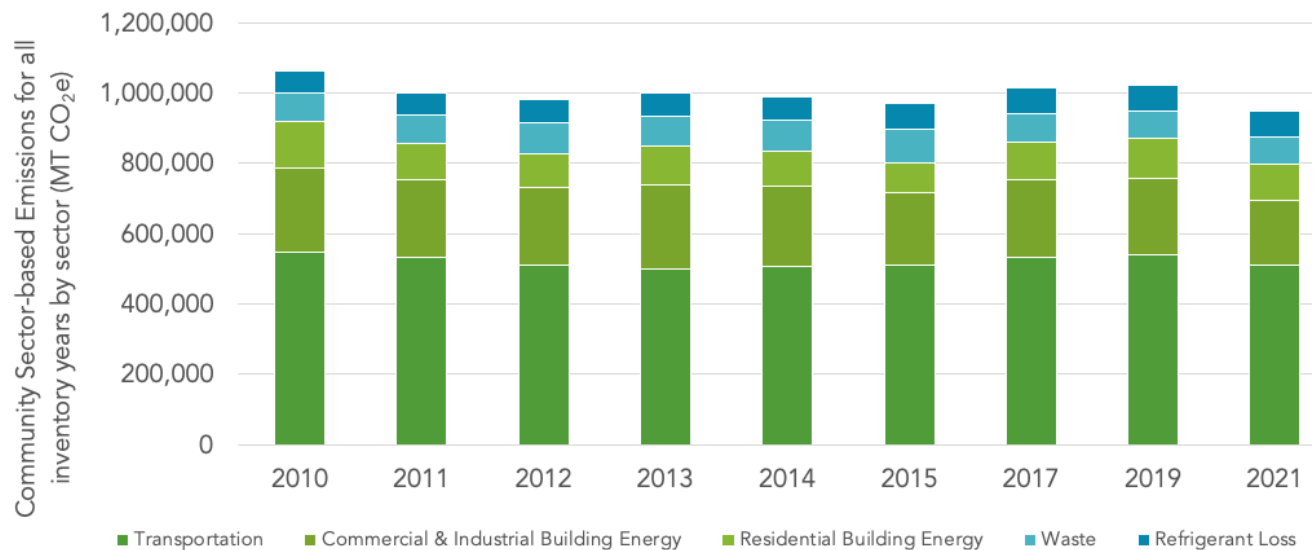
DETAILED SECTOR-BASED EMISSIONS

Eugene's sector-based emissions inventory (SBEI) were **just over 952,522 metric tons of carbon dioxide equivalent (MT CO₂e)** for calendar year 2021.⁶ These emissions sources and trends are summarized across years in Figure 6 with market-based electric emissions accounting.

⁶ Location-based electricity accounting total just over **1.5 million MT CO₂e**. (See Appendix B for discussion of electricity-related emissions including location-based and market-based accounting methods).



Figure 6: Total sector-based emissions for all inventory years, using market-based accounting



Emissions Per Capita	2010	2011	2012	2013	2014	2015	2017	2019	2021	Change since 2010
MT CO ₂ e	6.8	6.4	6.2	6.3	6.2	5.9	6.0	6.0	5.4	-20%

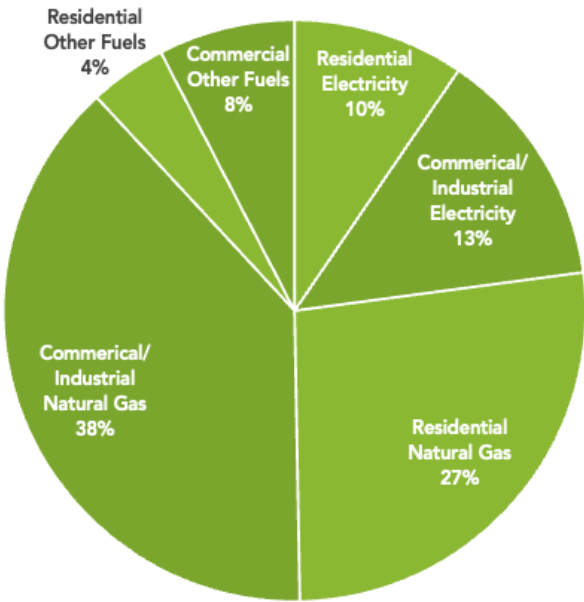
For more information, see Table 1 in Appendix A. For COVID-19's Effects on Emissions, see page 11.

Buildings

Building emissions totaled **287,379 MT CO₂e (30%)**, primarily coming from natural gas and electricity use.

Electricity use (kilowatt-hours consumed) decreased by 4.1% between 2010 and 2021 despite population growth. Meanwhile, emissions decreased by 17%, primarily due to an increase in the share of low-carbon intensity electricity production generated or purchased by EWEB. Unlike consumption, electricity emissions factors change year-to-year based on the emissions associated with producing electricity. Because EWEB has such a high percentage of low-carbon electricity products, even slight changes year to year in EWEB's market electricity purchases can have a notable impact in emissions factor. For more detail on methodology surrounding market-based electricity emissions factors see Appendix B.

Figure 7: Building emissions sources





Since 2010, total natural gas use and associated emissions decreased by 21%. Commercial and industrial natural gas consumption was unusually low for 2021 compared to the previous decade. This is in part due to a warmer year and very likely COVID-19 – natural gas use fluctuates with the weather.

Transportation

Transportation emissions totaled **511,895 MT CO₂e (54%)** and are primarily from the combustion of gasoline (E10) and diesel (B5) fuels in local, on-road passenger and freight vehicles, as well as off-road equipment.⁷ There is also a small but growing quantity of emissions from electricity used in electric vehicles – currently less than .05% of total transportation emissions. Transportation emissions decreased by 7% between 2010 and 2021.

From 2013 to 2019, fuel consumption showed an increase (almost returning to 2010 levels in 2019) but decreased in 2021, as shown in Figure 9. Vehicle types, fuel economy, and the domestic economy all play a role in fuel sales and usage.

Figure 8: Transportation gasoline and diesel emissions split

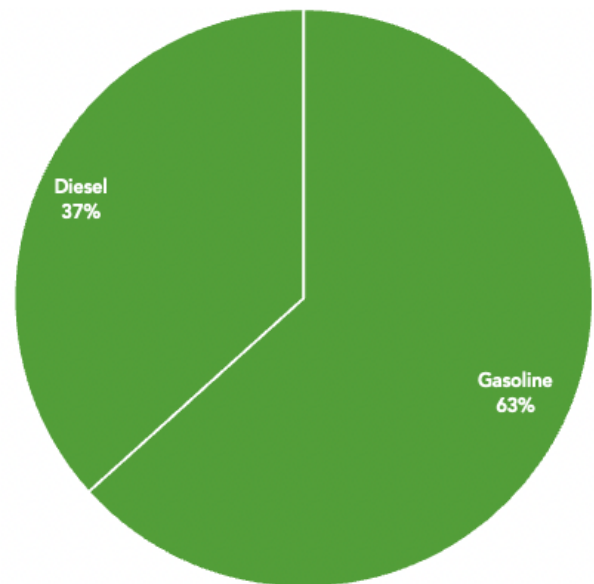
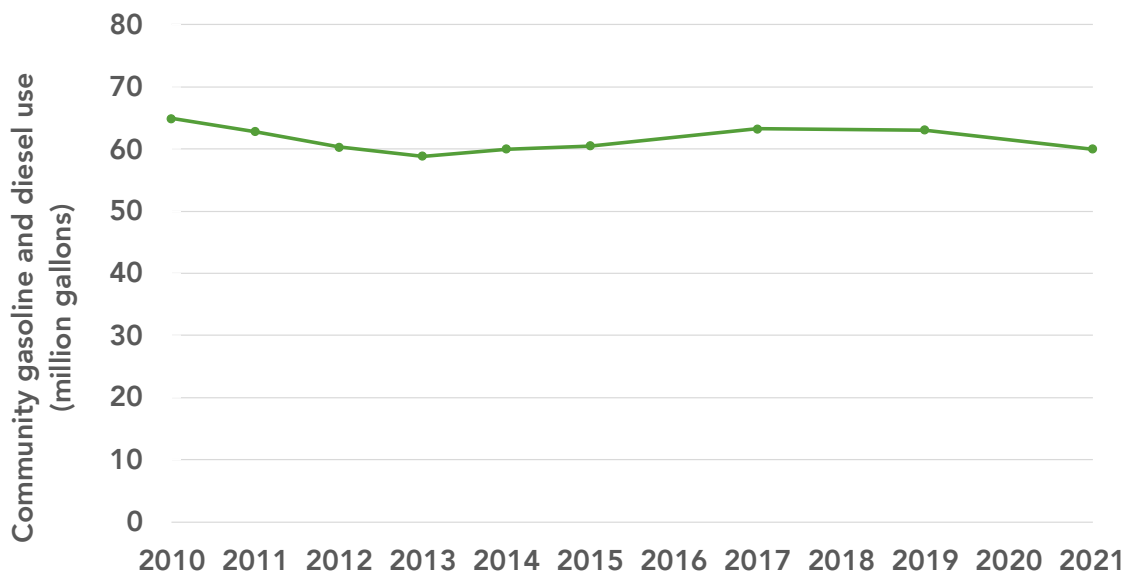


Figure 9: Comparison of vehicle fuel use in Eugene for all inventory years.



⁷ Oregon's Renewable Fuel Standard requires that all motor gasoline (with limited exceptions) is E10 (10% ethanol and 90% gasoline). Diesel fuel is required to be B5 (5% biodiesel and 95% diesel).

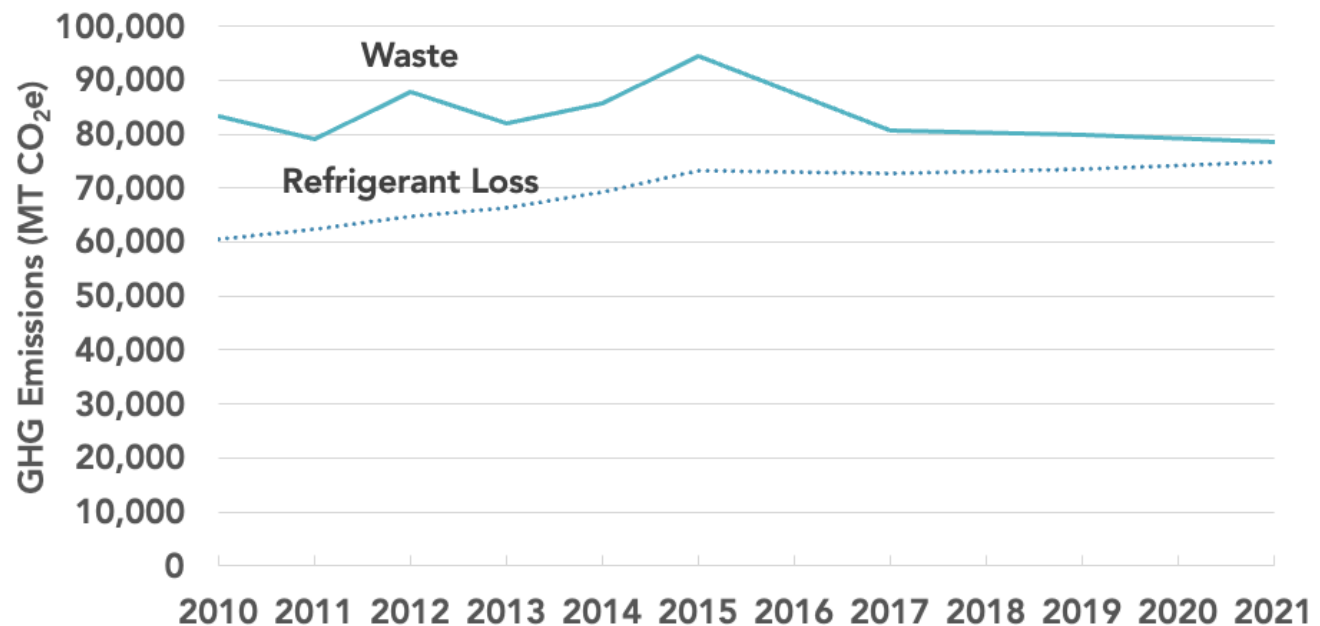


Other sector-based emissions

Waste emissions, including landfilled solid waste and wastewater emissions, totaled **78,495 MT CO₂e (8%)**; these emissions decreased by 6% compared to 2010. Wastewater emissions increased by 24% since 2010 (higher than population growth), but a decrease in landfill emissions has caused total waste emissions to remain fairly constant in the last few years.

Refrigerant emissions are estimated for Eugene using State of Oregon reported values per capita, totaled **74,753 MT CO₂e (8%)**; these emissions increased by 23% since 2010. (Figure 10)

Figure 10: Trends in waste and refrigerant emissions across all available years





DETAILED IMPORTED EMISSIONS

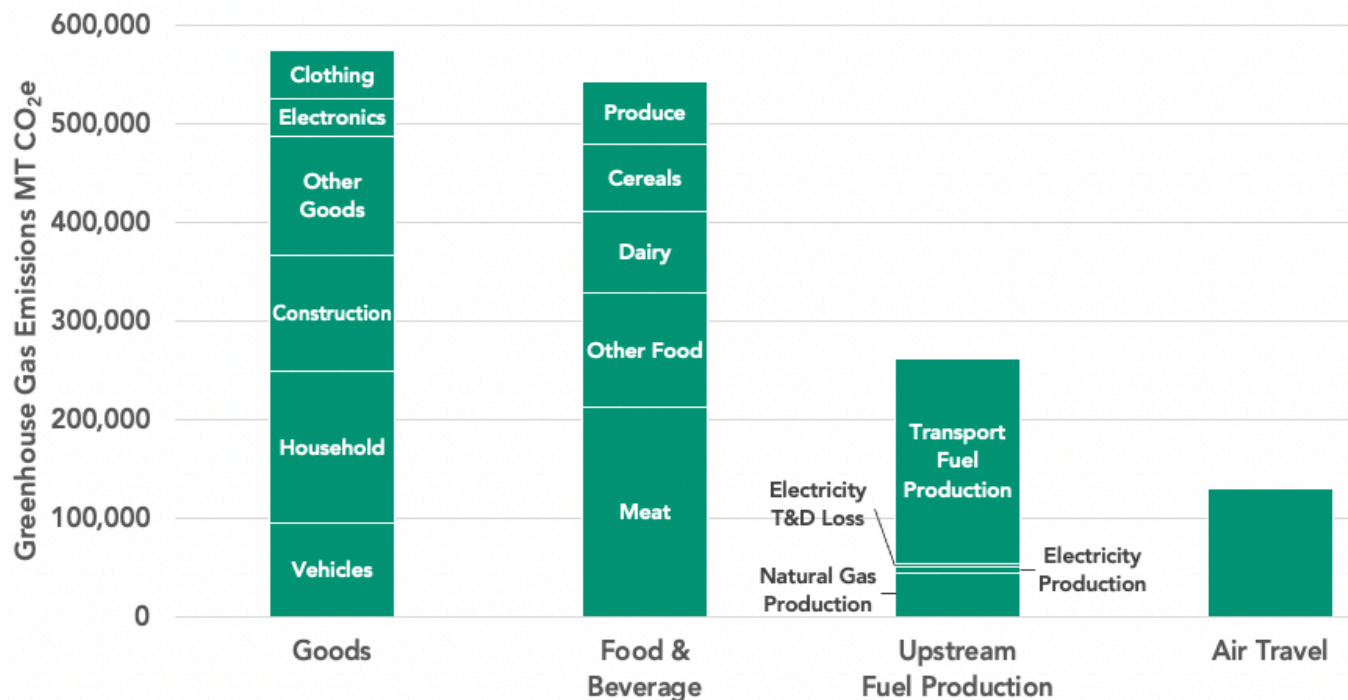
Emissions from consumption of imported goods, food, fuel, and air travel

Eugene's GHG inventory goes beyond GPC protocol requirements to highlight the known large sources of imported emissions from consumption of **imported goods and services**. These emissions are considered Other Scope 3 in GPC protocol. This means the community has less control over management of these emissions as compared to sources of local emissions. These imported, consumption-based emissions will be in another community's local, sector-based accounting where the products are made. That said – these emissions are included in the inventory because they are large, caused by local demand, follow the State of Oregon's GHG inventory, and because opportunities exist to reduce these emissions locally by reducing consumption, avoiding waste, and reusing material goods. Imported emissions were estimated at just over **1.5 million MT CO₂e** and make up **61% of total emissions** (see Figure 5 earlier in this report). See Appendix C: Inventory Methodology for more information on reporting for imported emissions, including goods, food, services, and upstream fuel production.

Consumption of imported **goods** is Eugene's largest category of emissions at **38% of total consumption-based community GHG emissions**. The largest contributors to this category include **household goods** (non-food items such as furniture or textiles), **other goods** (such as disposable products, toys), and **construction building materials (concrete, asphalt, steel)**. The next largest category is **food** and beverage (**36%**), where largest emissions are from **meat**, specifically **beef** and **lamb** products. Upstream **fuel production (17%)**, specifically gasoline production, is another large source, which goes hand-in-hand with passenger transportation being the largest local emissions source. **Air travel (9%)** is also a significant source of Eugene consumption-based emissions. Note that these air travel emissions are from air travel trips taken by residents regardless of airport location and are not based on Eugene airport fuel use alone. See Figure 10 for a categorical breakdown of consumption-based emissions categories and the related climate impacts.

Consumption-based imported emissions category descriptions

- **Goods:** Emissions from extraction, manufacture, and transportation of raw materials into final products such as building materials, automobile, furniture, clothing, and other goods.
- **Food & Beverage:** Emissions from agriculture (energy for irrigation, production of fertilizers, methane emissions from livestock, etc.), transportation of raw materials, and finished products emissions. Categories include produce, cereals, dairy, meat, and other foods.
- **Upstream Fuel Production:** Process and energy emissions from the extraction and production of usable fuel products (e.g., electricity from household outlets, gasoline pumped into cars, natural gas combusted by furnaces, etc.). These upstream emissions are considered at the community-scale for electricity, natural gas, gasoline, and diesel (not available for propane and fuel oil). These emissions are separate from those that are generated when the fuel is used in your car or house.
- **Air Travel:** Emissions from air travel by the community (regardless of airport location).

**Figure 11:** Categorical breakdown of imported emissions

COVID-19'S EFFECT ON EMISSIONS

In March of 2020, the COVID-19 pandemic and the resulting public health response drastically changed life for many people. Overall, however, the impact of COVID on Eugene's community GHG emissions was not as dramatic.

In general, all sector-based emissions experienced a small decrease from 2019 to 2021, but the decrease was within the usual range of variation, or in line with the previous trend. For Eugene, the biggest change was in building energy emissions, driven by a decrease in commercial and industrial natural gas. 2021 was a warmer year with fewer Heating Degree Days than 2019 and 2017; natural gas use is correspondingly lower in warmer years.⁸ That said, it is unknown how much of the decrease was due to weather, COVID business impacts, or normal business changes, but it's likely that reduced business operations, such as reduced restaurant service and hospitality closures, contributed to commercial natural gas decreases.

For imported, consumption-based emissions, although nationally consumers spent less money on food outside the home, spending on food inside the home increased substantially. Construction, renovation and furniture spending increased while spending on items like clothing decreased substantially. Overall, consumers purchased different things, rather than fewer things – such as more hand soap and work from home furniture, fewer new vehicles and less clothing. Overall, although the pandemic may have changed our lives, impacts to community GHG emissions were limited.

⁸ <https://www.eia.gov/energyexplained/units-and-calculators/degree-days.php>



APPENDIX A: YEAR OVER YEAR EMISSIONS TABLES

Table 1: Detailed summary of Eugene's sector-based GHG emissions inventories by year, sector and energy type

Total Emissions (MT CO ₂ e / year)	2010	2011	2012	2013	2014	2015	2017	2019	2021	Change since 2010
Residential (market-based)	129,215	105,421	99,105	112,187	99,887	87,622	105,249	112,536	105,100	-19%
Electricity (Location-Based)	367,777	381,102	285,767	297,476	380,867	370,022	291,271	273,850	259,324	-29%
Electricity (Market-Based)	28,736	14,888	12,245	20,591	12,869	11,609	9,861	14,079	24,624	-14%
Natural Gas	70,801	76,473	74,771	78,758	73,234	65,655	85,079	86,192	69,363	-2%
District Steam	15,143			Steam plant decommissioned						-100%
Other Fuels	14,535	14,060	12,089	12,838	13,784	10,358	10,309	12,265	11,113	-24%
Commercial & Industrial (market-based)	239,389	220,608	218,805	239,915	227,710	205,883	222,263	218,989	182,279	-24%
Electricity (Location-Based)	553,658	545,969	434,798	433,201	583,601	585,081	433,855	416,933	368,519	-33%
Electricity (Market-Based)	43,259	21,329	18,631	29,986	19,896	18,356	14,688	21,436	34,993	-19%
Natural Gas	178,352	185,636	190,546	201,412	198,021	176,958	197,055	180,839	127,646	-28%
Other Fuels	17,778	13,643	9,628	8,517	9,793	10,569	10,520	16,713	19,640	10%
Transportation (market-based)	548,606	531,317	510,887	498,191	508,032	509,499	532,685	538,677	511,895	-7%
Gasoline (E10)	354,773	341,045	326,015	319,368	324,898	339,062	354,493	357,698	324,041	-9%
Diesel (B5)	193,833	190,272	184,872	178,823	183,134	170,407	178,162	180,914	187,639	-3%
Electric Vehicles (Location-Based)	not calculated							1,256	2,264	n/a
Electric Vehicles (Market-Based)	not calculated					30	30	65	215	n/a
Waste	83,408	79,007	87,893	82,009	85,617	94,563	80,626	79,840	78,495	-6%
Landfilled Solid Waste	80,024	75,824	84,252	77,980	82,180	90,860	76,972	76,006	74,301	-7%
Wastewater Treatment Process	3,384	3,183	3,641	4,029	3,437	3,703	3,654	3,834	4,194	24%
Process & Fugitive Emissions	60,648	62,394	64,659	66,454	69,297	73,155	72,807	73,538	74,753	23%
Stationary Refrigerant Loss	24,968	25,682	26,622	27,363	28,522	30,125	29,982	30,232	30,529	22%
Transportation Refrigerant Loss	35,680	36,712	38,037	39,091	40,775	43,030	42,825	43,306	44,224	24%
Total Emissions (Market-Based)	1,061,266	998,747	981,349	998,756	990,543	970,722	1,013,630	1,023,580	952,522	-10%
Total Emissions (Location-Based)	1,910,706	1,889,601	1,671,038	1,678,856	1,922,246	1,895,860	1,714,207	1,680,039	1,522,798	-20%
Per Capita Emissions (Market-Based)	6.8	6.4	6.2	6.3	6.2	5.9	6.0	6.0	5.4	-20%

Note: This table includes emissions using two accounting methods for electricity – location-based and market-based. These two methods are described in more detail on page 13. The Sector sub-totals (light green highlighted rows) include market-based emissions for electricity.



City of Eugene | Community GHG Inventory 2021

Table 2: Detailed summary of Eugene's sector-based fossil fuel use inventories by year, sector and energy type

Total Emissions (MMBTU / year)	2010	2011	2012	2013	2014	2015	2017	2019	2021	Change since 2010
Residential	2,357,920	1,919,902	1,808,788	2,053,514	1,817,242	1,551,371	1,933,416	2,067,581	1,940,836	-18%
Electricity (Location-Based)	Market-based accounting used for CRO fossil fuel target									
Electricity (Market-Based)	541,461	280,539	230,733	387,993	242,481	168,269	185,810	265,298	468,046	-14%
Natural Gas	1,331,175	1,437,831	1,405,819	1,480,797	1,376,936	1,234,425	1,599,635	1,624,306	1,307,163	-2%
District Steam	277,449				Steam plant decommissioned					-100%
Other Fuels	207,835	201,532	172,236	184,724	197,825	148,677	147,971	177,977	165,627	-20%
Commercial & Industrial	4,412,058	4,081,738	4,070,109	4,472,345	4,231,349	3,740,772	4,128,641	4,057,246	3,350,369	-24%
Electricity (Location-Based)	Market-based accounting used for CRO fossil fuel target									
Electricity (Market-Based)	815,125	401,902	351,063	565,018	371,552	266,067	276,768	403,912	659,371	-19%
Natural Gas	3,353,328	3,490,286	3,582,606	3,786,892	3,723,150	3,327,114	3,704,983	3,407,959	2,405,524	-28%
Other Fuels	243,605	189,550	136,441	120,436	136,646	147,591	146,890	245,375	285,474	17%
Transportation	7,672,560	7,428,954	7,141,943	6,965,498	7,102,514	7,132,043	7,456,630	7,512,378	7,110,167	-7%
Gasoline (E10)	5,050,874	4,855,425	4,641,448	4,546,816	4,625,536	4,827,199	5,046,890	5,073,781	4,589,709	-9%
Diesel (B5)	2,621,687	2,573,529	2,500,495	2,418,682	2,476,977	2,304,844	2,409,740	2,437,373	2,516,407	-4%
Electric Vehicles			Previously part of stationary energy					1,224	4,051	n/a
Waste	Does not include fossil fuel use									
Landfilled Solid Waste										
Wastewater Treatment Process										
Process & Fugitive Emissions	Does not include fossil fuel use									
Stationary Refrigerant Loss										

Note 1: This table only includes market-based accounting. This approach was selected by the City as the preferred approach for accounting towards the CRO fossil fuel target, per guidance from Greenhouse Gas Protocol – Scope 2 Guidance. The guidance states that market-based accounting is the preferred method for organizational goal-related tracking.

Note 2: Fossil fuels use for market-based electricity are calculated using a natural gas electricity generation benchmark. In other words, fossil fuels use from EWEB's electricity is assumed to be 100% from electricity generated by natural gas. Fossil fuel use for EWEB electricity is calculated using EWEB-specific fossil fuel emissions factors as provided by Oregon Department of Environmental Quality (kg CO₂e / MWh); heat rates for natural gas generated electricity (BTU / kWh) from the U.S. Energy Information Administration (https://www.eia.gov/electricity/annual/html/epa_08_01.html); and natural gas emissions factor (kg CO₂ / MMBTU) from the U.S. Energy Information Administration (https://www.eia.gov/electricity/annual/html/epa_a_03.html).



APPENDIX B: ELECTRICITY ACCOUNTING

Electricity emissions can be calculated using two methods – location-based and market-based accounting⁹ – based on Greenhouse Gas Protocol's *Scope 2 Guidance*. The *Global Community GHG Protocol* requires users to report using the location-based method, which uses an average emissions factor for the Northwest's regional electricity grid to calculate emissions (i.e., Northwest Power Pool). The Guidance suggests conducting a sensitivity analysis using the market-based method. This accounting method uses EWEB's utility-specific carbon intensity,¹⁰ based on its owned and contracted generation resources, to calculate emissions. EWEB's emissions factor is approximately 10 times less carbon-intensive than the regional average because EWEB is predominantly supplied through contracts with Bonneville Power Administration (BPA) whose generation supply is largely from low-carbon, hydroelectric and nuclear resources. What supply is not from BPA comes from EWEB's owned-generation resources which are also from low-carbon sources (hydroelectric and wind). Because EWEB has such a high percentage of low-carbon electricity products, even slight changes year to year in market purchases can have a notable impact in emissions factor. It typically takes at least a year for emissions factors to be calculated, vetted, and released. Good Company uses the latest available emissions factor.

Scope 2 protocol guidance describes the location-based method as a representation of the average GHG impacts associated with electricity use within a defined geographic territory and time period. Alternatively, the market-based method represents electricity that has been purposefully chosen via the GHG impacts associated with EWEB's supply contracts that serve the community. Both methods are useful for different purposes; together, they provide a fuller documentation and assessment of risks, opportunities, and changes to emissions from electricity supply over time. See Greenhouse Gas Protocol's *Scope 2 Guidance* for details.

⁹ For details about these two accounting methodologies see Greenhouse Gas Protocol's *Scope 2 Guidance*.

¹⁰ Utility-specific factors are provided by Oregon Department of Environmental Quality (ODEQ) based on EWEB regulatory reporting.



APPENDIX C: INVENTORY METHODOLOGY

The Eugene sector-based inventory follows Greenhouse Gas Protocol's *Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories*. GHG inventories for 2019 and 2021 were conducted using Good Company's Carbon Calculator for Communities (G3C-Community). ICLEI's web-based *ClearPath* Community-Scale Emissions Management Software was used to calculate all greenhouse gas (GHG) emissions for the Eugene's Community Inventories for 2010 – 2017. Data and calculation files are cataloged in a corresponding audit trail organized by inventory year.

The Eugene consumption-based inventory incorporates Eugene's sector-based emissions with imported emissions from a consumption-based emissions inventory model that was developed by Stockholm Environment Institute for Oregon Department of Environmental Quality (ODEQ) to support completion of the State of Oregon's 2005 Consumption-Based Inventory. ODEQ staff used the 2010 version of the Oregon model to estimate the Eugene community's 2013 consumption-based emissions. The 2021 inventory used G3C-Community with factors from the 2016 State of Oregon Consumption Based Emissions Inventory and U.S. Census household data to estimate 2021 consumption-based emissions. The City plans to work with ODEQ in the future to update Eugene's values as the State update's Oregon's CBEI using newer data.

All community GHG emissions presented in this report are represented in metric tons of carbon dioxide equivalent (MT CO₂e). Quantities of individual GHGs are accounted for in Good Company's G3C Community carbon calculator tool and include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), CFCs, PFCs, and sulfur hexafluoride (SF₆) as applicable per the Kyoto Protocol. All GHG calculations use the global warming potentials (GWP) as defined in the International Panel on Climate Change's 5th Assessment Report (IPCC AR5).

Inventory Exclusions

There are three known exclusions from this GHG inventory: fugitive natural gas, land use change, and local aviation (from Eugene airport). None of these emissions sources had available data for the 2010 baseline GHG inventory and were therefore not calculated. While this data is now available, adding these emissions would complicate the consistency in inventory reporting and goal-setting. That said, fugitive natural gas and land use change emissions are expected to be less than 1% of emissions. Local aviation emissions from Eugene airport – not to be conflated with other scope 3 emissions from resident air travel from any airport – were calculated for 2019. The City of Eugene may choose to redefine boundaries for future inventories.

Emissions Source	Explanation
Stationary Energy: Fugitive natural gas	Typically calculated as part of local building energy emissions, these fugitive emissions are caused by leaks in local natural gas distribution



	infrastructure. NW Natural calculates these emissions; they are de minimis (<1%).
Transportation: Aviation	<p>Data should be available for current and future inventories; unknown if data is available for the baseline 2010 community GHG inventory. For 2019, emissions were calculated to be ~66,000 MT CO₂e based on fuel used for departing flights (jet fuel and aviation gasoline). Approximately 1% of airport aviation fuel emissions are assumed to be used for Scope 1 local, in-boundary aviation (e.g. local helicopter flights). Remaining emissions are assumed to be Scope 3 trans-boundary aviation. See the <i>Global Protocol for Community-Scale Greenhouse Gas Emission Inventories</i> (GPC) for details about Scopes and required reporting.</p> <p>Note that these emissions are separate from, but overlap with, calculated imported emissions from consumption of air travel services regardless of airport.</p>
Agriculture, Forestry, and Other Land Use: Land use change	Data not readily available; emissions expected to be de minimis (<1%).

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session and Possible Action: Regional Pickleball Facility, Parks and Recreation SDC Analysis

Meeting Date: March 11, 2024

Department: Public Works

www.eugene-or.gov

Agenda Item Number: 2

Staff Contact: Craig Carnagey

Contact Telephone Number: 541-682-4930

ISSUE STATEMENT

The City of Eugene has received a request from the Emerald Valley Pickleball Club to contribute funding to the development of a regional pickleball facility. The specific request is for a contribution of \$750,000 of Parks and Recreation System Development Charge (SDC) Funds. The first step toward making this type of financial contribution would be to add the project to the City's Parks and Recreation SDC Project Plan. The purpose of this work session is to consider the impacts of this request and to potentially amend the City's Parks and Recreation SDC Project Plan (SDC Plan).

BACKGROUND

On January 10, 2024, the City Council unanimously approved the following motion: "Move to direct the City Manager to return to Council before April 1, 2024 with an analysis of whether the regional pickleball facility is eligible to receive Parks SDC funds, the impact on other projects if the pickleball facility is added to the City's Parks SDC project list, and if it is eligible, a resolution for Council consideration that would amend the City's Parks and Open Space SDC Project Plan to add the regional pickleball facility."

The proposed regional pickleball facility would be located at the main Lane Community College (LCC) campus off 30th Avenue. The vision is for 24-lighted courts, including 10 covered courts. The facility would be owned by Lane Community College and operated by the Emerald Valley Pickleball Club (EVPC). The facility is proposed to be open to the public and is anticipated to host a range of local to national-scale tournaments. EVPC has a fundraising goal of \$5 million and intends to begin construction in spring of 2025.

Pickleball is a sport that is rapidly growing across the nation and in Eugene. A regional facility would make the sport more accessible to Eugene residents and alleviate some of the pressure to build courts in other parks throughout Eugene. A partnership with LCC and EVPC is consistent with the Parks and Recreation System Plan's guiding principle of building better partnerships to leverage public and private dollars.

March 11, 2024 Work Session – Item 2

Recognizing the growing popularity of the sport, the City has made investments in recent years to expand pickleball facilities, totaling almost \$300,000:

- Eight pickleball courts were created at Westmoreland Park in 2017. Between then and now approximately \$65,000 has been spent to create the courts and improve the surfacing.
- Two pickleball courts and one shared pickleball/basketball court were constructed at Striker Field Park in 2023 at a cost of approximately \$218,000.
- Twelve shared pickleball/tennis courts were created in 2023; four courts each at Churchill, Sheldon, and Willamette High Schools at a total cost of \$14,000. Lockboxes at each of these locations contain temporary nets, paddles, and balls and are free for public use.

Eligibility for Parks and Recreation SDCs

SDC funds may be used for the construction of new facilities that will expand the capacity of the City's parks and recreation system by increasing the level of service of parks and amenities for residents. So long as the City has taken steps to ensure that this facility will be open and accessible to Eugene residents, it would meet that requirement. As such, an agreement to ensure reasonable public access would be required prior to actual commitment of Parks and Recreation SDC funds to the project.

The amount of SDCs that can be spent on eligible projects is based on an analysis that determines what percentage of each project supports future growth as opposed to existing development. Due to the current deficit of pickleball courts in the system, most of the proposed facility is attributed to serving existing development, and only 26 percent to serving new growth. This "growth allocation" of 26 percent means that Eugene's SDC improvement dollars could comprise up to 26 percent of the total project cost. In other words, Eugene could contribute the requested \$750,000, only if total project costs exceed \$2,885,000.

Impacts on Other Projects

With the adoption of the Parks and Recreation System Plan in July of 2018, the City Council established the City's project list and priorities for project implementation. That project list and priorities were then used as the basis for an updated System Development Charge methodology for Parks and Recreation that was approved by the Council in 2020. SDC Improvement funds can be spent only on the projects that are listed within the adopted SDC Project Plan; a regional pickleball facility is currently not included in this list.

The questions posed by the Council's motion do not contemplate the removal of any projects from the SDC Plan's project list or a change to the City's parks and recreation SDC methodology or fee structure. Therefore, the SDCs being collected by the City will continue to be based only on the projects originally included on the SDC project list.

Adding a new project to the SDC Plan list would not affect the delivery of existing projects included in the SDC Plan list, rather the impact of the new project would be related to when the SDC funds are budgeted.

Budgeting the projects included in the SDC Plan's list is complicated by that list's relationship to the \$39 million bond measure passed by Eugene voters in 2018 to support the renovation and

development of specific parks and recreation facilities throughout Eugene. Many of the projects identified in the 2018 bond are reliant on partial funding from SDCs to ensure the projects are constructed as planned.

City staff continually manage the planned use of SDCs and other funds to inform scheduling and delivery of projects. If the regional pickleball facility was added to the SDC Plan list and SDC funds were budgeted for the project within the next four-years SDCs would need to be taken from another previously scheduled project, delaying that project and likely increasing its total project costs due to inflation.

Likely projects that could be impacted by adding the project to the SDC Plan list and budgeting the project within the next four years include Golden Gardens Sports Complex, West Bank Park development, or Ferndale Park development. Each of these projects is included in the 2018 bond measure and each project has a substantial SDC component contributing to the overall project budget.

Next Steps

Amending the Parks and Recreation SDC Project Plan would be the first of three steps necessary for the City to provide funding for a regional pickleball facility. Step two would be to allocate the \$750,000 request through a council action amending the capital improvement program which would budget the funds. Step three would be to reach an agreement(s) with Lane Community College and/or Emerald Valley Pickleball Club to require that management and operation of the facility ensures that Eugene residents have reasonable access to the facility.

RELATED CITY POLICIES

[The Parks and Recreation System Plan](#), adopted in 2018, identified projects and priorities for implementation. A project titled “Pickleball Court Improvements/expansion” is identified as a priority 3 project in that plan.

[The Parks and Recreation SDC Project Plan](#), adopted in 2020, provided an updated list of projects on which the City has based its system development charge methodology. It established funding eligibility for priority 1 and 2 projects from the Parks and Recreation System Plan.

PREVIOUS COUNCIL DIRECTION

January 10, 2024 Work Session

Move to direct the City Manager to return to Council before April 1, 2024 with an analysis of whether the regional pickleball facility is eligible to receive Parks SDC funds, the impact on other projects if the pickleball facility is added to the City's Parks SDC project list, and if it is eligible, a resolution for Council consideration that would amend the City's Parks and Open Space SDC Project Plan to add the regional pickleball facility.

Motion Passed 7:0

March 11, 2024 Work Session – Item 2

COUNCIL OPTIONS

- A. Amend the Parks and Recreation SDC Project Plan to include the regional pickleball project, making it eligible to receive SDC funding when the funds are later allocated in the Capital Improvement Program.
- B. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager supports making the regional pickleball facility an SDC eligible project as long as timing of budgeting and funding remains flexible to minimize impacts to existing priority projects.

MOTION

Move to adopt the resolution at Attachment A to the AIS to amend the Parks and Recreation SDC Project Plan to include the regional pickleball project.

ATTACHMENTS

- A. Resolution Amending Parks and Recreation SDC Project Plan, including:
 - Exhibit A Parks and Recreation SDC Project Plan (as amended to include a Regional Pickleball Facility)

FOR MORE INFORMATION

Staff Contact: Craig Carnagey, Parks and Open Space Director
Telephone: 541-682-4930
Staff E-Mail: ccarnagey@eugene-or.gov

RESOLUTION NO. _____**A RESOLUTION AMENDING THE PARKS AND RECREATION SDC PROJECT PLAN ADOPTED BY RESOLUTION 5305.****The City Council of the City of Eugene finds that:**

A. On July 13, 2020, the City of Eugene’s Parks and Recreation SDC Project Plan (“the Plan”) was adopted by Resolution No. 5305. The Plan includes a list of the Parks and Recreation capital improvements that the City intends to fund, in whole or in part, with revenues from a System Development Charge (“SDC”) improvement fee for those capital improvements, as provided in ORS 223.309.

B. The City of Eugene now has an opportunity to assist in the construction of a regional pickleball facility that would increase the capacity of the City’s Parks and Recreation system to meet the recreational needs of its residents. To enable the City to contribute \$750,000 of SDC improvement fees to the construction of this facility, the project must be added to the City’s Parks and Recreation SDC Project Plan.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The Parks and Recreation SDC Project Plan is hereby amended, as reflected in Exhibit A to this Resolution, as more specifically described as follows:

A. Add the following italicized text to the list of projects in the Southeast Planning District on page 11:

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
<i>**SE73</i>	<i>Other</i>	<i>Regional Pickleball Facility</i>	<i>1</i>	<i>\$2,885,000</i>	<i>0</i>	<i>\$2,885,000</i>	<i>\$750,000</i>	<i>26%</i>

* Priority 1 rating =1-10 years; Priority 2 = 11-20 years; Priority 1/ 2 = phased implementation over 20 years

** *Project added by City Council in March 2024. Project costs are not included in Total SDC Project Costs on page 13.*

B. Add Project Number SE73 as a “New Park or Park Amenity” to the “SDC Projects: Southeast Planning District” map on page 18 of the Plan at the Lane Community College main campus location, south of E 30th Avenue.

C. Add a “March 2024” footer notation at the bottom of each page.

Section 2. The City Recorder, at the request of or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained in this Resolution.

Section 3. This Resolution is effective immediately upon its passage by the City Council.

The foregoing Resolution adopted the ____ day of _____, 2024.

City Recorder



CITY OF EUGENE
**PARKS AND RECREATION
SDC
PROJECT PLAN**

June 2020

March 2024



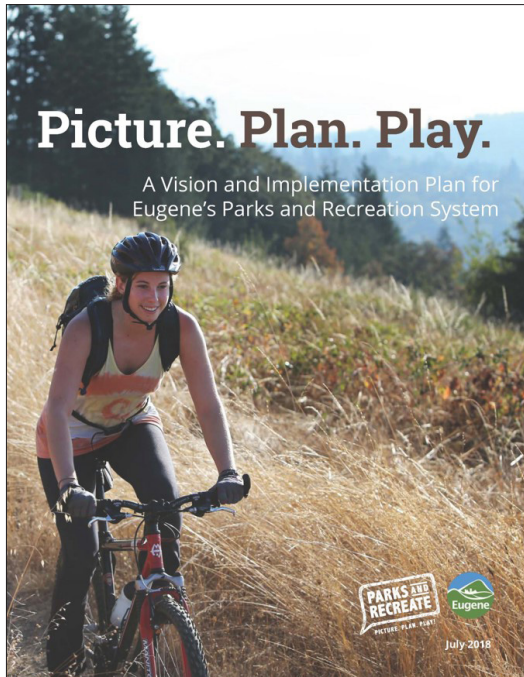
CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

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INTRODUCTION



In July of 2018, City Council unanimously adopted *Picture. Plan. Play. A Vision and Implementation Plan for Eugene's Parks and Recreation System*, commonly referred to as the Parks and Recreation System Plan. This plan was built on the input of over 12,000 individuals who participated in a multi-year, award-winning public engagement process. The plan outlines a vision to be implemented over the next 30 years:

The vision for parks and recreation in Eugene is a system of beautiful, inspiring places that foster personal, community and environmental health while upholding four core principles:

- ▶ Care for and make the most of what we have
- ▶ Serve the entire community
- ▶ Create more connections
- ▶ Build better partnerships

These principles respond to current challenges and look forward in anticipation of a growing population whose reliance on parks and recreation will become even more central to preserving Eugene's exceptional quality of life.

Implementation of the Parks and Recreation System Plan will require multiple capital funding sources, including System Development Charges (SDCs), bond measures, grants, donations and partnerships. SDC improvement fees are specifically targeted towards funding portions of the system improvements that are required to support an expanding population.

To address the requirement of ORS223.309, this Project Plan includes a list of the capital improvements that the City intends to fund, in whole or in part, with revenues from improvement fees collected through Parks and Recreation SDCs.





SDC PROJECT LIST OVERVIEW

The adoption of the Parks and Recreation System Plan in July of 2018 established a new project list and prioritized project implementation. That project list was used as the basis for the SDC project list included in this plan. The subset of projects and project costs included in this plan are those needed to increase the capacity of the parks and recreation system to serve the next twenty years of population growth.

PARKS AND RECREATION PRIORITIES

The Parks and Recreation System Plan identified four core principles:

- ▶ *Care for and make the most of what we have*
- ▶ *Serve the entire community*
- ▶ *Create more connections*
- ▶ *Build better partnerships*

With these principles as a foundation, a set of criteria was developed to prioritize parks and recreation capital projects. The criteria were applied to each project, taking into account the unique needs of each planning district and triple bottom line considerations of social equity, environmental health, and economic prosperity.

The resulting priority ranking is an indication of the time-frame for project completion. A priority 1 rating is proposed for completion in the 1-10 year time frame and a priority 2 rating for the 11-20 year time frame. The 20-year planning horizon is based on data from 2015–2035. Projects with multiple ratings (i.e. 1/ 2) are proposed for completion in phases due to either high dollar costs or projects that are more practically implemented over a number of years, such as trails and property acquisition.

PROJECT COSTS

Costs for each of the SDC eligible projects are shown in the project list tables with a break down that shows the estimated costs and percentage of costs eligible to be funded from SDC improvement fees in the "Growth % of Total Project Cost" column. The costs shown on the project list tables were included in the Parks and Recreation System Plan and reflect planning-level estimates. All costs are rounded and provided in 2016 dollars.





TABLES

The SDC project list is organized into a common city-wide list and six neighborhood planning districts. Geographical-based planning facilitates analysis of the unique characteristics, needs, and opportunities of each area.

- City-wide
- Bethel
- City Central
- River Road/ Santa Clara
- Southeast
- Southwest
- Willakenzie

Each project is assigned a project number that correlates to the accompanying maps and to the Parks and Recreation System Plan Project List.

The project list includes both improvements to existing parks, and acquisition and development of new parks, trails and facilities. New capacity costs include improvements that increase the level of performance of existing parks (to serve additional users), and new parks and facilities. For more information on how growth costs for each type of project were determined, see the Parks SDC Methodology, Appendix E.

Note: Calculations were produced by computer spreadsheets where numbers extend beyond the decimal places shown in the tables presented. These slight variations exist due to rounding and are not material.





CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

PARKS AND RECREATION SDC PROJECT LIST

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
City-Wide								
E2	Systemwide	Implement comprehensive signage improvements	1/2	\$150,000	\$105,000	\$45,000	\$8,435	6%
E5	Systemwide	Develop and implement a comprehensive approach to locating inclusive play	1/2	\$800,000	\$240,000	\$560,000	\$104,963	13%
E6	School	Update school playground usage agreements and partner to provide renovations as needed	1/2	\$1,000,000	\$500,000	\$500,000	\$93,717	9%
E8	Systemwide	Develop and implement a comprehensive approach to locating multi-generational playgrounds/exercise equipment	1/2	\$1,000,000	0	\$1,000,000	\$187,433	19%
E9	Systemwide	Continue to make ADA accessibility improvements throughout system	1	\$300,000	0	\$300,000	\$56,230	19%
E11	Other	P'tanque Court Improvements	2	\$30,000	0	\$30,000	\$30,000	100%
E14	Metro	River visioning project implementation to improve safe access to the Willamette River for swimming, fishing, paddling and nature viewing while maintaining or improving habitat for fish and wildlife	1/2	\$6,000,000	0	\$6,000,000	\$859,928	14%
E15	Natural Area	Amazon Creek water trail feasibility study	2	\$75,000	0	\$75,000	\$37,886	51%
E16	Natural Area	Trail Plan Special Studies	1/2	\$50,000	0	\$50,000	\$25,257	51%
E18	Other	Bicycle related facilities including mountain bike skills park, pump track and educational traffic garden	2	\$100,000	0	\$100,000	\$50,514	51%
E19	Natural Area	Feasibility study of bike/ped bridge over Willamette River to connect to Springfield	2	\$100,000	0	\$100,000	\$50,514	51%
E22	Natural Area	Access and parking improvements at high-use trailheads	1	\$1,000,000	0	\$1,000,000	\$752,571	75%

* Priority 1 rating =1-10 years; Priority 2 = 11-20 years; Priority 1/2 = phased implementation over 20 years



CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
BETHEL PLANNING DISTRICT								
B1	Nhood	Acquire new neighborhood park sites in under-served areas (Bc; Be)	2	\$1,800,000	0	\$1,800,000	\$1,800,000	100%
B2	Community	Golden Gardens Park general park development to serve Ba	1	\$1,000,000	0	\$1,000,000	\$885,307	89%
B5	Rec Facility	Multi-field sports complex	1/2	\$25,100,000	0	\$25,100,000	\$17,642,178	70%
B7	Nhood	Andrea Ortiz Park development and access improvements	1	\$800,000	0	\$800,000	\$800,000	100%
B8	Nhood	Build playground at Echo Hollow Pool to serve Bd	1	\$200,000	0	\$200,000	\$194,081	97%
B13	Community	Bethel Community Park spray play	1	\$400,000	0	\$400,000	\$174,938	44%
B14	Community	Bethel Community Park running trail (Trail Plan #44)	2	\$75,000	0	\$75,000	\$40,182	54%
B15	Natural Area	Enhance and provide interpretation for Bethel Community Park wetland	2	\$20,000	\$14,000	\$6,000	\$341	2%
B17	Community	Petersen Park community garden	2	\$200,000	0	\$200,000	\$168,690	84%
B25	Natural Area	Fir Butte habitat restoration (BLM)	2	\$40,000	\$26,000	\$14,000	\$797	2%
B26	Natural Area	Willamette Daisy Meadow and Green Hill to Fern Ridge habitat restoration	2	\$50,000	\$25,000	\$25,000	\$1,423	3%
B28	Natural Area	A2 Channel to Meadowlark Prairie Trail acquisition (Trail Plan #C9)	1/2	\$1,280,000	0	\$1,280,000	\$685,778	54%
B29	Other	Farm Belt Trail connection from Hwy 99 to A2 Channel trail acquisition (Trail Plan #C10)	1/2	\$700,000	0	\$700,000	\$375,035	54%
B30	Natural Area	Kalapuya High School to Dragonfly Bend trail acquisition (Trail Plan #38)	2	\$500,000	0	\$500,000	\$267,882	54%
B33	Natural Area	West Eugene Wetlands at Greenhill to Fern Ridge Reservoir/ Fir Butte Road trail development (Trail Plan #29)	2	\$100,000	0	\$100,000	\$50,514	51%
B35	Nhood	Improve access to Irwin Park from Bb	1	\$75,000	0	\$75,000	\$6,317	8%
B36	Nhood	Improve access to Malabon Elementary playground to serve Bd	1	\$75,000	0	\$75,000	\$6,317	8%
B37	Nhood	Improve access to Petersen Park to serve Bf	1	\$50,000	0	\$50,000	\$9,372	19%
B41	Systemwide	Eugene Recreational Walking Routes Planning/ Neighborhood Greenways: Bethel	1	\$150,000	0	\$150,000	\$28,115	19%
B42	Rec Facility	Echo Hollow Pool expansion/ remodel	1	\$10,500,000	\$3,967,000	\$6,533,000	\$3,741,388	36%
B43	Rec Facility	Petersen Barn expansion/ remodel	2	\$6,771,527	\$1,196,000	\$5,575,527	\$1,857,533	27%

* Priority 1 rating =1-10 years; Priority 2 = 11-20 years; Priority 1/ 2 = phased implementation over 20 years

March 2024



CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
CITY CENTRAL PLANNING DISTRICT								
C1	Metro	Riverfront Park and Plaza at former EWEB site to serve CCa	1	\$4,500,000	0	\$4,500,000	\$4,500,000	100%
C2	Metro	Acquire land or easement in front of SMJ house	2	\$750,000	0	\$750,000	\$750,000	100%
C3	Metro	Acquire land at 4j admin site	2	\$1,000,000	0	\$1,000,000	\$1,000,000	100%
C4	Community	City Central dog park (location TBD)	2	\$250,000	0	\$250,000	\$109,336	44%
C5	Metro	Downtown play area to serve CCa	1	\$1,000,000	0	\$1,000,000	\$970,405	97%
C13	Metro	Washington/Jefferson Park master plan and renovation	2	\$500,000	\$100,000	\$400,000	\$57,329	11%
C14	Metro	Washington/Jefferson Park basketball court rehabilitation	1	\$150,000	\$30,000	\$120,000	\$22,492	15%
C17	Metro	Skinner Butte Park habitat restoration	1/2	\$80,000	\$20,000	\$60,000	\$8,599	11%
C18	Metro	Skinner Butte Park pedestrian trails (Trail Plan #43)	1/2	\$142,000	0	\$142,000	\$71,730	51%
C24	Metro	Owen Rose Garden Management Plan & Renovation	2	\$25,000	\$12,500	\$12,500	\$2,343	9%
C27	Metro	South Bank running trail (Trail Plan #32)	1	\$250,000	0	\$250,000	\$126,286	51%
C31	Nhood	Eugene Recreational Walking Routes Planning / N'hood Greenways: City Central	2	\$150,000	0	\$150,000	\$150,000	100%
C32	Rec Facility	Campbell Community Center expansion/ remodel	1	\$5,000,000	\$1,667,178	\$3,332,822	\$1,118,269	22%
C33	Rec Facility	River House Outdoor Center expansion/ remodel	2	\$2,979,000	\$45,000	\$2,934,000	\$977,486	33%

* Priority 1 rating =1-10 years; Priority 2 = 11-20 years; Priority 1/ 2 = phased implementation over 20 years



CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
RIVER ROAD/ SANTA CLARA PLANNING DISTRICT								
RS1	Nhood	Acquire new neighborhood park sites in underserved areas (RSc; RSc; RSg; RSh)	1/2	\$2,800,000	0	\$2,800,000	\$2,800,000	100%
RS2	Metro	Acquire and build urban plaza to serve RSc	1/2	\$2,000,000	0	\$2,000,000	\$1,469,479	73%
RS3	Community	Santa Clara Community Park acquisition	1/2	\$2,500,000	0	\$2,500,000	\$2,500,000	100%
RS4	Community	Santa Clara Community Park development	1/2	\$5,000,000	0	\$5,000,000	\$4,426,537	89%
RS5	Community	Santa Clara Community Park running trail (Trail Plan #37)	2	\$150,000	0	\$150,000	\$80,365	54%
RS7	Nhood	Ferndale Park development	1	\$1,000,000	0	\$1,000,000	\$970,405	97%
RS8	Nhood	Lone Oak Park development	2	\$1,000,000	0	\$1,000,000	\$970,405	97%
RS9	Nhood	Ruby Park development	1	\$750,000	0	\$750,000	\$727,804	97%
RS10	Nhood	Terra Linda Park development	2	\$1,000,000	0	\$1,000,000	\$970,405	97%
RS12	Nhood	West Bank/ Hillcrest Site	2	\$750,000	0	\$750,000	\$727,804	97%
RS14	Nhood	West Bank Park playground(s) to serve RSe and RSh	1	\$700,000	0	\$700,000	\$679,283	97%
RS15	Community	RR/SC community garden (location TBD)	1	\$200,000	0	\$200,000	\$168,690	84%
RS16	Community	RR/SC dog park (location TBD)	1	\$250,000	0	\$250,000	\$109,336	44%
RS17	Community	RR/SC spray play at Santa Clara Community Park	2	\$350,000	0	\$350,000	\$153,071	44%
RS27	Natural Area	Acquire riverfront property between between Beltline and Hileman Landing to provide access to natural areas and connectivity	1/2	\$2,000,000	0	\$2,000,000	\$1,628,611	81%
RS30	Other	Farm Belt Trail connection from Hileman Landing to Hwy 99 trail acquisition (Trail Plan #C10)	1/2	\$1,000,000	0	\$1,000,000	\$535,764	54%
RS31	Linear	West Bank Path running trail (Trail Plan #31)	2	\$252,000	0	\$252,000	\$127,296	51%
RS32	Nhood	Improved crossing of Irvington, at Arrowhead	1	\$75,000	0	\$75,000	\$6,317	8%
RS39	Nhood	Eugene Recreational Walking Routes Planning / N'hood Greenways: RR/SC	1	\$150,000	0	\$150,000	\$150,000	100%

* Priority 1 rating =1-10 years; Priority 2 = 11-20 years; Priority 1/ 2 = phased implementation over 20 years



CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
SOUTHEAST PLANNING DISTRICT								
SE1	Nhood	Acquire new neighborhood park sites in underserved areas (SEb; SEf)	2	\$1,250,000	0	\$1,250,000	\$1,250,000	100%
SE2	Community	Acquire Amazon Park inholdings	1	\$500,000	0	\$500,000	\$500,000	100%
SE4	Natural Area	Tugman Park habitat restoration	2	\$50,000	\$30,000	\$20,000	\$1,138	2%
SE12	Community	Westmoreland Park tennis court renovation	2	\$650,000	\$260,000	\$390,000	\$73,099	11%
SE17	Natural Area	Habitat renovation in Amazon ash forest and wet prairie sites	1/2	\$50,000	\$17,500	\$32,500	\$1,850	4%
SE18	Metro	Hendricks Park rehabilitation	2	\$500,000	\$200,000	\$300,000	\$42,996	9%
SE19	Metro	Hendricks Park Rhododendron Garden management plan and rehabilitation	1/2	\$150,000	\$60,000	\$90,000	\$16,869	11%
SE22	Metro	Hendricks Park Forest Management Plan implementation and habitat restoration	2	\$250,000	\$125,000	\$125,000	\$17,915	7%
SE24	Metro	Wayne Morse Family Farm nature play to serve SEb	2	\$100,000	0	\$100,000	\$14,332	14%
SE25	Natural Area	Wayne Morse habitat restoration	2	\$50,000	\$25,000	\$25,000	\$1,423	3%
SE36	Natural Area	Amazon Creek habitat restoration	1/2	\$1,400,000	\$700,000	\$700,000	\$39,838	3%
SE39	Natural Area	Moon Mountain habitat restoration	2	\$50,000	\$30,000	\$20,000	\$1,138	2%
SE42	Natural Area	Implement Mariposa Woodlands (Spencer Butte) habitat restoration management plan	1	\$75,000	\$37,500	\$37,500	\$2,134	3%
SE44	Natural Area	Spur and neighborhood connector trails in various locations acquisition (Priority 2) (Trail Plan #5, 7, 8, 9, 10, 13, 15, 16)	2	\$250,000	0	\$250,000	\$133,941	54%
SE45	Natural Area	Moon Mountain to 30th Avenue trail connector loop acquisition (Trail Plan #21)	2	\$945,000	0	\$945,000	\$506,297	54%
SE46	Natural Area	Ribbon Trail to Bloomberg Park trail acquisition (Trail Plan #22)	2	\$250,000	0	\$250,000	\$133,941	54%
SE47	Natural Area	Suzanne Arlie Park to 30th Avenue trail acquisition (Trail Plan #C7)	1/2	\$900,000	0	\$900,000	\$482,188	54%
SE48	Natural Area	30th Avenue to Moon Mountain Park trail acquisition (Trail Plan #C8)	2	\$200,000	0	\$200,000	\$107,153	54%

* Priority 1 rating = 1-10 years; Priority 2 = 11-20 years; Priority 1/2 = phased implementation over 20 years



CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
SOUTHEAST PLANNING DISTRICT (continued)								
SE49	Natural Area	Moon Mountain to Willamette River basin trail acquisition (Trail Plan #C12)	2	\$200,000	0	\$200,000	\$107,153	54%
SE50	Natural Area	South Eugene Meadows pedestrian trail (Trail Plan #3)	2	\$65,000	0	\$65,000	\$32,834	51%
SE51	Natural Area	South Eugene Meadows to Ridgeline Trail at Willamette Street (Trail Plan #4)	1	\$275,000	0	\$275,000	\$138,914	51%
SE52	Natural Area	Spur and neighborhood connector trails in various locations (Priority 1) (Trail Plan #11, 14, 17)	1	\$175,000	0	\$175,000	\$88,400	51%
SE54	Natural Area	Spencer Butte restroom improvements	1	\$250,000	0	\$250,000	\$14,228	6%
SE55	Natural Area	Spencer Butte Park west side pedestrian trail (Trail Plan #12a)	1	\$100,000	0	\$100,000	\$50,514	51%
SE56	Natural Area	Spencer Butte Park barrier-free trail (Trail Plan #39)	1	\$30,000	0	\$30,000	\$15,154	51%
SE57	Metro	Suzanne Anlie Park master plan implementation	2	\$500,000	\$150,000	\$350,000	\$50,162	10%
SE58	Natural Area	Suzanne Anlie Park Ridgeline Trail extension (Trail Plan #18)	1	\$260,000	0	\$260,000	\$131,337	51%
SE59	Natural Area	Suzanne Anlie Park connector trails and trailhead (Trail Plan #19)	2	\$625,000	0	\$625,000	\$315,714	51%
SE61	Natural Area	Moon Mountain Park shared-use trail and trailhead (Trail Plan #20)	2	\$350,000	0	\$350,000	\$176,800	51%
SE65	Nhood	Eugene Recreational Walking Routes Planning / N'hood Greenways: Southeast Eugene	2	\$150,000	0	\$150,000	\$150,000	100%
**SE73	Other	Regional Pickleball Facility	1	\$2,885,000	0	\$2,885,000	\$750,000	26%

* Priority 1 rating =1-10 years; Priority 2 = 11-20 years; Priority 1/ 2 = phased implementation over 20 years

** Project added by City Council in March 2024. Project costs are not included in Total SDC Project Costs on page 13.



CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

Project Number	Facility Type	Project Name	Timeframe (Priority)*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project cost
SOUTHWEST PLANNING DISTRICT								
SW1	Nhood	Acquire new neighborhood parks in underserved areas (Swa; SWc/f; SWg)	2	\$2,100,000	0	\$2,100,000	\$2,100,000	100%
SW3	Nhood	Mattie Reynolds Park development	1	\$1,000,000	0	\$1,000,000	\$970,405	97%
SW4	Nhood	Warbling Creek Park development	2	\$1,000,000	0	\$1,000,000	\$970,405	97%
SW5	Community	Southwest spray play (location TBD)	2	\$350,000	0	\$350,000	\$153,071	44%
SW6	Community	Southwest dog park (location TBD)	2	\$250,000	0	\$250,000	\$109,336	44%
SW7	Nhood	Amazon channel playground to serve SWd	1	\$250,000	0	\$250,000	\$242,601	97%
SW8	Natural Area	Melvin Miller nature play to serve SWg	1	\$100,000	0	\$100,000	\$97,040	97%
SW11	Community	Churchill Sports Park renovation	2	\$1,250,000	\$625,000	\$625,000	\$553,317	44%
SW13	School	Churchill HS tennis court renovation (4J)	1	\$650,000	\$195,000	\$455,000	\$85,282	13%
SW18	Linear	Fern Ridge Path linear park enhancements	1	\$500,000	\$250,000	\$250,000	\$46,858	9%
SW21	Natural Area	Murray Hill habitat restoration	2	\$60,000	\$39,000	\$21,000	\$1,195	2%
SW22	Natural Area	Wild Iris Ridge habitat restoration	1/2	\$75,000	\$37,500	\$37,500	\$2,134	3%
SW25	Natural Area	Willow Creek Rd to West 11th Ave trail acquisition (Trail Plan #C2)	2	\$525,000	0	\$525,000	\$281,276	54%
SW26	Natural Area	Murray Hill to Wild Iris Ridge trail acquisition (Trail Plan #C3)	2	\$805,000	0	\$805,000	\$431,290	54%
SW27	Natural Area	Wild Iris Ridge to Fern Ridge Path trail acquisition (Trails Plan #C4)	1	\$276,000	0	\$276,000	\$147,871	54%
SW28	Natural Area	Wild Iris Ridge to Blanton Road and South Eugene Meadows trail acquisition (Trail Plan #C5)	1/2	\$4,000,000	0	\$4,000,000	\$2,143,057	54%
SW31	Natural Area	Wild Iris Ridge (south end) shared-use trail (Trail Plan #2)	2	\$150,000	0	\$150,000	\$75,771	51%
SW33	Natural Area	Murray Hill shared-use trail (Trail Plan #41)	2	\$145,000	0	\$145,000	\$73,246	51%
SW34	Nhood	Eugene Recreational Walking Routes Planning / N'hood Greenways: Southwest Eugene	1	\$150,000	0	\$150,000	\$150,000	100%
SW35	Rec Facility	New multipurpose community center and pool facility	1/2	\$18,200,000	0	\$18,200,000	\$6,063,480	33%

* Priority 1 rating = 1-10 years; Priority 2 = 11-20 years; Priority 1/2 = phased implementation over 20 years



CITY OF EUGENE PARKS AND RECREATION SDC PROJECT PLAN, 2020

Project Number	Facility Type	Project Name	Timeframe [Priority]*	Total Cost	Rehabilitation Cost	New Capacity Cost	Growth Cost	Growth % of Total Project Cost
WILLAKENZIE PLANNING DISTRICT								
W1	Nhood	Acquire new neighborhood park sites in underserved areas (Wb; Wc; Wf; Wh)	2	\$2,500,000	0	\$2,500,000	\$2,500,000	100%
W2	Nhood	Striker Field development	1	\$3,200,000	0	\$3,200,000	\$3,105,296	97%
W3	Nhood	Chase Commons development	1	\$1,000,000	0	\$1,000,000	\$970,405	97%
W20	School	Sheldon HS tennis court renovation (4J)	2	\$150,000	\$75,000	\$75,000	\$14,058	9%
W23	Metro	Alton Baker Park (west) master plan update and renovation	1/2	\$7,500,000	\$2,250,000	\$5,250,000	\$752,437	10%
W24	Metro	Alton Baker lighting improvements	1/2	\$1,750,000	\$437,500	\$1,312,500	\$238,727	14%
W26	Metro	Alton Baker Park Canoe Canal feasibility study and restoration	1/2	\$6,000,000	\$2,400,000	\$3,600,000	\$515,957	9%
W27	Metro	Willamut Natural Area of Alton Baker Park master plan update and implementation	1/2	\$200,000	\$100,000	\$100,000	\$18,189	9%
W28	Natural Area	East Bank Path near Beltline to Armitage Park feasibility study	2	\$125,000	0	\$125,000	\$63,143	51%
W29	Natural Area	Acquire natural areas along the Willamette River, north of Beltline	2	\$1,000,000	0	\$1,000,000	\$1,000,000	100%
W30	Natural Area	Delta Ponds bridge and Debrick Slough trail (Trail Plan #34)	1	\$1,000,000	0	\$1,000,000	\$505,143	51%
W37	Nhood	Increase access to Sheldon Sports Park from We	1	\$148,000	0	\$148,000	\$12,465	8%
W38	Nhood	Increase access to Bond Lane Park from Wg	1	\$75,000	0	\$75,000	\$6,317	8%
W39	Systemwide	Eugene Recreational Walking Routes Planning/ Neighborhood Greenways: Willakenzie	1	\$150,000	0	\$150,000	\$28,115	19%
W40	Rec Facility	Sheldon Community Center Expansion/ remodel	1/2	\$10,585,611	\$3,002,000	\$7,583,611	\$2,526,542	24%
W40	Rec Facility	Sheldon Pool Expansion/ remodel	1	\$5,968,170	0	\$5,968,170	\$3,472,058	58%
TOTAL SDC Project Costs				\$213,677,308	\$36,742,178	\$176,935,130	\$95,083,435	
SDC Balance Available (end of FY19)							\$7,805,174	
Calibrated SDC Project Costs							\$87,278,261	

* Priority 1 rating = 1-10 years; Priority 2 = 11-20 years; Priority 1/ 2 = phased implementation over 20 years

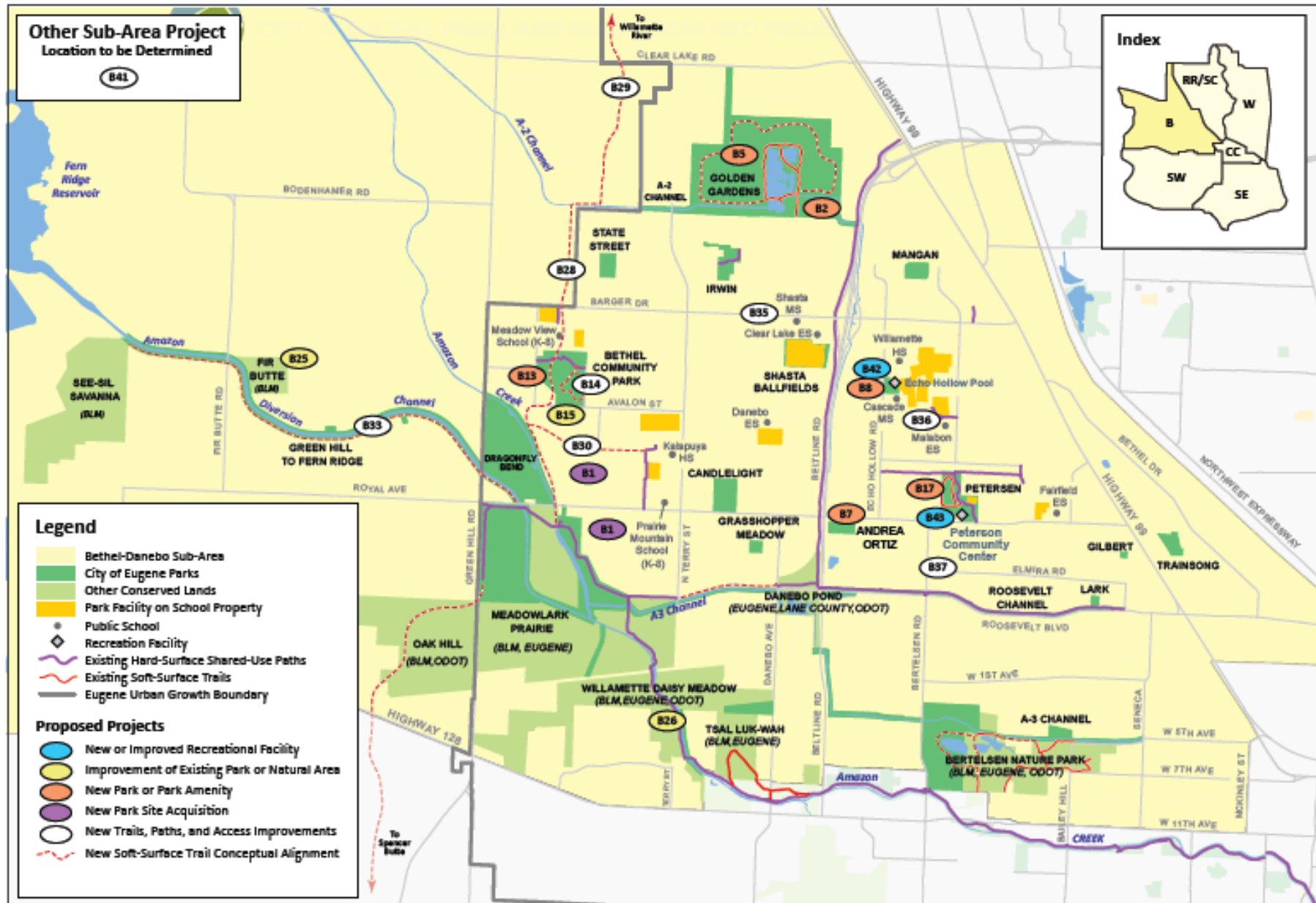


MAPS

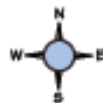
The SDC project list is organized into a common city-wide list and six neighborhood planning districts. Each list and the accompanying project numbers correlate to the following maps:

- ▶ Bethel
- ▶ City Central
- ▶ River Road/ Santa Clara
- ▶ Southeast
- ▶ Southwest
- ▶ Willakenzie
- ▶ Parks and Recreation SDC Incentive Areas Map





0 1/4 1/2 Mile
Scale

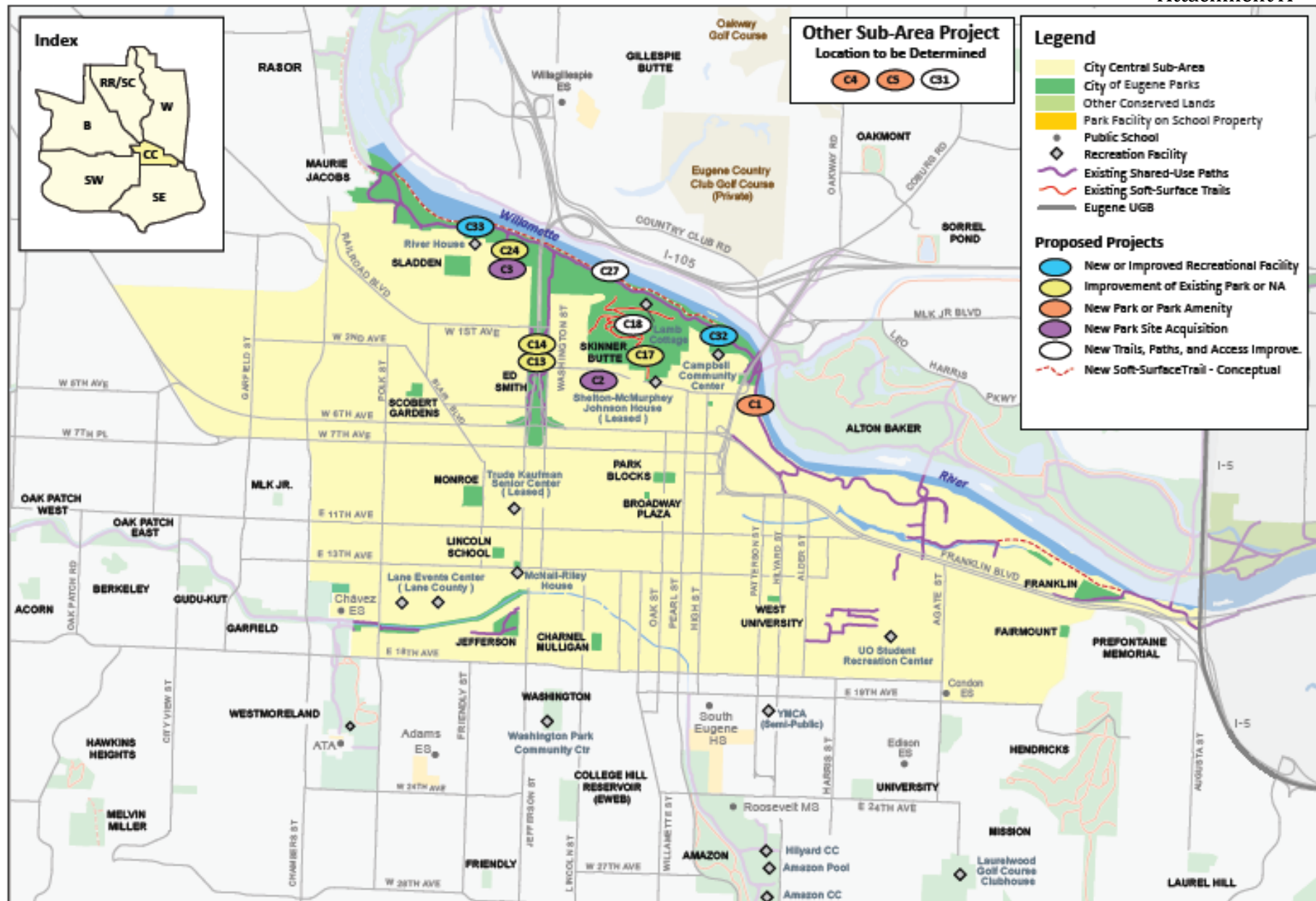


October 2019

SDC Projects: Bethel Planning District

Eugene Parks and Recreation System

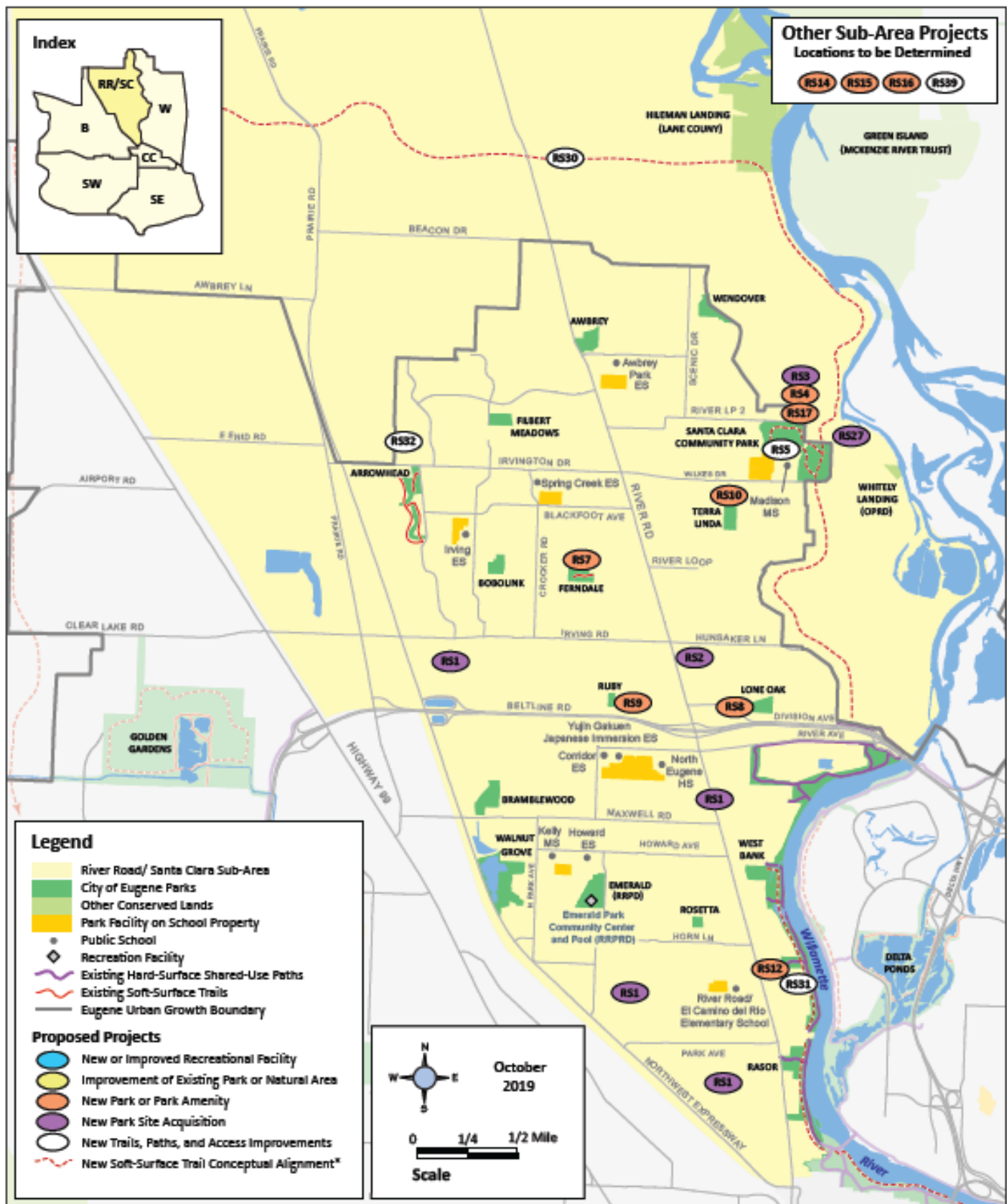
March 2024

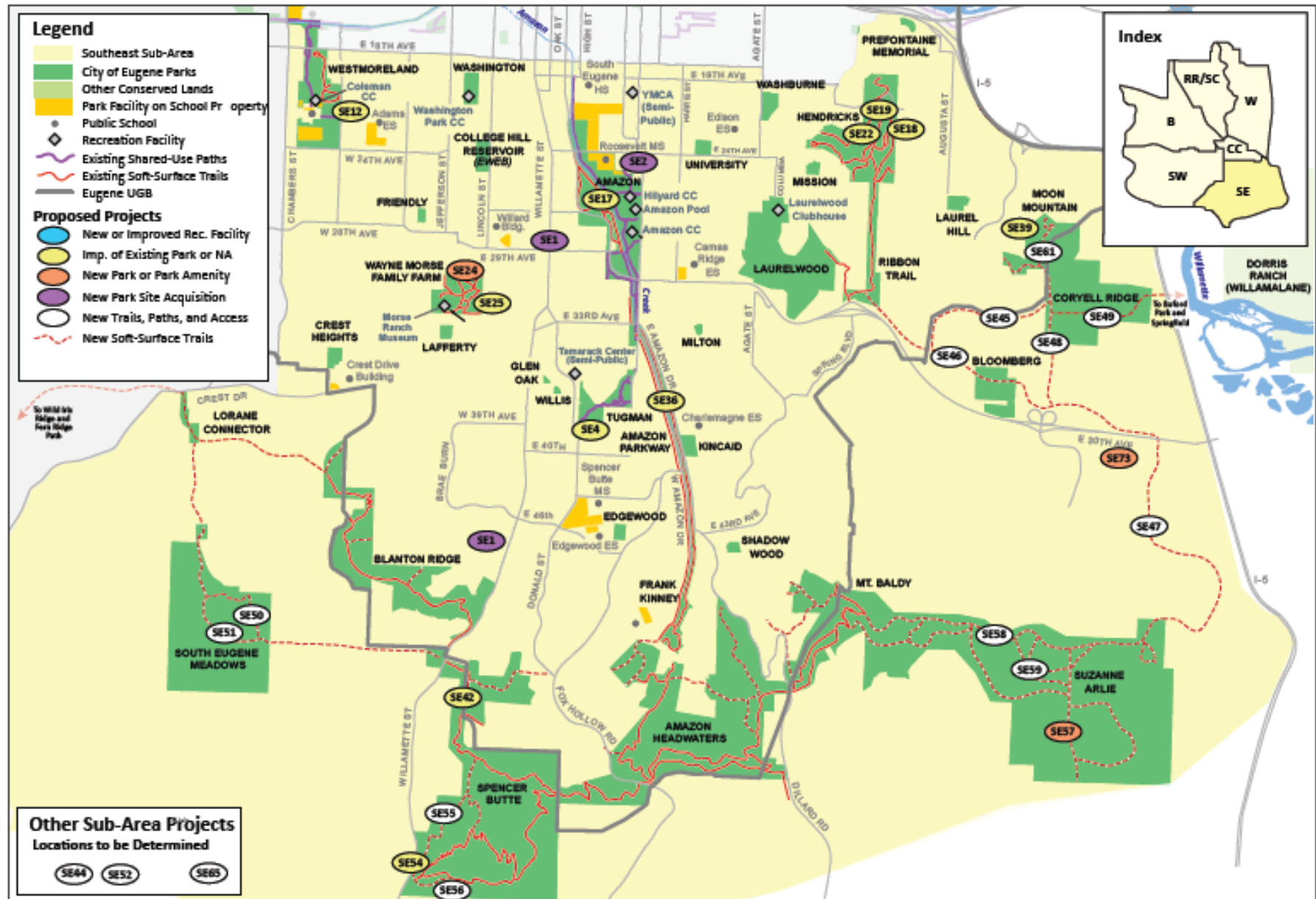


SDC Projects: City Central Planning District

Eugene Parks and Recreation System

March 2024





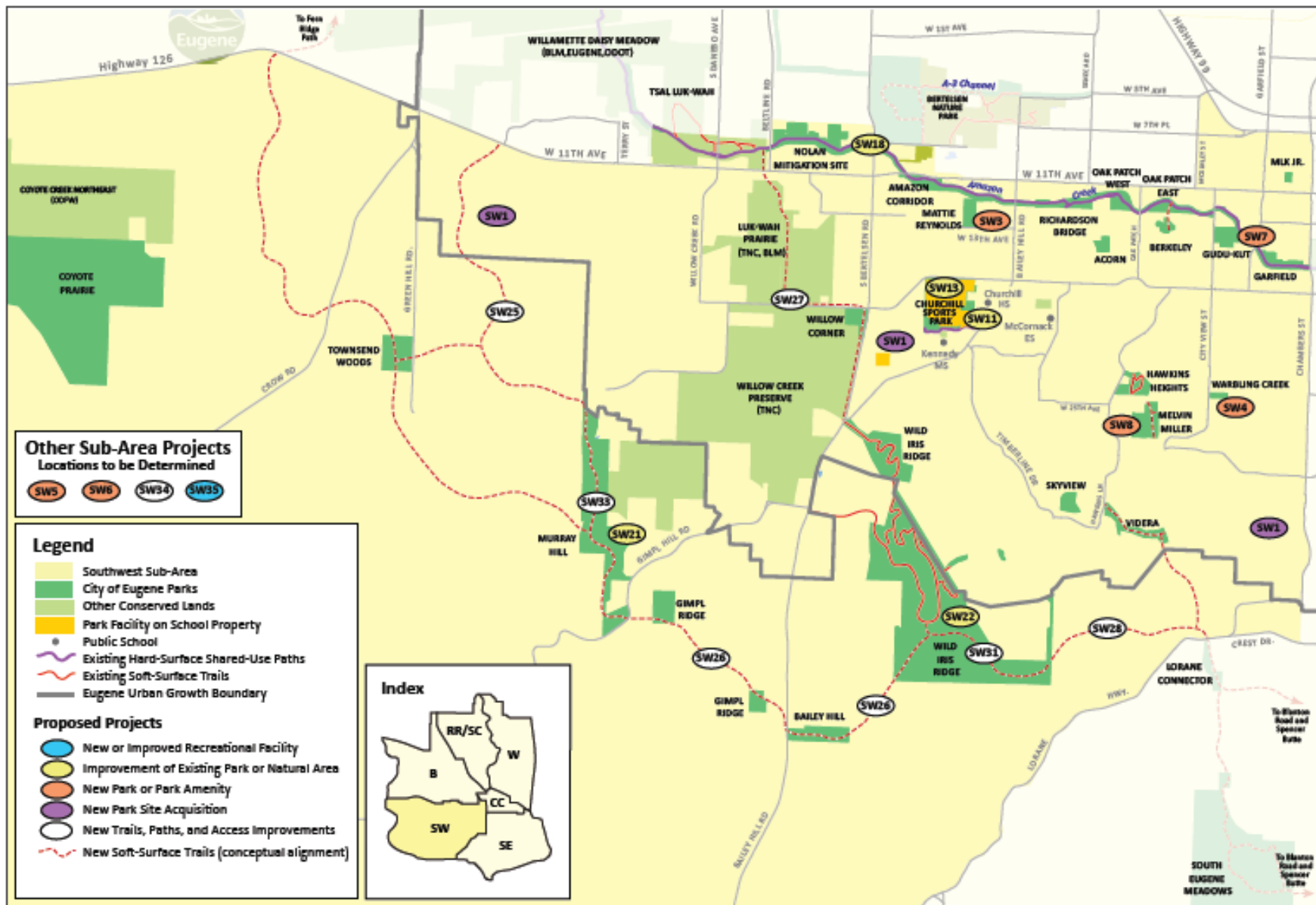
0 1/4 1/2 Mile
Scale

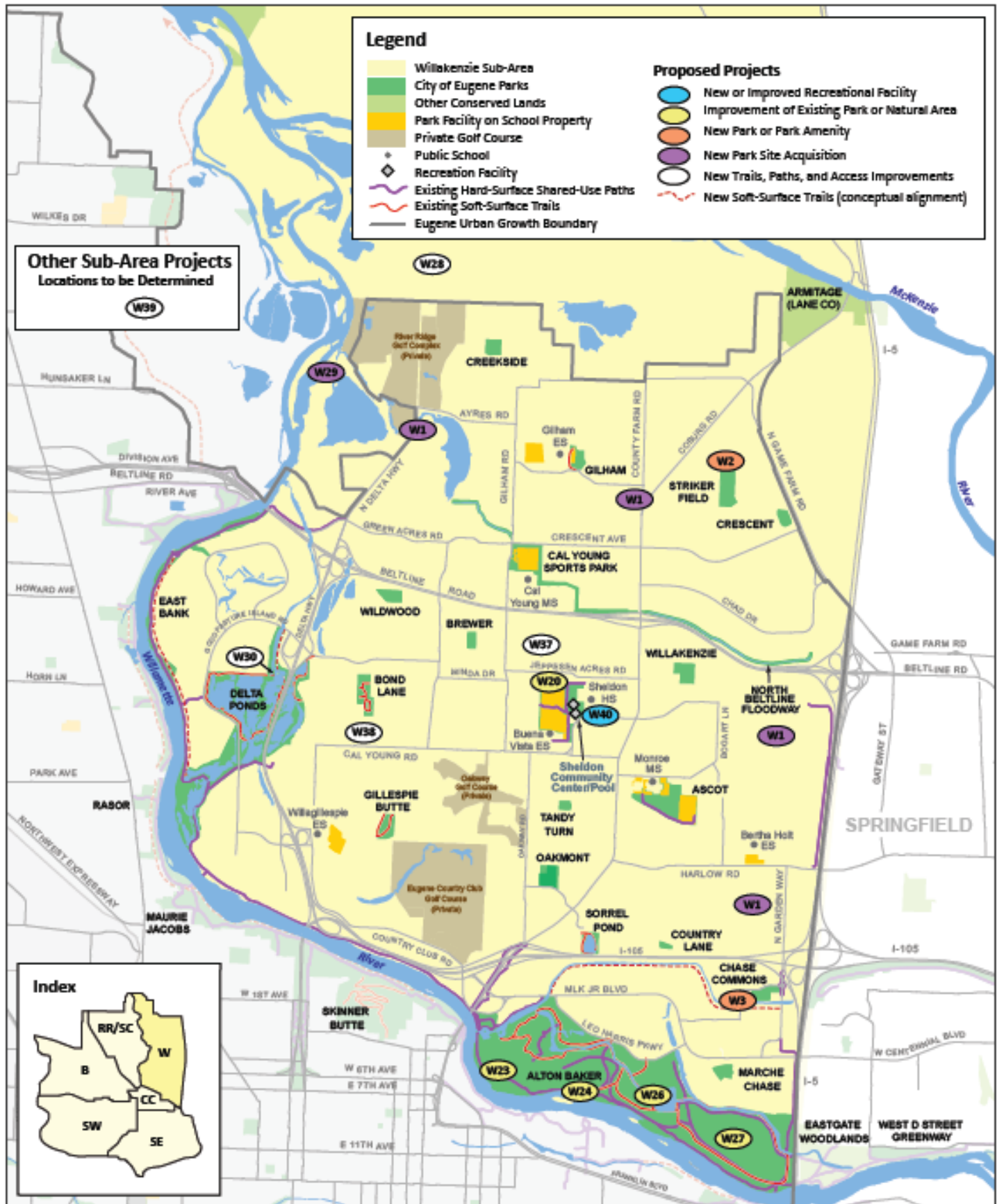
October 2019



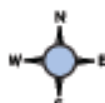
SDC Projects: Southeast Planning District
Eugene Parks and Recreation System

March 2024





0 1/4 1/2 Mile
Scale
October 2019



SDC Projects: Willakenzie Planning District

Eugene Parks and Recreation System

Parks and Recreation SDC Incentive Areas

