



City Council

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www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

September 25, 2024

12:00 p.m. CITY COUNCIL WORK SESSION

City Council Wednesday work sessions are held using 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 September 25, 2024;
Her Honor Mayor Lucy Vinis Presiding**

Councilors

Matt Keating, President

Emily Semple

Alan Zelenka

Greg Evans

Randy Groves, Vice President

Lyndsie Leech

Jennifer Yeh

Mike Clark

12:00 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: Initiation of Land Use Code Amendments Related to Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways**
- 2. WORK SESSION: The Cost and Impact of Lane County's Proposed CleanLane Resource Recovery Facility on Residential and Commercial Customers in the City of Eugene**

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.

September 25, 2024 Work Session

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Initiation of Land Use Code Amendments Related to Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways

Meeting Date: September 25, 2024

Department: Public Works

www.eugene-or.gov

Agenda Item Number: 1

Staff Contact: Jenifer Willer

Contact Telephone Number: 541-682-6036

ISSUE STATEMENT

From 2018 to 2020, staff worked with a consultant to prepare a draft update of the *Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways* (Street Design Standards). This work is part of implementing a “Complete Street Policy” as described in the 2035 Transportation System Plan. Through this work, staff identified the need for amendments to Eugene Code Chapter 9 that would correspond with the proposed updated Street Design Standards. Initiation of such amendments does not infer City Council support for the amendments, but rather begins the public process through which the Planning Commission and City Council will consider the merits of the amendments.

This work session will brief City Council on the draft standards and request authorization to initiate code updates related to the updated standards.

BACKGROUND

The Eugene City Council adopted the Eugene 2035 Transportation System Plan (TSP) in 2017. This plan included a “Complete Streets” policy that would affect how all streets will be planned and maintained in the future. (TSP, Page 20.) The TSP specifically included, as a potential action item an update to the *Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways* to implement the “complete streets policy, (TSP, Pages 22-23).

In addition to the TSP, the Climate Action Plan 2.0 also addressed the complete streets policy by including 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.”

In 2018, staff contracted with a consultant that specializes in transportation planning and multimodal transportation plans to prepare a draft update of the Street Design Standards. In 2019, staff shared the draft document with a variety of stakeholder groups and internal teams. In 2020, a revised draft of the document was posted on the City’s website at <https://www.eugene-or.gov/4106/Complete-Street-Design-Standards> for public review, comment, and even use as guidance where appropriate and allowed.

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These draft Street Design Standards incorporate current city policies and best practices in transportation planning and engineering. These draft Street Design Standards cover the full range of street elements guiding the design, construction, maintenance, and operation of all streets to provide comprehensive and integrated transportation networks that balance traffic flow with street experience, safety, and the needs of all users, including safe travel for automobiles and emergency responders, people riding bicycles, people walking, transit, and freight.

If the code amendment process is initiated, the City will provide public notice and a hearing before the Planning Commission to consider the code amendments. After reviewing the proposed code amendments and considering public input, the Planning Commission will forward a recommendation to the City Council. The City Council will then hold its own public hearing and consider taking action on the proposed amendments to City Code. The City Council has historically directed that the Street Design Standards be amended by administrative action of the City Manager. That adoption process will include a formal opportunity for public review and comment prior to City Manager action.

RELATED CITY POLICIES

The update to the Street Design Standards and resulting code amendments are related to and implement the following City policies:

[City of Eugene Strategic Plan](#) – Under the Urgent Community Needs focus area, the Climate Resilience Goal calls for implementation of the TSP and the CAP 2.0.

[Envision Eugene Comprehensive Plan](#) (2017) – This item supports Envision Eugene’s economic development and administrative policies (3.35 and 10.8 respectively) through appropriate street design that is sensitive to land use, “such as creating walkable, compatible and affordable neighborhoods and a beautiful, active and prosperous downtown and key corridors.”

[Climate Recovery Ordinance](#) (CRO) #20567 codified a Council goal of achieving a 50 percent citywide reduction of fossil fuel use by 2030. The goal of reducing fossil fuel use by 50 percent is also a stated goal of the 2035 Transportation System Plan. In order to achieve this goal, the 2035 TSP and the [Climate Action Plan 2.0](#) (Resolution #5319) call for the update of the City’s street design standards to implement a complete streets policy.

[2035 Transportation System Plan](#) (Ordinance #20582) – This item supports all five of the Goals of the 2035 Transportation System Plan and many of the policies and potential actions to support the policies described in the 2035 TSP. The first policy of the Roadway and Parking Policies calls for using a “Complete Streets Policy” to “Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan’s vision for growth and development in a responsible and efficient manner.” The Potential Actions for Roadway and Parking Policies also calls for updating the Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways to implement the “complete streets policy”.

[Vision Zero Resolution](#) #5143 and the [Vision Zero Action Plan](#) (AO 58-19-04) – Recognize the importance of a complete street design policy in safety for all who use city streets.

PREVIOUS COUNCIL DIRECTION

None.

COUNCIL OPTIONS

- A. Initiate the land use code amendments.
- B. Decline to initiate the land use code amendments.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends City Council initiate the land use code amendment process related to an update of the Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways.

SUGGESTED MOTION

Move to initiate land use code amendment process related to an update to the Eugene Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways.

ATTACHMENTS

None.

FOR MORE INFORMATION

Staff Contact: Jenifer Willer, PE, City Engineer
Telephone: 541-682-6036
Staff E-Mail: jwiller@eugene-or.gov

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: The Cost and Impact of Lane County's Proposed CleanLane Resource Recovery Facility on Residential and Commercial Customers in the City of Eugene

Meeting Date: September 25, 2024
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Garian Cika
Contact Telephone Number: 541-682-6835

ISSUE STATEMENT

This work session, initiated through a council poll from Councilor Evans, will provide Council with information about Lane County's proposed CleanLane Resource Recovery Facility (CleanLane), formerly called the Integrated Materials and Energy Recovery Facility (IMERF). The session will address poll questions related to the project's proposed funding mechanism and potential affect on Eugene's solid waste rates; how this potential change in garbage hauling and recycling affects Council's climate recovery goals; potential costs and benefits for both residential and commercial customers; how this system compares to what is being done in Oregon cities; the Intergovernmental Agreement (IGA) between the City of Eugene and Lane County; and the future impact on Emerald People's Utility District's (EPUD's) Short Mountain Methane Recovery System.

BACKGROUND

Lane County is planning to build a new facility, in partnership with Eugene-based manufacturing company Bulk Handling Systems, called the CleanLane Resource Recovery Facility (CleanLane), which was previously known as the Integrated Materials and Energy Recovery Facility (IMERF). This new \$150 million facility located on a 26-acre site in Goshen will accept the garbage and mixed recycling that Eugene's licensed garbage haulers pick up and transport from homes. The facility will sort the mixed recycling, pull out any recycling that was in household garbage, and process the remaining garbage to sort out organic waste like food scraps/paper products/animal waste. The facility will then harvest renewable natural gas as the organic waste is processed.

Lane County Board of Commissioners first approved building CleanLane in Goshen in December 2023, and approved the next steps to continue the project's contracting and financing process on August 20, 2024. Lane County has presented the sources of project financing for the new facility to include a \$100 million investment from Bulk Handling Systems, a \$35 million investment from Lane County, and \$15 million from federal tax credits. They have indicated that project construction could begin in late 2024 and be completed in 2025. (Additional project information is included in the Attachment A Lane County project fact sheet).

1. **Impact of Lane County's CleanLane on Climate Recovery Goals:** The proposed waste and recycling changes could positively impact the City Council's Climate Recovery Goals.

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Diverting organics from the landfill helps reduce greenhouse gas emissions, and Lane County's CleanLane project boosts recycling efficiency while shortening waste transport distances. Further, extending the landfill's lifespan ensures long-term local disposal options, delaying the need to seek farther alternatives.

2. **Costs and Benefits for Customers:** The construction of CleanLane could result in an estimated \$24 increase per year (\$2/month) for waste disposal service provided to residential customers for Fiscal Year 2025 and another \$24 per year increase for Fiscal Year 2026. It is estimated to increase commercial customer's rates by an estimated \$108 per year (\$9/month) in Fiscal Year 2025 and another \$108 for Fiscal Year 2026.

These cost increases are weighed against the potential benefits, such as significantly prolonged life of Short Mountain landfill, reduction of greenhouse gas (ghg) impacts associated with landfilled organic waste, improved recycling rates, cleaner streams of recycling, and positive long-term impacts associated with improved resource recovery.

3. **Comparison with Other Oregon Cities:** Currently Lane County's proposed CleanLane would be the only publicly owned integrated anaerobic digester (AD)/recycling material recovery facility (MRF) in Oregon. Outside of Oregon, there are publicly owned integrated AD/MRFs like Lane County's proposed CleanLane.
4. **Impact on Existing Intergovernmental Agreement (IGA):** The IGA is an agreement that applies a per-ton fee, including a System Benefit Fee, to garbage generated within and hauled from Eugene. (A copy of the IGA is included as Attachment B.) This System Benefit Fee funds Lane County facilities and programs including transfer stations, recycling access, free hazardous waste collection, recycling education, and school-based waste prevention programs for all grades K-12. The services funded by System Benefit Fees as authorized by the IGA helps extend the life of Short Mountain Landfill by promoting waste diversion. The CleanLane facility does not require changes to this IGA.
5. **Impact on Emerald People's Utility District (EPUD) Methane Recovery System:** EPUD operates a methane recovery system at Short Mountain Landfill. According to Lane County's consultant, Parametrix, CleanLane will slightly reduce future methane harvesting demand. County staff will be available to address technical questions about the methane capture agreement and potential EPUD impacts.

RELATED CITY POLICIES

[Eugene's Climate Action Plan 2.0](#) guides efforts to meet the Climate Recovery Ordinance goals. The CLEANLANE will reduce greenhouse gas emissions by converting methane from residential waste into renewable natural gas, supporting Goal 2 of the ordinance.

Supports [Strategic Plan Focus Area](#) – Climate Resilience.

Lane County's proposed CleanLane would align with Eugene's Strategic Plan goals to advance climate action and community resilience.

PREVIOUS COUNCIL DIRECTION

None.

COUNCIL OPTIONS

Information only.

CITY MANAGER'S RECOMMENDATION

None.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. Lane County CleanLane Fact Sheet
- B. Current System Benefit Fee IGA with Lane County – SBF IGA 1999

FOR MORE INFORMATION

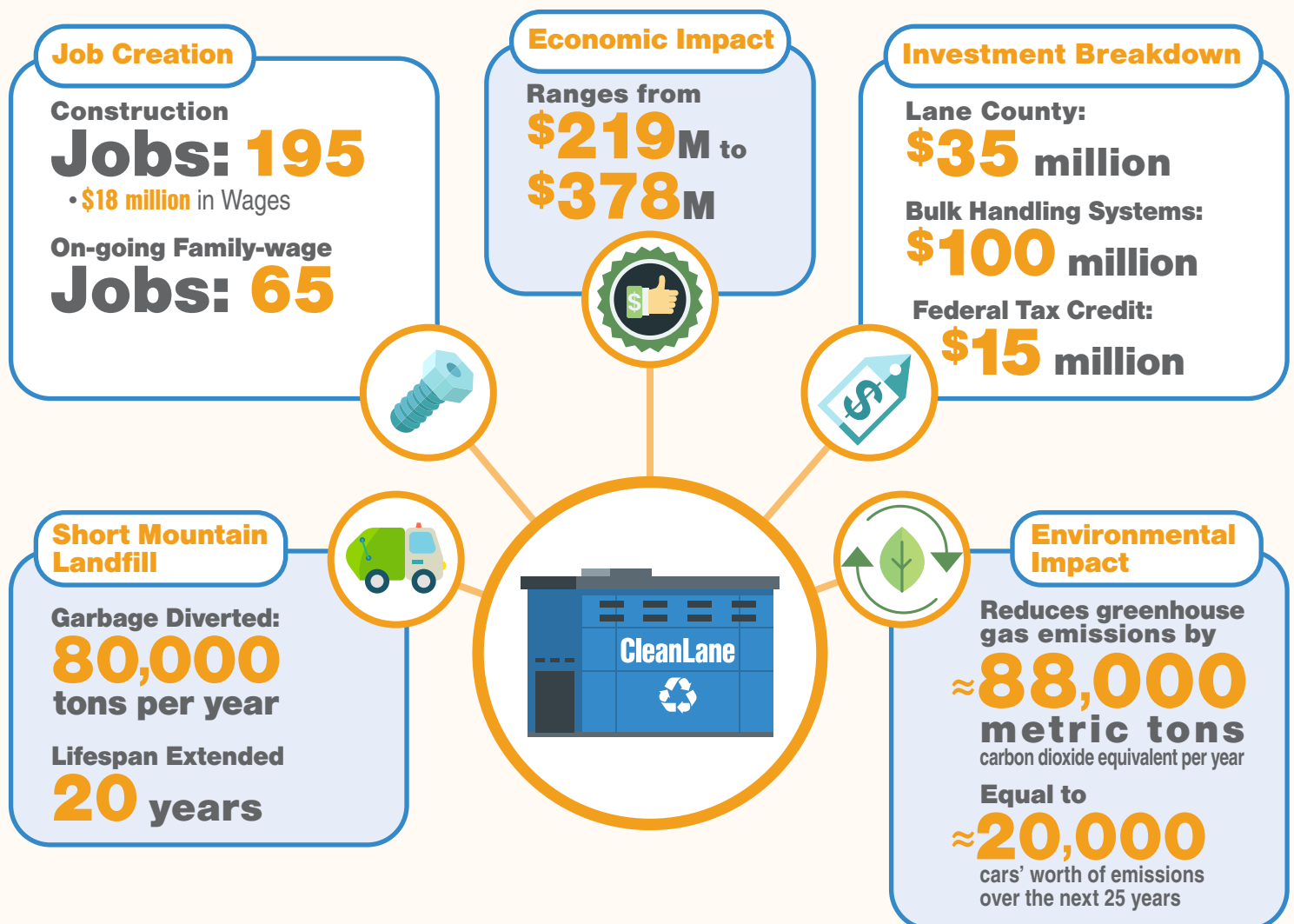
Staff Contact: Garian Cika, Waste Prevention Analyst
Telephone: 541-682-6835
Staff E-Mail: GCika@eugene-or.gov

CleanLane Resource Recovery Facility



Lane County is proud to partner with an affiliate of Eugene-based Bulk Handling Systems on a state-of-the-art **CleanLane Resource Recovery Facility** to be built in Goshen, Oregon.

When completed, this new facility will dramatically improve local community efforts to reduce greenhouse gas emissions, improve recycling capabilities, and extend the lifespan of the County's landfill by diverting more than 80,000 tons of material annually.



What is the CleanLane Resource Recovery Facility?

This facility will use technology and equipment to sort residential and commercial garbage before it goes to the landfill, removing recyclable and organic waste. The facility will then process the organic waste to capture all of its methane potential to produce renewable natural gas to be used as transportation fuel. The resulting material is rendered inert and will be used as cover and slope stabilization at the landfill.



WASTE MANAGEMENT PROCESSES

Current Process



All residential and commercial mixed garbage goes to Short Mountain Landfill

≈40% of Methane Emissions are currently released into the atmosphere¹



Up to only 60% of Methane Emissions currently captured¹

¹ ESI: Short Mountain Updated LandGEM Analysis and EPUD's own numbers for most recent 9 years. (bit.ly/ESI-SML-LandGEM-Analysis).

CleanLane Process



Mixed garbage hauled to CleanLane facility



Short Mountain Landfill

Life extended:
20 years

Return on Investment:
\$300M

Reduced:
Greenhouse Gas Emissions

90-95%

of High-value Commodities are extracted from solid waste on first pass



Total Recyclables:

80,000 tons

diverted each year

(including PET plastic, paper, metals & organic materials)



Organic Materials Taken Out and Converted to Inert Landfill Cover and:

1 million diesel gallon equivalents of **renewable natural gas**

About Bulk Handling Systems

Established in 1976, Bulk Handling Systems (BHS) is headquartered in Eugene, Oregon, along with its primary manufacturing hub. BHS provides over 300 jobs across its Eugene, Nashville and Amsterdam locations. Renowned for building some of the world's largest and most robust Material Recovery Facilities, BHS consistently achieves industry-leading throughput, recovery and purity rates.

BHS at Lane County, LLC

INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT is entered into by and between Lane County, a political subdivision of the State of Oregon, hereinafter referred to as **COUNTY**, and the City of Eugene, a municipal corporation of the State of Oregon, hereinafter referred to as **CITY**.

RECITALS

WHEREAS,

1. **COUNTY** and **CITY** wish to cooperate in an effort to implement an ordinance developed by **COUNTY** that would establish a System Benefit Fee (SBF) to fund the cost of waste management programs and services of community benefit. Such services include the cost of recycling education efforts; recycling drop-off facilities; a permanent household hazardous waste center; technical assistance services for businesses; and certain costs associated with operating solid waste transfer sites (user convenience centers) located in **CITY** and **COUNTY**, and

WHEREAS,

2. All municipal solid wastes as defined by County Ordinance 1-99 generated in unincorporated areas of Lane County will be assessed a System Benefit Fee of \$17.76 per ton as established by Order of the Board of County Commissioners effective September 12, 1999, and

WHEREAS,

3. **CITY** and **COUNTY** desire to enter into an agreement to authorize **COUNTY** to impose the same System Benefit Fee inside the jurisdictional boundaries of **CITY**, and

WHEREAS,

4. ORS 190.010 and the Lane County Home Rule Charter provide that units of local government may enter into agreements for the performance of any and all functions and activities that a party to the agreement, its officers or agents, have authority to perform,

AGREEMENTS

NOW THEREFORE COUNTY AGREES TO:

1. Provide **CITY** with the opportunity to review and comment on the setting of the SBF annually. County staff shall advise the City Manager and City's solid waste/recycling analyst of the initiation of the review process, the proposed annual rate, and the components of the rate;
2. Adopt and enforce an ordinance establishing the SBF for the purposes of funding the activities described in the Recitals; and
3. Agrees to collect the SBF, and

12-10-99

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CITY authorizes COUNTY to adopt, impose, enforce and collect a Systems Benefit Fee to apply within the jurisdictional boundaries of CITY with the same force as that which would be exercised by the CITY; and

BOTH PARTIES AGREE:

1. The amount of the SBF will be set, after due consideration of input from CITY, at the sole discretion of the Board of County Commissioners.

2. That CITY and COUNTY are public bodies and maintain their public body status as specified in ORS 30.260. CITY and COUNTY understand and acknowledge that both entities retain all immunities and privileges granted them by the Oregon Tort Claims Act (ORS 30.260 through 30.295) and any and all other statutory rights granted as a result of their status as local public bodies.

3. To the extent allowable under the Oregon Constitution and limitations of the Oregon Tort Claims Act, each party shall indemnify, hold harmless and defend the other, its officials, officers, agents and employees from and against any and all claims, damages, losses and expenses, including attorney's fees, arising in or from its performance of or failure to perform agreement terms.

4. The term of this agreement commences upon the date of the final execution and remains in effect until terminated. Either party may terminate this agreement upon prior written notice delivered to the other party not less than sixty days prior to the date of termination. The parties' duties under paragraph 3 of this section shall continue after termination of this agreement.

CITY OF EUGENE

By: James R. Johnson

James R. Johnson

WTF

Title: City Manager

Date: 11-30-99

LANE COUNTY

By: William A. Van Vactor

William A. Van Vactor

Title: County Administrator

Date: 12-10-99

