



Eugene Sustainability Commission

MINUTES

Eugene Sustainability Commission
Atrium, Saul Room
Eugene, Oregon

5:30 p.m.

PRESENT: Alexis Biddle, Shawn Boles, Jerry Diethelm, Dawn Lesley, Zach Mulholland, Kevin O'Brien, Thomas Pettus-Czar, Thomas Price, Brittany Quick-Warner, Howard Saxion, Carolyn Stein, Sue Wolling and Alan Zelenka, commissioners. Babe O'Sullivan and Matt McRae, City Manager's Office. Matt Rodrigues, and Kurt Yeiter, Public Works.

ABSENT: Carolyn Stein, commissioner.

Mr. Saxion called the January 20, 2016 meeting of the Sustainability Commission to order.

1. Opening – agenda review, approval of minutes

Mr. Saxion called for corrections or clarifications to the December 16, 2015 minutes.

Ms. Lesley, seconded by Mr. O'Brien, moved to approve the December 16, 2015 minutes. The motion passed 10:0. Ms. Wolling agreed to highlight typographical errors to be corrected by staff.

2. Public comment

René Salm spoke of his concerns and questions regarding the EWEB-Seneca biomass energy contract. He expressed anger over the rates EWEB is paying for energy he feels is not needed and is sold at a loss. He was also concerned that the contract was negotiated in secret. He asserted that biomass burning pollutes the environment and that government studies attest to that. He addressed this question to the commission: is this a dead issue? Is there anything the commission is contemplating doing about it?

Mr. Boles responded that this is an EWEB issue and is a dead one. Councilor Zelenka reported that EWEB is paying higher rates for all renewable energy, not just biomass, mostly because of the recession. EWEB is stuck with many such resources.

3. GHG reductions in road maintenance and streetlight retrofit programs

Matt Rodrigues, Principal Engineer with the Public Works Department, provided a presentation on the City's award winning pavement preservation practices. The presentation highlighted efforts to reduce greenhouse gas emissions from the use of asphalt, concrete and cement in road maintenance projects.

Reclaimed asphalt pavement (RAP) – the City has been using asphalt with 30% RAP (and reclaimed asphalt shingles) for the last 8 years in Eugene projects. The City is considering establishing a new standard at 35% and is piloting 40% RAP in 2016.

Warm-mix asphalt: Eugene is on the leading edge with using this material instead of hot mix asphalt. It reduces emissions, has energy savings and human health benefits. It also preserves asphalt oil in the mix, making the material more resilient.

Concrete: The production of Portland Cement is very carbon intensive. The City is substituting blast furnace fly ash for Portland Cement in about 50% of its concrete mixes. Some additional points:

- This mix takes longer to get to strength after install compared to typical concrete
- The fly ash doesn't pose a health risk – it becomes inert in concrete. It also shouldn't produce any leachate problems once disposed.

In-place road recycling: The City uses a process to dig up the road base and remix it with concrete slurry before reapplying asphalt. It's a much quicker process (2 or 3 times) that also increases the strength and resilience of the road. As a result, less asphalt is used both up front and with later replacement. The City is also looking to use slag cement in this application to cut emissions from this portion of the slurry by 50%.

Taken together, these repair strategies result in a 24% reduction of greenhouse gas emissions from more traditional methods.

Other highlights from the discussion:

- *Which is better, asphalt or concrete?* Asphalt is the most recycled product in the country by weight. Concrete has a longer life but bigger upfront carbon expense and takes longer to install. There is no clear choice from a cost or greenhouse gas perspective. The City is currently replacing concrete with concrete and asphalt with asphalt.
- *Is the City looking at ways to reduce the use of studded tires?* The season has been shortened and the use of metal studs has been eliminated, only plastic.
- *Opportunities for permeable pavement?* There is some experimenting with pervious concrete in the River Road/Santa Clara area to replace dry wells. There are some issues with durability and longevity, though the products are getting better. Pervious materials in the past have not been great for wheel chairs (on paths, for example).
- *Damage to the road bed from garbage trucks?* While trucks do the majority of damage to pavement (and buses), garbage trucks are likely not causing much pavement to fail prematurely.
- *Rate of road building?* This work under the road repair bond is to protect investments already made, not new projects. New streets constructed by developers have to meet city standards as well. Reconstruction is where in-place road recycling is used, not for repair (where just a few layers are replaced). Not all projects under the bond would use this process. It is 4-6 times more expensive to reconstruct than to repair a road. The best use of public funds is to repair more frequently.

LED Street light retrofit project: The City is replacing high pressure sodium (HPS) fixtures with new LEDs in 4700 lights in first phase (primarily residential, neighborhood collector streets). They're currently about half-way through this phase of work. The project is expected to result in 65% energy savings and improve safety, as the light spectrum of the LEDs allow better recognition of people and objects than the HPS lights.

4. Committee reports

Sustainable Economic Development

No meeting was held this month.

Transportation and Land Use

Commissioner Wolling asked for feedback on the draft comments on the Transportation System Plan (TSP) provided with the meeting materials. Suggestions included:

- It may be better not to calibrate the mode-share shift in overly specific detail. May want to say that these need to shift to be consistent with the Climate Recovery goals.
- Support for language tying the TSP back to Scenario Planning and the preferred alternative. The TSP should be at least consistent with this.
- Monitoring and budget - having it just at the city level won't work; it's needed at the department or service level as well.
- The comments should address capital investments made today and their contribution in reaching climate goals in the future. Will these investments still be useful in 30years? The plan should address such things as 1) retreating from maintaining certain roads 2) getting away from car-centric development and 3) Beltline project should include a transit bridge.

Staff recommended submitting comments prior to Planning Commission hearings that start in April so they can be included in the staff report. Commissioners may want to attend a Planning Commission meeting(s) ahead of the hearings. Commissioners felt a champion is needed on the Planning Commission and that they need to cultivate relationships with Planning Commissioners Kristen Taylor and Brie Nicoletto. Commissioner Wolling requested any additional comments be sent prior to the next committee meeting in February.

Envision Eugene

No meeting was held this month. Commissioners have received new emails from city staff with some developments, including the assessment by Oregon Consensus Group for a facilitated process around the S. Willamette Special Area Zone.

5. BREAK

6. Committee reports continued

Climate Change

The committee discussion was focused on the upcoming conversations between commission leadership and the Mayor and City Manager. The committee also worked on developing the proposal from Commissioner Diethelm to use a local Conference of Parties (COP) for greenhouse gas reduction commitments among the Eugene community partners.

Meetings with Mayor, City Manager

Meeting notes were distributed to commissioners and a discussion of the meeting outcomes was led by Chair Saxion and Vice Chair Lesley. Some highlights from that discussion include:

- United Front: the commission should look for an opportunity for input prior to the trip next year.
- Avago: this is an opportunity to understand their sustainability efforts and how that might be a model here.

- There was support for the suggestion that commissioners meet with neighborhood associations on a regular basis and report on sustainability progress.

There was discussion about the Mayor's request for a new ad hoc committee on Climate Recovery. Councilor Zelenka indicated that the group will help with reporting and implementation and include members from staff, community and council. Other points:

- 350 ppm goal-setting should be done before this new group goes very deep into its work.
- Metrics for CRO progress should be aligned with those developed under Envision Eugene Growth Monitoring program.
- The commission should start thinking about which members will serve on this ad hoc group.
- No process has been determined yet for how members of the ad hoc group will be appointed.

Councilor Zelenka described steps to adopt the 350 ppm goal, including an exploration of different goals and trajectories for emission reduction followed by input from a panel of experts. He indicated that he'd like to see both short-term and long-term goals adopted and predicted that at least 3 council meetings would be needed for the process of adopting a new goal.

7. Council communications

In the interest of time, this item was not taken up.

8. Items from Commissioners and staff

- Staff announced that a recruitment was under way for boards and commissions and asked commissioners to circulate a recruitment announcement to their contacts and networks.
- Staff also reported that commission committees need to submit approved meeting minutes.
- Commissioner Mulholland announced a rally for the Healthy Climate Act was planned for Feb. 3 at the capital.

9. Closing

Mr. Saxion adjourned the meeting at 8:34 PM.

Recorded by Babe O'Sullivan