

Town Hall Notes and Overview

Background

After completing the qualitative interviews for the ISS and OCF partnership it became increasingly clear that both the formation and implementation of carbon reduction strategies should arise from inside the Fair. In lieu of this insight, the OCF Carbon Neutral Team and ISS came together to plan and host a series of town halls designed to foster a creative discussion within the Fair Family about what might be done to reduce carbon emissions at the Fair. The town halls took place over three distinct sessions, each about 75 minutes long, on August 9th, 11th, and 13th. The events began with a brief introduction to the carbon neutral project at OCF and an overview of ISS and its mission. After these intros, participants were moved into breakout groups to discuss their respective topic. Each of the three events consisted of 2 breakout sessions with each group ranging from 4-10 participants alongside a moderator and note-taker supplied by OCF. Topics of discussion included: transportation, renewable energy, and booth operations. Each participant was provided with information packets containing, what was then, the currently available carbon-emission data so that discussions could be as empirically grounded as possible. In the breakout rooms the moderators lead a round of introductions before diving in and attempting to gather and evaluate ideas brought forth by participants.

Following the events, the data accumulated by note takers was parsed into an excel sheet with a row dedicated to each unique idea. Some ideas arose multiple times throughout the events but because some attendees participated in more than one evening this repetition was not always due to chance and therefore the amount of mentions can not serve as an indicator in itself. All of the note data is available in the following appendixes. After the data was parsed by an ISS fellow, the resultant spreadsheet was taken by the OCF Carbon Neutral Team for the preliminary stages of a cost analysis. Ideas which did not seem feasible based on the organizational and financial costs were marked in orange and red, with those marked in red appearing in this stage to be much harder than those marked in green or orange. These preliminary analyses should not be taken as final decisions or official adoption for any of the proposed ideas.

The following data are the unedited notes as recorded for each breakout session of all the town hall events. Despite our best efforts, recording breakout rooms proved to be impossible, and so these notes are the only window into the events. One video accompanies this document which contains the introduction and conclusion to the event. There is video content from minute 2-28, and again from minute 80-90.

Notes from Discussion Forums

Appendix A

OCF Booth Discussions Forum 8/9/2020

Moderators and Note Takers: Sallie Edmonds, Brian Alexander

[Notes appearing in red were added after the fact by a participant who was asked to further illuminate renewable propane and biodiesel after they revealed an expertise in the area.]

Breakout Present: Sallie, Aaron Kenton, Peter Moulton, Peaches, David Winship, Gail (Soy World), Crystalyn, Katy Parker.

Use of energy in booths. Primary energy usage discussed today were use of propane and electricity in booths, as well as transportation to and from the fair, both pre fair and after. Some mention was made of all the campfires and wood burned.

Peter brought up alternative fuel options, including renewable propane, renewable diesel, and biodiesel. Renewable diesel is made from the same feedstocks as biodiesel (waste grease, vegetable oil, etc) but is processed in a way that it ends up being chemically the same as petroleum diesel. Renewable propane is a co-product of renewable diesel production, and can also be used as a direct replacement for propane derived from petroleum. All these options offer significant carbon emission reductions.

Renewable diesel is in limited supply, however, so it tends to be much more expensive than biodiesel, which usually costs about the same as petroleum diesel. Right now, the Fair uses conventional diesel, which in Oregon already contains a minimum of 5% biodiesel. SeQuential in Salem is Oregon's only biodiesel producer, and they have actively participated at the Fair in the past (mostly at Energy Park). They might be willing to provide a higher-level blend of biodiesel at the Fair (e.g. 20% or more, depending upon which vehicles are using it) for any diesel refueling needs. This raises the question of what happens to all the Fair's waste grease (good chance it's already being collected by SeQuential since it's their primary feedstock, but if not...). It may be possible to procure a relatively affordable blend of 20% biodiesel/80% renewable diesel. This is being promoted by biofuel producers in the region as offering the best carbon emission reduction while retaining the lubricity benefits of biodiesel and avoiding possible complications from using high levels of biodiesel in older diesel engines.

Propane is used at the Fair for cooking, refrigeration, and possibly to some degree fueling generators. The propane industry (especially Blue Star Gas, which has a retail location in Eugene) has been aggressively marketing renewable propane, so it may be possible to secure a significant

amount at a competitive price. This brings up the question of onsite storage and distribution. Ideally all diesel and propane use at the Fair would be renewable fuels, which means Fair vehicles and booth folks could come get refueled from a central source. Temporary or permanent tanks? Safety/liability/permitting concerns?

As for gators, start transitioning to electric as soon as possible. Emissions from those beater vehicles are particularly bad. Recharging infrastructure would need to be considered, but it would free folks from the hassle of refueling with fossil fuels. This would require grid-scale power, though an expansion of grid-intertied solar operating the rest of the year would offset most if not all of this use.

There was also discussion about all the fossil fuels consumed by booth people, both food and craft, with their numerous trips to the fair beginning with pre-fair booth construction/repair, and actual transportation to the event.

There was a suggestion to have a storage area on site for vehicles, and possibly gear, that booths use only for the event. Some people come from far away and must drive a truck back and forth with booth equipment that could be stored on site and reduce the fossil fuels consumed by the round trip. Another suggestion was to have a warehouse somewhere in Eugene where booth people could bring their booth gear and have it put on pallets and then dropped off at their booths a few days prior to the fair. This would reduce a significant amount of vehicles within the 8. Booth people would then put the remaining items back on a pallet for return to the warehouse at the end of the fair.

Katy from registration said her crew is thinking of ways to reduce face to face encounters for next year, if we have a fair, and if we need to continue with social distancing at that time. They may be doing more business via zoom, etc.

Also, Aaron mentioned there are approximately 75 fire permits given out each year, which is a significant amount of wood being burned. The greatest consumer would be the Ritz Sauna, but there are also crews (and maybe booths) that have fires, sometimes around the clock.

Notes by Brian Alexander

Appendix B

OCF TOWN HALL

Sunday, 8/9/20

Breakout Group: Public Transportation

Moderator and Notetaker: Craig Smith, Chelsea Stanton (PSU)

Backgrounds: Gene, John Davidson, Kirk- Construction, ThomBarr- Recycling

Data Question: What's average mpg used to determine driving emissions?

Gene offered GIS opportunity to show where people are coming from with density

History and Initiatives

Lane Transit has gotten to a certain limit, with incentives.

Bike Corral and Carpooling- Operational Aspect

Carpooling isn't driven by formalized operation/item – could be more focused/organized and funded to increase overall carpooling.

Carbon pricing mechanism with incentives to encourage people to carpool or charter shared transportation

Electric recharging stations- work with governors' offices. Could provide opportunity for efficiency with other events

Green Tortoise and Grey Rabbit, Old bus?

Bring the train back to part of the program- Amtrack? Gene has contact. "OCF Express" as part of the experience

More accurate numbers for co2 emitted for vehicle travel to more accurately represent greener vehicles, utilize survey data (past and current)

"Get over that notion" of no carbon offsets

Economic incentives to drive behavior: Ticket Surcharge for carbon offsets (with opportunity to waive surcharges for hybrid/electric/etc.)

Also increase cost of parking onsite to encourage people to consider alternative transportation- incentivizing people to find other means.

Parking rates have been raised in the past, lots of discussion on incentivizing people to use non-parking transportation. The level of incentivizing has been discussed and may need more. (perhaps surveying)

Waves of people coming to fair outside of the public participants: prefair, crews for fairs, etc. Saving \$10 might not incentivize people to take the bus.

Another incentive: equivalent of carpool lane- more people per vehicle, the better.

Have to buy parking ticket ahead of time

Discussed crew travel data

Haven't considered travel for booth repairs (construction). -On a given year, 100 booths require repairs which requires many trips per repair.

Could we have a local hardware or lumber company set up a satellite shop to help reduce number of trips?

How excited are people with participating in carbon neutrality?

Internal and External standards: within staff, some of a double standard- people coming onsite to volunteer need special permissions, might have less incentive for public transportation. Need to find a way to encourage crews and staff to view transportation as tied to responsibility to reduce.

Most staff are camping. Set up something to accommodate people to bring camping supplies, etc. because public transport doesn't address.

People also love their parking passes on their cars.

You get what you don't pay for: being a volunteer-driven organization, there is a lack of continuity. How to make it stick within volunteer organizations?

Difficult to have people step into positions of responsibility:

Issue of volunteer parking: price is exclusively driven by volunteers. People have to hear about it, then a serious carrot and a serious stick: the difficulties of dragging gear on public transport are more important than driving.

Groups need to come together to commit. Exploration of all bus and charter companies for transportation planning and focus

Eliminating or reducing parking passes will reduce a significant source of income for the Fair.

Board feels that changes need to come from membership- top down and bottom up efforts are required for engagement.

Change needs to be formalized- if something is coming from bottom up, it needs to be formalized and continued from the top down.

Appendix C

OCF TOWN HALL

Tuesday 08/11/20

Breakout Group: Renewable Energy

Moderator and Note Taker: Peaches, Chelsea

Renewable Propane

Present:

Saskia Dresler- 20 years, front porch stage (spoken word) City Repair project, educator

John- ...ravioli 1992, electrician,

Natalie- hospitality crew, transportation mgmt.

Lisa Cooley- 1994, refrigeration crew (reefer trucks), mentioned long term attempts for sustainability

RedLeaf- external security, brother with a booth

Brainstorming:

Solar and windmills, pirates perch to fuel electricity and reduce diesel for refrigeration

Bicycle Powered stage, similar

Question: what does electricity look like at the Fair?

Question:

Portapotty and human waste carbon impacts

Trucking water onsite is a concern

Meter numbers and end of year outcome regarding how much is produced and how much is sold.

Peach Power overview/projects on pause: contracting for upgrade of electrical at HUB (solar panels in storage), recycling crew was siting for new composting facility with solar panel roof.

Make interior of composting roof a collector of carbon- (similar to SC Johnson Family)

Partnership with DOT or City of Veneta that could provide solar array locations (while balancing habitat, floodplains, etc.) for solar generation

Composting toilets- start with Fair Family, solar panels on the Hub (easier with crew of 4), supply stations for tents/gear/stoves ready so people don't have to transport (frees up for public transportation)

Local-focused specific offsets, asking for contribution tied to tickets

Warehouse, palletize what's needed, reduced vehicles in the 8: supplies "meet you there" with system of storage which allows reduction of transportation/vehicle jams.

Consider programs like a cooperative solar project: EPUD incentives for solar panels in community. When power isn't needed, partner with community to offset utility bills for people who need help, etc. (AKA "Community Solar"- needs legislative regulations)

Solar isn't deployed and removed: this needs to be considered in discussion on additional solar fields. Also, coexisting with neighborhoods and animals.

Storage for solar panels is also important. Efficiency needs to be part of solar discussions. How to lower draw- crucial part of equation. Level of use will never be offset with solar, so efficiency and reduction must be part of the plan.

Solar Dragon has capacity to power whole sticker booth with computers and printers, but requires a lot of maintenance. At Rising Moon, bring enough battery to operate.

Refrigeration must be the worst committee- ice comes from Bend, (great deal) which contributes significantly to carbon.

Because land floods for part of year, causes limitations year-round on structures/infrastructures

Calculating Fair carbon footprint could be a collaborative step toward public education regarding the non-monetary value behind reducing carbon.

Grey water: how to effectively handle it rather than collect and transport?

"I'm going to throw it away." ...where's away? Are people at the Fair thinking about this? What are the impacts of participating in the Fair and how do those compare to impacts at home and in everyday life?

Recycling crew launched education programs and now have prefair training, pulsing "a steady drumbeat".

Now might be a good time to get free manual labor.

Fair resource: radio station at OCF. Producing podcasts about fair, initiatives, use media, video crew. People have extra time right now, could be a great opportunity to engage people in coming back to the Fair differently.

Use COCF to educate.

Dishwashing at booths- how did this get up and running? May be helpful to examine this process and utilize pieces in education aspect of carbon neutrality. Pickathon

Appendix D

Transportation breakout group notes

Tuesday meeting, 5-6:15 pm

Moderator and Note Taker: Craig Smith and Chelsea Stanton (PSU)

Ideas for reducing our carbon footprint:

- *Electric vehicle charging station:* A specialized location for people to charge their electric vehicles would allow more people to charge their vehicles. Also, light electric vehicles would be useful for back-and-forth trips.
- *Gators and other on-site vehicles:* We could be using biofuels for these vehicles, or propane, or battery-operated gators. We should also consider limiting the number of gators that people are bringing that aren't an official part of the fair.
- *Increase bus ridership:* 87% of the public drives to the fair from their home. We should try to increase bus ridership by increasing the number of available buses. Increasing capacity would reduce the length of bus lines, which have deterred people from riding the bus, especially on Fridays. We could also do more marketing such as making sure people know about the free bus service when they purchase tickets through Tickets West. Another idea is to add more bus stops such as in West Eugene. A lot of people don't want to go all the way to Valley River to leave their car.
- *Local carbon offsets:* The cost is \$5 per ton, which means that we could offset our carbon emissions for the total price of \$35,000. We could do this by engaging in local projects such as planting trees around Veneta, Eugene, etc.
- *Encouraging carpooling, bus riding, and alternative transportation:* We should create incentives to encourage both the public and fair family to carpool and use alternative transportation. For example, we could use positive incentives such as reducing the cost of entry tickets for the public. We could also use negative incentives such as raising the price of vehicle stickers from \$15 to \$20, and using the extra \$5 toward carbon offsets or paying for more buses. We could also raise the cost of parking even further, making it more than the cost of fair entry to encourage people to carpool.

- *Amtrak partnership:* We could create a partnership with Amtrak to create special train service or reserve some cars for OCF, or reduce the cost of tickets for fairgoers. Perhaps Zumwalt would be willing to offer a shuttle to the train station and allow Amtrak ticket holders to camp on its property.
- *Reducing crew travel:* We should find ways to make the trips that fair family more purposeful. This is trickier than reducing public fair travel since people need to bring their camping gear. A large proportion of local Eugene fair family drive back and forth throughout the week. One way to discourage these trips might be to add more showers to prevent people from Eugene from driving back home to shower. Another might be to restrict parking permits so that if a person leaves the fair, they can't come back, while issuing 1-2 special permits per crew for those who really need to make these local trips. We could also issue pre-fair parking permits to limit the number of cars and discourage those who aren't working from coming to the fair site. We could also create a warehouse to store stuff for booths, and designate one person from each crew to pick their stuff up in a van at the beginning of fair. We could also run a couple of LTD or midnight buses from Eugene starting on Wednesday, leaving enough room for people to bring their gear and equipment.

Appendix E

Aug 13th Renewable Energy Discussion

Moderator and Note Taker: Andrea Carlos, Luke Hanst (PSU)

Joined by: Wally, Aaron, Sallie, Paxton, Bob1, Michael, joaners (inventory crew & divestments)(All huge supporters of solar & involved in specific places)

Proposed ideas:

- Divestment of the fairs resources from banks involved with oil
- Interested in new inroads into cycling to the fair
- Net-zero energy building
 - Retrofitting existing buildings to get existing buildings more energy efficient
- Electric vehicles
 - Electric gators (more expensive & harder to procure, still worth it)
 - Transition to electric trucks
 - Tech is on the way
 - Replacement of engines in existing vehicles
- Reduction of energy (250 thousand kwh to tonnes - Barn solar would cover)
 - What are we wasting
 - Reducing the use of fossils
 - Boils down to waste
 - People during the fair driving in excess, gator especially (estimates 20%)
 - Gator management; checking out gator for specific purposes

- Policies are already in place, and management wants to keep this use to a minimum, but the implementation and following of these rules
- Educational - fill the gap for the fair workers and the public in reducing
 - Starts with the fair family
 - Cogent ads in available news sources, (use news sources in addition to FFN?)
 - Peach power committee.
 - Positively neutral
 - Recycling as an example of education
 - Educating people to use the mechanisms of carbon reduction which are put into place
 - Positive and fun frame to reduce carbon 25% each year (goal setting for the family)
 - As a way to get people involved and motivated
- Increase use of biodiesel during transition to electric
 - Using biodiesel with better burn rate
- Eugene metro firm to perform energy audit on existing buildings
 - How are these buildings being heated?
 - Identify low-hanging fruit on existing buildings
- Upland kitchen project as a showcase
 - Built forward thinking with zero-energy in mind
 - Relationship between this project and the nearby vineyard?
- Board set a policy to use renewable propane for all possible operations
 - Use local bluestar for renewable propane, equal price for propane
 - Bluestar facility located en route to location so people could stop there
 - Carbon neutral form of propane
- Add solar to composting barn
 - Peach power has been looking at a lot this last year; Fair has some extra solar panels. The rewiring of the hub might allow them to integrate the remaining panels
 - Anna has done a lot of work on auditing existing facilities
 - Not done on the management office
 - Large donation of solar panels last year , unfortunately not useable
 - Manufactured to a specific inverter which are inaccessible. We cannot legally install
- Will have to negotiate to allow one meter to account for offsets on other meters
 - Grouping meters is not allowed, but if Fair could overcome this it could help move the community forward.
- Putting more solar stages on
 - Requires minimizing electric stages first and then putting enough stage
 - Has to be quieter with less lights

- Remaining stages are at solar capacity
- Future stages should start out with energy efficient equipment and solar in mind
- Might be able to convert existing onsite vehicles to propane and then offset with the renewable propane
- Wood gasification
 - Takes the natural woodfall of the Fair site
 - Uses our own wood waste to generate electrical
 - Potentially hard to put in, must manage emissions
 - Capture what is emitted and then use remaining carbonized wood to integrate into soil
- Carbon sequestration
 - Wood usage is somewhat mysterious still
 - Some campfires are ran all day
- Micro-hydro power

Appendix F

Town Halls 08/13/20

Transportation Group

Present:

Jon- Dog control Coordinator for 30 years, diversity committee and archaeology committee, board of directors during carbon neutrality

Robin- admin at fair, 20 years, youth summer camp

Jain Elliott- elder, community village since late 70s, note taker for LUMP

Kathleen- paid parking, 30 years with fair, retired neurologist

Patty Romaine- BUM team, mystery machines, machine “certification”, noise pollution, sound permits

Dennis Todd: land use planner, concerned about expanding parking footprint for Fair Family parking, founding member of LUMP, phd in forest ecology

Anna Scott: similar to Dennis Todd, also community center committee, site crew, energy park, construction crew, helped with fair staff green revolving fund (peach power committee), charter updated with soil, funding soil projects, bike racks/etc.

Shane Harvey: site facilities manager, operations logistics, manage 500 acres in Veneta, participate in many committees, peach power has been talking about education component, hoping info from carbon footprint will help

Crystalyn: operations manager

Consider the people that aren't driving as perspective for how Fair is reducing carbon footprint
Education for staff and crews about what data is needed to calculate carbon footprint

Expanding parking footprint for fair family parking, needed to buy property to help with parking,

Individual carbon footprint: high profile individuals (entertainment, etc.) used publicity to encourage people to think about personal carbon emissions

Amtrack trains aimed at LA or Seattle, but help groups- could be cute to offer poor musicians free train with the requirement to provide music on the way. an entertainment train, or train ride as part of the experience.

(Dennis Todd) virtually impossible to quantify the C uptake at the site because there are so many different biomes, from clay wetlands to coniferous uplands. The science of quantification and estimation of sequestration is not well developed. We can safely say that our net effect is positive because we have retired the land from agriculture. There are some things that we can do to increase our C uptake, such as thinning the Douglas-firs along Chickadee Lane.

Not much incentive to get people to think about not driving to Fair site. People drive to fair because they have gear/stuff. Needs to be a way for people to transport gear to Fair without car travel. Maybe utilize rail line and box cars with coordinated efforts? Might need more staff for this, consider the tradeoff.

Board wasn't interested in far away offsets, but local offsets, or pumping more electricity into the grid, might be another opportunity. Offsets seems like you "don't deal with what you create yourself".

Largest population onsite in 2019. Education is difficult because there's not one way to reach everyone. Camping shuttles stuff to site, then people. Might be helpful to utilize a similar system to reduce crew parking and associated emissions.

Anna Scott's list: "make actual artistic footprints to help educate folks, offer staff parking spot enhancement incentives to not park, 'Cropping' the fair not always having the event at the Veneta site, Crew cycling 'tours' or competitions for taking or reducing the stuff brought"

We need a database that allows for contacting the whole group at once.

Kathleen was a performer one year: entertainment was given day passes, but worker bus (too early) and public busses (too late) didn't allow for on-time arrival which led to car travel. Robin: there is now no gap between worker shuttles and public buses.

Meet on Fair site, unload all stuff to one big truck which drives onsite to deliver, but still requires individual travel to the Fair.

Question: is there data collected on vehicles coming in, what is being transported, how many people are transported, etc. Best practices from other festivals with success in carpooling and

equipment/personal belonging gathering? I.e. Burning Man has loads of people and stuff, could have some best practices for adoption.

List of strategy ideas and a cost benefit analysis is needed: look at the costs and benefits of each carbon reduction strategy.

Late night trips had pickup on Thursday downtown, went really well. Idea of buses to pickup volunteers with stuff- similar to greyhounds. (would require much less organization!)

How much would Fair carbon footprint be reduced if people utilized electric vehicles? Could Fair assist in financing opportunities for people that couldn't afford EV?

2 tier vehicle pass system? Different pricing for EV

Bus is accessible to broader class of vehicles: purchasing ultralight camping gear, or EV is less equitable.

Driving smaller distances to the Fair results in smaller footprint.

consider the comparison between what would driving use be if not at the fair, compared to being at the fair.

Appendix G

The following notes are additional input provided by participants outside of the specific event times.

Peter:

Suggestions in red in the attached (may be too lengthy for "notes," feel free to trim as needed). Regarding biofuels, I know all the biodiesel and renewable propane folks in the region, and would be happy to negotiate pricing and availability if and when we get to that point...

I won't be able to participate in either of the other sessions this week, so let me pass on a few more thoughts.

1) As we know, solar is pretty much the only option for renewable generation on site. Peach Power's grid-intertied system is only rated at 1.7 kW, which is tiny, and way less than the 25 kW net metering cap at Emerald PUD. Is fundraising the only obstacle to expansion? Have folks explored a Virtual Net Metering system, which can go up to 250 kW? Normally this approach requires multiple beneficiaries using no more than 25 kW each, so some creative accounting and/or participation by neighbors might be necessary. If the Fair was in PacifiCorp territory we could go up to 2 MW for a net metered non-residential system, but it's not...

2) I assume folks are constantly exploring new remote applications for solar around the Fair (especially given the desire to move away from propane to electricity), which begs the question of storage. I'm not that familiar with how electricity currently flows around the 8. How many distributed, temporary panels are in use during Fair? Would additional battery swapping support more remote uses? How might an expanded Peach Power support this? How about other, more low-tech approaches to storage other than batteries?

3) I love the idea of staging booth hardware offsite and delivering via pallets. Anything to reduce the Thursday traffic jams! Combine that with a fleet of electric gators to move people and gear pre- and post-Fair, and to the extent possible ban internal combustion engines within the 8.

4) One of the best ways to reduce carbon emissions from attendees (other than mass transit/shuttle services) is to incentivize electric passenger vehicles. Could be preferential parking (showcase the future), free parking, access to charging onsite, etc. Might limit the incentives to fully battery-powered EVs, and not plug-in hybrids (which will soon be going away in any case).

I'd love to see more Tesla coils around the 8 at night, and perhaps we could explore [wireless power transmission](#) ~:-0

P

Aaron -

Here are some ideas from Adam Spencer. He attended Tuesday evenings carbon neutrality meeting and has studied brands and renewable energy use. He was in the transportation break out group.

I mentioned fire wood and food. So far the carbon audit is focused on transportation, which is an obvious and easier starting place, but I'm sure there are a lot of carbon in all the food, products and other energy sources. The Ritz, for example, must have a few cords per day of emissions.

I think what I find interesting is that the mitigation efforts might be more expensive than purchasing offsets would be. I know it's not as immediate of a fix, and it's best to reduce emissions before they get out into the atmosphere. It seems like a commitment from fair family to reduce the number of trips would be a great start. Resources to help them reduce, like a fair owned, reservable bus would be much spender that offsetting those individual trips. I like the idea of more storage on site to help reduce the trips of bringing things back and forth.

I would like to see the fair purchase lands to replant trees and protect wetlands as a carbon offset. I think that would be an excellent way to create opportunity for jobs for Oregonians, create recreation areas for fair family, and cool projects for other ways for the fair to give back.

Another easy fix would be for the fair kitchen to go all vegetarian. That would cut a lot of emissions.

Another initiative would be to install solar panels closer to Eugene to connect with the power grid. I know EWEB is mostly hydro power, but the fair helping the municipal transition to true renewables would help set a good example. Even better - install solar farms on the warm springs reservation, similar to the Black Rock Solar project.

My research is mostly about consumer willingness to pay for carbon neutral products. Overall, people said they would pay 6% extra for carbon neutral products. To me, that's license to charge a self imposed carbon tax on the ticket price. The average carbon credit at sites like Climate Cool range from \$4-\$11/ton. The Fair's 7,000 tons would be offset by at most \$77,000, which is less than \$2/ticket.

This is a little premature, however it comes under brainstorming because with this information we could place an idea in the queue to ask the Board to pass a policy to require use of renewable propane only on the fair site whenever possible.

Back up info:

Blue Star is a renewable propane provider and is located at 61 S Danebo Rd which is just off of Hwy 26 on the way to the fair - convenient

They refill tanks at their location so campers and booths with small tanks can fill up with renewable propane.

They rent, deliver and place the larger tanks at events - currently to Lane County Fair and the Oregon State Fair. They would work out a price to place and rent the 120 gallon tanks that would be the same for everyone. Currently the tank rental is \$45 for the event and their price per gallon is \$1.99 today. This is the same price as non-renewable today. I just filled a 120

gallon tank for this same price with non-renewable propane because I did not know renewable existed!

When we get to doing the numbers, using renewable propane will be carbon neutral.

Another idea to reduce onsite transport operations CO₂e is to convert vehicles with gas engines to renewable propane. I understand this is not a huge process, but I have not research it yet.