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AGENDA

- 5:30 CALL MEETING TO ORDER/ROLL CALL/ACCEPT OF MODIFY AGENDA/CONFLICT OF INTEREST DISCLOSURE
- 5:35 APPROVE SEPTEMBER 16TH MINUTES
- 5:40 PUBLIC COMMENT
- 5:50 CLIMATE ACTION PLAN
- CITY COUNCIL MEETING(S)
 - CITY BUDGET
 - ROLL OUT
 - ROAD MAPS FOR 18 IMMEDIATE ACTIONS: STATUS (STATUS ATTACHED)
 - o PSE FRANCHISE: CCAC/UAC SUBGROUP
 - o ECOADAPT TOOL (PROPOSAL ATTACHED)
 - o GREEN ENERGY AND BUILDING FUND (PROPOSAL ATTACHED)
 - o COBI EV TRANSITION (PROPOSAL ATTACHED)
 - o SEA LEVEL RISE
- 6:30 PSE DEMAND REDUCTION PROGRAM: PRESENTATION AND DISCUSSION (MARK LENSSEN AND KIERA PHIFER)
- 7:15 UPDATES
- POLICE/COURT BUILDING
 - OTHER
- 7:30 ADJOURN

MATERIALS

1. SEPTEMBER MINUTES
2. IMMEDIATE ACTION TABLE
3. ECOADAPT TOOL ROAD MAP
4. GREEN ENERGY AND BUILDING FUND ROAD MAP
5. COBI EV TRANSITION

CLIMATE CHANGE ADVISORY COMMITTEE

Regular Meeting

Wednesday, September 16, 2020

Zoom

MINUTES

Present: Committee members Derik Broekhoff, Michael Cox, Lara Hansen, Gary Lagerloef, Julie Matthews, David McCaughey, Nora Ferm Nickum, Deborah Rudnick, Jens Boemer; Council Liaisons Joe Deets and Kirsten Hytopoulos,

City staff: Ellen Schroer, Deputy City Manager; Peter Best, City Planner

Public/guests/observers: Andy Swayne, Jonathan Davis, Marci Burkel, Tim Meyers, Ted Jones

The meeting was called to order at 5:01 pm.

1. No conflict of interest disclosures.

2. Minutes from the previous meeting (August 19, 2020) were approved. Lara asked about the climate change checklist from last meeting and Mike confirmed that we forwarded a recommendation from the committee but it has not yet been taken up by council. Ellen confirmed that the CAP is scheduled for the next council study session on Sep 6 and the memo regarding the checklist will be taken up then.

3. No public comment

4. Changes in CCAC membership: A big thank you to Nora Ferm Nickum for her service to the CCAC. Many kudos for her hard work, consistency, excellent notetaking prowess and expertise. 10 applicants for 2 positions: David has been reaffirmed. The other applicant was voted in by City Council last week for consent agenda and appointments expected for Oct 1: Tim Meyers, works with Malone architects.

5. Update on Green Building Task Force (Peter Best, Senior Planner)

- Link to Council package on GBTF: <https://d2kboa27fdvtw.cloudfront.net/bainbridgewa/0b434641b8bf46fccc13b5948348b4e30.pdf>
- Mike shared a table of comparisons between the CAP and the GBTF that was used as a touch point for discussion. Will forward to committee for review.
- Peter Best reviewed the purpose of the GBTF: to identify an interim and off-the-shelf green building road map while we develop a full program. TF has presented their first recommendations to council.
- Core of recommendations to mandate a zero carbon certification per Living Building Institute: that 100% of energy use is offset by renewables, and 100% of embodied carbon is offset for all building types, new construction as well as remodels over 500 sq ft. State-funded affordable housing is exempted as they fall under state green building requirements. Buildings >5000sq ft must pursue LEED platinum or Core green building requirements from LBI. Additional details of the proposals are available in the link above.
- Discussion focused around how offsets would work, with Peter confirming that there would be a local preference but that the details of how this was codified are still under discussion, and they are still working through the details of what the certification process entails. Lara and Derik asked what kinds of offsets we are allowing in terms of the specifics of types of RECs

allowed, as these are important to knowing that we are adding real value in terms of carbon reduction as opposed to greenwashing.

- The program will have a mandatory backstop in the state energy code, in addition to non-mandatory incentives to improve efficiency. It is possible Council will pursue discussions with the legislature to fully explore the implications of differences from state code, particularly for residential construction. It is possible that certain conditions specific to the Island such as sole source aquifer designation and ferry electrification may make us a case for amendments to the state building code, if it is needed.
- Lara and Deb asked about outreach and the response of the developer community to these recommendations. GBTF hasn't yet had a great chance to reach out to this community on these recommendations, but Jonathan does think there is a good level of awareness around these issues.
- Additional conversation around the process moving forward for the police building. GBTF is now recommending the building will need to achieve LEED platinum or core green building with complete carbon energy offset. Jonathan Davis added that this is a challenging ask, but consistent with the goals of council and the CCAC, and consistent with what we are asking the rest of the community to do in stepping up. Peter shared that council has directed GBTF to move forward with recommendations, but there is a bit of limbo with how the facility is moving forward. Kirsten expressed that the committees could provide input on a range of options, the timeline is not quite clear but probably near-term. Kathleen added the offer from the GBTF for a gap analysis for what it would take to get to these achievements.
- Jonathan, Kathleen Jason, Barry and Peter, Mike and Deb, Derik, Dave all expressed interest in meeting to move us forward, figure out next steps by talking between the two task forces. We do need to figure out where the process is and what our timeline is for having this input.

6. Update on Sustainable Transportation Task Force (Mark Epstein, COBI Engineering Project Manager)

- STTF just got through community outreach phases, and now are in evaluation framework and gap analysis.
- Outreach analysis included open house (sustainabletransportationbi.com), island-wide mailer, social media outreach, still collecting data from those efforts. Gap analysis to inventory and identify areas for improvement.
- Projects and programs will be the next step, informed by community priorities. If we are going to achieve our goals for ghg reductions, we need to reduce Single Occupancy Vehicle (SOV) trips, that's a bottom line from Mark, consistent with the CAP.
- Also noted the importance that the equity lens is important to the TF's work, so while public transit may not achieve the highest return on emissions reductions, we simultaneously need to address how to meet needs of those who rely on public transit or other ways of mobilizing.
- Mark asked from us what are the core strategies, and what are the measures and metrics? Derik discussed the complications of addressing through traffic and countywide traffic, still need to explore those questions. Derik will connect with Mark on these questions.
- Jens asked about whether incentivizing e-bike use has been discussed on the task force side, Mike responded that they are definitely looking for innovative ways to move people around outside of SOVs.

7. Finalize Climate Action Plan

- Ellen needs a final version by October 1, earlier is better.
- Jens will work with Mike on the waterfall chart to revisit if there is a better visualization for this.
- We made some recommendations to changes to the inventory sections adding points of implementation

- Jens asked if we had brought an equity lens to the CAP, and we had a discussion around the need to bring that idea to many of the actions as we move into the implementation phase, but that this is not something that had been a part of the CAP development process in a targeted manner to date. Jens suggested that areas like the green energy fund might be a great place to involve folks that have expertise in equity issues, so that we are making sure we have that lens in implementation.
- CCAC passed a motion to send the CAP to Council pending the changes discussed above. Mike asked if everyone who could to please attend the CC meeting on Tuesday Oct 6. Time TBD but CAP is second on the agenda.
- Lara will reach out to Julie on how to address the issue of wildfire smoke and public health consequences in the CAP (we have overlooked this).

8. 6:00: PSE Franchise Proposal for UAC/CCAC subgroup to reconvene (file attached). Committee agrees we want to move this forward. Ted Jones spoke to some of the issues we continue to need to address in this joint forum and that there is a lot of overlap between the goals of the two committees. Ted will bring back to UAC our interest in continuing. All in agreement- Jens recused- to send proposal forward to Council.

9. 6:50: Updates

- New CCAC member: Tim Meyers, will join us as member next meeting
 - Police/Court Building: discussed above
 - Co-chair? Not discussed.
- 5:30 adjusted start time for next meeting. Next meeting October 21.

Meeting adjourned 7:26 pm.

Materials

1. February minutes
2. Link to GBTF material
3. PSE Franchise UAC/CCAC proposal
4. Draft Final Climate Action Plan

Chair

Date

Climate Action Plan: Status of 18 Immediate Actions (October 16th, 2020)

Area	Immediate Action	Status	Lead
Implementation	5.A.1.b/6.A.1.c/7.D.1.a: Use the EcoAdapt Climate Change Adaptation Certification Tool in COBI decision making.	Discuss proposal tonight	Lara
	9.B.1.a: Equity implications are addressed in all actions	Reached out to Race Equity Task Force.	Julie
	8.C.1.b/8.C.1.a: Hire City staff to coordinate and lead climate efforts and review existing authorities.	Councils members have discussed.	City
	9.D.1.a: Develop cost estimates and staffing needs for priority actions.	TBD	City
GHG Inventory	2.A.1.a: Improve accuracy of GHG Inventory.	TBD	Gary
Energy	3.A.1.b: Work with PSE to reduce our energy demand.	Discuss with PSE tonight.	David
	3.B.1.a: Work collaboratively with PSE, via the PSE Franchise to green our energy supply.	CCAC/UAC subgroup meant on Monday October 19 th	Mike
	3.B.1.c: Prohibit propane, fuel oil, and wood stoves for primary heating in new buildings.	TBD	Mike
	3.A.2.a: Initiate discussions on establishing a Green Building and Energy Fund	Discuss proposal tonight.	David
Transportation	4.A.1.a: Support the recommendations from the Sustainable Transportation Task Force and ensure potential GHG emission reductions are considered in all options considered by Task Force.	Derik giving presentation on October 23 rd	Derik
	4.B.1.a. Transition COBI's fleets to primarily electric vehicles, use biofuels where not an option, and encourage other Bainbridge Island taxing districts to also develop a plan.	Discuss proposal tonight.	Derik
	4.B.2.a. Evaluate current code to see if a need to increase the number of EV-charge-ready for all new development/major renovations and multifamily units/commercial development include EV charging infrastructure.	TBD	Derik

Area	Immediate Action	Status	Lead
Buildings	5.A.1.a: Support the recommendations from the Green Building Task Force.	Working with Peter Best	Mike
	5.B.1.a., b., and c: Build on preliminary sea-level rise assessment endorsed by CCAC.	Discuss tonight - working with James Rufo-Hill to develop proposal	Mike
Natural Environment	6.A.2.a: Create list of tree and plant species expected to be favored by climate change that can be used for forest management and restoration actions.	TBD	Deb
Waste	7.A.2.a: Pass an ordinance to reduce single-use plastics.	Conversations initiated with Council.	Deb
Community Engagement	8.A.1.a. and b: Develop a web presence for climate change on City website and make climate information widely and easily available to all community members.	TBD	Julie
	8.C.2.a: Establish equitable access to recharging generators and cell phones during outages, and provide emergency food/water/filtered air during poor air quality due to wildfires.	TBD	Lara

Climate Change Adaptation Certification Tool: Pilot (October 16th, 2020)

On October 6th, 2020 the Climate Change Advisory Council (CCAC) briefed the City Council on the status of the Climate Action Plan (Plan). At the meeting, the CCAC identified 18 immediate actions it recommended the City undertake over the next 9-12 months to kickstart the implementation of the Plan.

One of the 18 immediate actions recommended by the CCAC was the use of the EcoAdapt Climate Change Adaptation Certification Tool (Tool) as the City's "climate lens" when making decisions within the City (see Appendix A for the background on the Tool).

The CCAC recommended the City identify a pilot that City staff and the CCAC can work on together to evaluate the utility for City projects and whether modifications to the Tool are necessary. After the pilot is completed City staff and the CCAC would report back to the Council.

The developers of the Tool - Lara Hansen (EcoAdapt) and Stacey Nordgren (Foresight Partners Consulting) - have agreed to cover the cost of up to 25 combined hours of their time to assist the City in this pilot. In addition, several members of the CCAC are also interested in assisting the City in this effort.

The following is a proposal on how to move forward with the pilot and consists of 6 components

1. Presentation to City staff
2. Selection of Pilot
3. Workplan/Timeline
4. Implementation
5. Review and Evaluation
6. Report

Presentation to City Staff

Lara and Stacey would provide a one-hour presentation via Zoom to City staff on the Tool at a mutually agreed upon date and time. Prior to the presentation, Lara and Stacey would provide electronic copies of the Tool, the Bainbridge Island Climate Impact Assessment and the Preliminary Sea Level Rise Assessment by James Rufo-Hill for staff to review.

Lara and Stacey will introduce (or in some cases reintroduce) City staff to the Tool, discuss the type of projects the Tool could be used for, and answer any questions that staff may have. Since the Tool can be used in a wide range of applications (e.g. capital expenditure, permit/land use decision, policy) we are recommending as many staff as possible attend.

Selection of Pilot

After the presentation, the City would identify a pilot. Lara, Stacey and other CCAC members would be available for consultation on the pilot selection. We encourage the City to consider a

pilot (e.g. capital expenditure, permit/land use decision, policy) that is representative of the type that they want to evaluate in the future.

Workplan and Timeline

After the selection of the pilot, the City would develop a workplan and timeline for completing the pilot. Lara, Stacey and other CCAC members would be available to review that workplan and timeline.

Implementation

The application of the Tool requires: 1) identification of the climate change risk factors for the project; and 2) evaluation of the climate impacts on the project. Lara, Stacey and other CCAC members would be available to assist City staff as they:

- Apply the tool to the pilot project;
- Identify actions that could be taken to mitigate the climate change risk factors for the site as identified in the Tool; and
- Prioritize those actions.

Review and Evaluation

Lara, Stacey and other CCAC members would be available to assist in the review and evaluation of the pilot project. This would entail discussing with City staff the lessons learned from the pilot project and what, if any, modifications are needed in the Tool for future application and inclusion in City processes. In addition, this would include discussion on a path (with timeline) for implementation of the Tool as a climate lens in City activities (e.g., city actions, expenditures and policies; development permits; shoreline permits, other permits).

Report

The City would develop a short report on the pilot project and the proposed path to implementation of the Tool. The report would document the process for the pilot project and provide recommendations for use of the Tool in future projects. Lara, Stacey and other CCAC members would be available to review and provide comments on the report. The report would be provided to the City Council for their consideration and for future projects.

Next Steps

- The City reviews the proposal and provides comments to Michael Cox (michael.cox@cobicommittee.email).
- We identify a date and time for a presentation on the Tool by Lara, Stacey and appropriate City staff.

Appendix A: Supporting Information

On July 7th, the City Council asked the Climate Change Advisory Committee (CCAC) to provide their recommendation on the use of the EcoAdapt Climate Change Adaptation Certification Tool as the City's "Climate Lens".

The CCAC discussed this issue at its July 15th, 2020 and August 19th, 2020 meetings and provide its recommendation to the City to use the EcoAdapt Climate Change Adaptation Certification Tool when evaluating projects.

The City Council approved moving forward with the pilot on October 6th, 2020.

The background, discussion, and recommendation are included below.

Background

Climate Emergency Resolution 2020-05

On June 9th, 2020 the City Council passed a Climate Emergency Resolution (2020-05). The resolution contained one section that references the use of a "climate lens" for evaluating City approved plans and projects.

Section 3. The City commits to developing a procedure and process whereby the City's plans and City approved projects will be evaluated through a "Climate Lens", such as through a Climate Change Mitigation and Adaptation Certification, or similar process, prior to approval to ensure they are consistent with the City's adopted climate goals and policies to reduce greenhouse gas emissions and reduce our vulnerability to climate change.

City Councilmember Questions to CCAC members

On June 17th, Council Member Nassar sent two questions to CCAC members Lara Hansen and Julie Matthews and they subsequently forwarded those questions to CCAC member Michael Cox.

Question 1: Is the CCAC in agreement that the EcoAdapt Climate Change Adaptation Certification Tool should serve as the City's 'Climate Lens'? I assume so, but want to make sure that this is the tool that the CCAC is recommending Council adopt so as not to skip that formal committee approval to recommendation step.

Question 2: Would the CCAC support moving ahead with adoption/integration of the Climate Lens now, despite that the CAP hasn't yet been finalized/adopted?

EcoAdapt Climate Change Adaptation Certification Tool (Tool)

At the CCAC's July 15th meeting Stacey Justus Nordgren from Foresight Partners Consulting provided background on the Tool.

- The EcoAdapt Climate Change Adaptation Certification Tool (Tool) builds on the 2018 Bainbridge Island Climate Impact Assessment and the 2016 local Comprehensive Plan update, as well as the Guidance for Puget Sound Communities.
- The Tool was completed in December 2018.
- The Tool was developed by Lara Hansen (EcoAdapt) and Stacey Justus Nordgren (Foresight Partners Consulting).
- The Tool is designed to fit into existing City processes.
- The Tool walks a user through a series of questions to determine whether climate change impacts could affect a project's success.
- The result is an assessment of whether the project should be approved, denied, approved with conditions, redesigned, etc.
- Lara and Stacey had several meetings with COBI staff as the tool was being developed.
- While it was created as a model implementation tool, intended for broad use, it is based on Bainbridge Island plans, processes, and data and is ready to be applied here.
- Stacey was not aware that the Tool had been used by other jurisdictions.
- More info at <https://www.cakex.org/tools/climate-change-adaptation-certification-tool>

CCAC Committee Discussion

The CCAC members discussed the two questions posed by Council member Nassar. The highlights of that discussion were:

- There was interest in seeing some specific examples of how this tool works in practice and getting a sense of how long it takes to complete.
- A lot of decisions are made during design and construction that can't be changed later, so that is a key window of opportunity for applying a climate lens to reduce vulnerability to climate impacts as well as emissions.
- There was interest in moving forward with the Tool as it is already tailored for Bainbridge Island, rather than creating something new; we can tweak it as we see how it works.
- We can plan to reevaluate and update the tool as needed, potentially timed with future CAP evaluations or updates.

CCAC Recommendation

The CCAC believes the City should use this Tool for the following reasons.

- The Tool was developed as an outcome of the 2016 Comprehensive Plan update and the Bainbridge Island Climate Change Assessment.

- The work to develop both of these made it clear that COBI needed an implementation tool.
- This tool was created for Bainbridge Island (and as a model for everyone else) in direct response to identified needs of the City.
- There are no other Tools like this that the CCAC members are aware of.
- The Tool takes advantage of a window of opportunity that exists when projects are proposed to do things that make them more resilient and lower emissions and it is a much more efficient use of time and resources than trying to make those changes later.
- The work to develop the Tool has been done already, with Bainbridge in mind.
- It would be a much bigger lift for the City or the CCAC us to develop something new, and the CCAC members don't see a need to start from scratch.

Road Map to Develop Clean Energy and Building Fund (October 16th, 2020)

The City of Bainbridge Island (COBI) established a Climate Change Advisory Committee (CCAC) in 2017. The purpose of the CCAC is to assist the City to implement the climate related goals and policies of the Comprehensive Plan. In August 2019, the City Council asked the CCAC to develop the first-ever Climate Action Plan (CAP) for Bainbridge Island.

The CCAC provided its recommendations to the City Council on how our Community can reduce greenhouse gas (GHG) emissions and help prepare residents, businesses, and city services for a changing climate. The goal is to reduce greenhouse gas emissions by 90% by 2045 compared to 2014 levels with interim milestones of 25% reduction by 2025 and 60% by 2035 compared to 2014 levels.

Climate Action Plan

The CAP contains over 170 actions to reduce greenhouse gas emissions, prepare our Island from the impacts of climate change, and engage the Community in taking action. The Plan also includes 18 immediate actions the CCAC believes are important to initiate over the next 9-12 months to help kickstart implementation of the CAP.

The largest source of greenhouse gas emissions on our Island comes from the use of electricity. The CAP recommends actions to both green our energy supply and to reduce our energy demand. In order to meet our goals, we will need to significantly increase our efforts to reduce our energy consumption.

Increasing energy efficiency and energy conservation measures for homes and businesses takes money. In addition, if we want to generate our own local power that also requires resources. Puget Sound Energy provides incentive programs for homeowners and businesses to conserve energy, but to reach our goals more is needed.

The CCAC believes it is important that all people regardless of their economic means should have an opportunity to share in the benefits of reducing their energy bills. With this in mind, one of the 18 immediate actions that the CCAC is recommending is the establishment of a Green Energy and Building Fund.

3.A.2.a. Establish and use the Green Energy and Building Fund to provide incentives to building owners and residents to increase electrification conversions and battery storage and to assist in energy audits for residential home projects, including affordable housing (e.g., install energy conservation measures, provide financial incentives for existing building owners to transition from propane, fuel oil, and wood stoves to all electric buildings).

Road Map to Establish the Green Energy and Building Fund

The proposal below provides a road map of moving forward to establish a Green Energy and Building Fund. The proposal contains five steps

Step 1: Establish Working Group

Step 2: Formulate Questions, Options, and Conduct Research

Step 3: Engage Community

Step 4: Develop Program

Step 5: Implement and Evaluate Program

Each of these steps are described below.

Step 1: Establish Working Group

In order to develop the program, we are recommending the City Council establish a working group consisting of people from COBI staff, CCAC, Green Building Task Force, Race Equity Task Force, and City Council. Puget Sound Energy would be invited to attend all meetings.

The working group would provide periodic updates to the City Council on progress in developing the program. Once the working group is established, they would decide how often and when to meet. They would also develop a timeline for program development that can be shared with the City Council and the public.

Step 2: Formulate Question, Options and Conduct Research

The first task of the working group would be to formulate questions that need to be addressed to develop the program and possible options for each question. Questions that need to be considered and possible options include the following:

- What activities is the Fund designed to finance (e.g., energy conservation, local energy generation, programs in general that reduce GHG emissions).
- Who is the Fund designed to serve (e.g., underserved and low-income individuals, businesses, organizations)?
- Are there legal issues that need to be addressed (e.g., can we raise the utility tax, are there constraints on is eligible to administer the Fund)?
- How would the Fund be financed (e.g., surcharge on high end consumers, a propane or fuel oil tax, grants, donations and bequests).
- Who decides who receives the Funds (e.g., working group, City, other)?
- Who administers the Funds (e.g., working group, City)?

After the working group formulates questions and possible options, the next step would be to conduct research to help address those questions and help in developing the program. This research could include the following:

- Conduct literature search on what other cities and organizations have done to establish similar Fund (see comparison of three cities in next section).
- Engage those cities and organizations to help inform the working group.
- Consult with experts on public financing.

Step 3: Engage Community

The next step in the process would be to engage the Community to get their ideas on establishing the Fund. This could include the following:

- City Council study session(s) with the working group providing results of their research.
- City Council study session(s) with experts from other cities or experts in public financing.
- Community outreach via a survey or community meeting to discuss the questions and potential options.

Step 4: Develop Program

The working group would develop a program taking into consideration all the information collected above. The working group would provide periodic updates to the City Council and the public on their progress.

Step 6: Implement and Evaluate Program

Once the City Council approves the program, the City would then start implementation. The exact details for implementation and evaluation would be developed as the program is developed. The City would also periodically evaluate the program for its effectiveness and make modifications as needed.

Timeline

The development of the Fund is complicated and will take time. The timeline below will obviously need to be modified once the working group is established.

- January 2021: City Council establishes working group.
- April 2021: City Council study session on question formulation, options, and research.
- July 2021: City Council meeting on draft program.
- October 2021: City Council approves final program.

Purpose	Formation	Funding Mechanism	Anticipated Revenue	Types of Projects	Administration
Portland Clean Energy Community (PCEF) Benefits Fund					
Provides dedicated funding for climate action that advance racial and social justice.	Created by local ballot measure in November 2018	Funds from a surcharge to large retailers with annual tax-year total gross revenue from retail sales of \$1 billion or more in the U.S. and \$500,000 or more within Portland.	\$44 - \$61 million in new annual revenue	- Clean energy projects. - Regenerative agriculture and green infrastructure projects. - Clean energy jobs training. - Programs that both reduce GHG and promote economic, social and environmental benefits.	Guided by a nine-member committee and makes funding recommendations to the Mayor and City Council.
Boulder Climate Action Plan (CAP) Tax					
The CAP tax funds programs and services to reduce GHG emissions by encouraging residents and businesses to reduce energy consumption, save money on energy costs over time and minimize reliance on external energy sources.	In 2007, Boulder passed a Climate Action Plan (CAP)	A tax is levied on city residents and businesses and is based on the amount of electricity they consume. Tax rates are different for each of three sectors. The average yearly amount has been: residential (\$21), commercial (\$94), and industrial (\$9,600).	About \$1.8 million each year.	- Energy advising services and rebates for residents. - Energy efficiency requirements for rental properties - Programs to support residential households in replacing natural gas appliances with high efficiency electric heat pump alternatives. - A program to assist homeowners in understanding the steps they can take to go fossil fuel free in their households. - Funding for electric vehicle (EV) charging infrastructure and bulk purchasing discounts for solar and EVs - Programs and policies designed to improve energy efficiency in commercial properties	A diverse committee made up of city staff and community members that provide recommendations to the City Council.
Berkeley Climate Equity Action Fund					
The Fund would provide funds to combat climate change and puts a priority on equity,	In November 2020, Berkeley voters will	Currently pay a 7.5% tax on natural gas and electric bills, the Utility Users Tax (UUT).	The net result is to raise \$2.4 million a year that would	Rebates for new and used electric and hybrid vehicles, installing electric car charging stations, subsidizing bike share programs, giving free or discounted transit passes, or improving transit service.	Climate Action and Energy Commission, a citizen panel of energy, climate,

Purpose	Formation	Funding Mechanism	Anticipated Revenue	Types of Projects	Administration
lowering costs for low-income residents, creating jobs and opportunities for disadvantaged communities, and restoring environmental justice.	vote on creating fund.	Measure would eliminate the tax completely for low-income households. It would raise the UUT to 10% for everyone else, at an average cost of about \$4.33 per month.	be invested in local climate action.	• Rebates for energy efficient appliances and lighting, insulation and windows, or electric heat pumps for space heating and water heating. • Discounted solar panels and batteries, or “<u>vehicle to grid</u>” systems when they become available. • Job training and placement programs, installer education, and reduced permitting costs. • Air filters for low-income seniors, and N95 masks for day laborers.	and equity experts. The Commission would set procedures for how the money would be spent, and would make grant recommendations to the City Council.

Portland Oregon Clean Energy Community Benefits Fund

<https://www.portland.gov/bps/cleanenergy>

Purpose

The Portland Clean Energy Community Benefits Fund (PCEF) provides dedicated funding for climate action that advance racial and social justice. PCEF was created by local ballot measure #26-201 in November 2018 with overwhelming community support.

The Fund is anticipated to bring \$44 - \$61 million in new annual revenue for green jobs, healthy homes, and a climate-friendly Portland. As the nation's first-ever climate-fund created and led by communities of color, PCEF is for and by the community. PCEF centers Black and Indigenous people, and other disadvantaged and marginalized groups in addressing the climate crisis.

Grant Committee and City staffing

PCEF is guided by a nine-member grant committee of diverse Portland residents. The Grant Committee makes funding recommendations to the Mayor and City Council and evaluates the effectiveness of the Fund achieving the goals of the initiative.

Membership of this committee must reflect the racial, ethnic and economic diversity of the City of Portland; include at least two residents living east of 82nd Avenue; and possess significant experience in the types of projects supported by the Fund. Project staff are housed at the City's Bureau of Planning and Sustainability.

Guiding Principle

The Grant Committee developed a set of principles to guide the program. These Guiding Principles describe the values by which the PCEF program is administered. The Guiding Principles complement the legislative code ([PCC 7.07](#)) and help ensure that decisions are being made in a way that aligns with the vision and values of the Committee and the community.

The guiding principles are:

- Justice driven. Advance systems change that addresses historic and current discrimination. Center all disadvantaged and marginalized groups – particularly Black and Indigenous people.
- Accountable. Implement transparent funding, oversight, and engagement processes that promote continuous learning, programmatic checks and balances, and improvement. Demonstrate achievement of equitable social, economic, and environmental benefit. Remain accountable to target beneficiaries, grantees, and all Portlanders.
- Community powered. Trust community knowledge, experience, innovation, and leadership. Honor and build on existing work and partnerships, while supporting capacity building for emerging community groups and diverse coalitions. Engage with and invest in community-driven approaches that foster community power to create meaningful change.
- Focused on climate action with multiple benefits. Invest in people, livelihoods, places, and processes that build climate resilience and community wealth, foster healthy communities,

and support regenerative systems. Avoid and mitigate displacement, especially resulting from gentrification pressures.

PCEF priority populations

Providing benefits to specific populations is central to the PCEF program. These populations are called out in the legislative code and are the focus of PCEF's grant programs. It is important that organizations applying for PCEF grants understand these priority populations.

The PCEF legislative code identifies two "priority populations":

1. Priority populations for clean energy, green infrastructure, and regenerative agriculture projects: People with low income and people of color are priority populations for grants that address clean energy, green infrastructure, and regenerative agriculture. Historically, these populations have had less access to the benefits of green investments, and at the same time they are more vulnerable to extreme heat, wildfire smoke, vector borne diseases, flooding and other climate-related impacts.
2. Priority populations for workforce and contractor development projects: Women, people of color, people with disabilities, and people who are chronically underemployed are identified as priority populations for grants that address workforce and contractor development. These populations have not had equitable access to workforce and contractor opportunities associated with the clean economy. Developing a diverse and well-trained workforce and contractor pool in the clean energy field requires reaching these populations and addressing the barriers that have prevented their full participation in this field.

Clean Energy Surcharge application

The Clean Energy Surcharge is a surcharge on large retailers and is not a sales tax imposed on customers or consumers. The Clean Energy Surcharge applies to large retailers with annual tax-year total gross revenue from retail sales of \$1 billion or more in the U.S. and \$500,000 or more within the City of Portland, excluding utilities, co-ops, credit unions, construction, retirement, as well as sales of qualified groceries, medicine or drugs and health care services.

Large retailers with \$1 billion in national revenue and \$500,000 in Portland, can choose to separately itemize its obligation to pay the surcharge on its receipts or invoices to customers or consumers. In this case, you may see an increased amount on your receipt.

Anticipated revenue

Revenues from the Clean Energy Surcharge on large retailers will be deposited into the Portland Clean Energy Community Benefits Fund and disbursed as grants for programs and projects that meet the requirements and priorities of the ballot measure.

The City of Portland's Revenue Division currently estimates annual tax receipts of \$44 million to \$61 million. Because of timing differences between tax and fiscal years and an option for taxpayers to extend their filing deadlines for an additional six months, the Revenue Division will not have a final accounting of first year (tax year 2019) revenues until late 2020/early 2021.

Actual collections will vary based on economic conditions, the proportion of sales that are classified by taxpayers as retail or wholesale, and the definition of taxpayers and their tax liability.

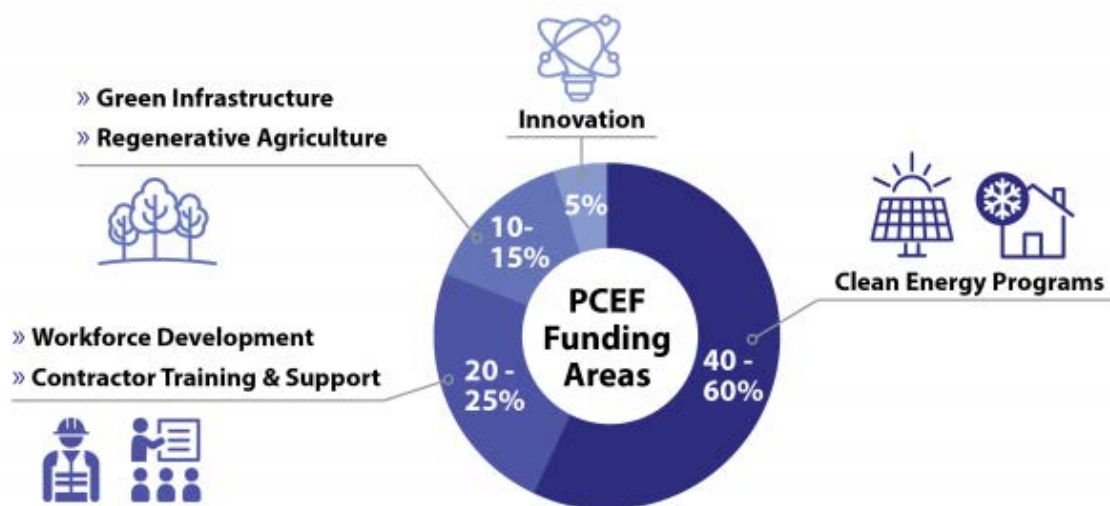
Funding a clean energy future for underserved communities

Climate change has a disproportionate impact on communities of color and low-income residents. The Fund prioritizes these communities living on the "frontlines" of climate change with clean energy funding, job training programs and green infrastructure projects. This will help ensure they are prepared for a changing climate as we move toward our goal of an 80-percent reduction in carbon emissions and transitioning to 100-percent renewable energy in Portland.

The Fund finances programs that meet the following priorities:

- Clean energy projects, including renewable energy and energy efficiency projects
- Regenerative agriculture and green infrastructure projects.
- Clean energy jobs training.
- Programs that both reduce greenhouse gases and promote economic, social and environmental benefits.

All PCEF projects prioritize Portland's underserved populations and neighborhoods, including communities of color and low-income residents. Examples of community benefits include solar panels and energy efficiency upgrades on multifamily housing, new workforce training programs in clean energy manufacturing and installation, shared food gardens, and increased tree canopy in heavily concreted neighborhoods.



Boulder Climate Action Plan Tax

<https://bouldercolorado.gov/climate/climate-action-plan-cap-tax>

In 2007, Boulder passed a Climate Action Plan (CAP) tax- the nation's first voter-approved tax dedicated to addressing climate change. The CAP tax is levied on city residents and businesses and is based on the amount of electricity they consume. Tax rates are different for each of three sectors. The average yearly amount has been: residential (\$21), commercial (\$94), and industrial (\$9,600). The CAP tax generates approximately \$1.8 million each year. The current tax expires in March 31, 2023.

The CAP tax funds programs and services to reduce GHG emissions by encouraging residents and businesses to reduce energy consumption, save money on energy costs over time and minimize reliance on external energy sources. Programs and services are periodically evaluated and adapted to be most effective and meet the needs of the community. Some of the programs that have been funded include:

EnergySmart energy advising services and rebates for residents

More than 9,700 City of Boulder housing units have participated in EnergySmart since the program's inception in 2010. More than \$1.6M in rebates have been paid and over \$13.7M in private investments have been made.

SmartRegs energy efficiency requirements for rental properties

SmartRegs requires that all rental housing units comply with energy efficient requirements by December 21, 2018. More than 15,000 rental units (out of about 20,000) are now compliant with SmartRegs.

Thermal Decarbonization

Strategies to support residential households in replacing natural gas appliances with high efficiency electric heat pump alternatives. Residential Roadmap to Renewable Energy: A program to assist homeowners in understanding the steps they can take to go fossil fuel free in their households, as well as support to facilitate taking action. Funding for electric vehicle (EV) charging infrastructure and bulk purchasing discounts for solar and EVs

Programs and policies designed to improve energy efficiency in commercial properties

EnergySmart for Businesses: More than 2,700 city of Boulder businesses have participated in EnergySmart since 2010. More than \$2.8 M in rebates have been issued and more than \$12.4M in private investments have been made.

Building Performance Ordinance

This ordinance requires owners of large commercial and industrial buildings to annually rate and report their buildings' energy use, and perform periodic energy efficiency measures. It achieved 100 percent compliance in the first two years of implementation.

Berkeley Climate Equity Action Fund

<https://berkeleyclimate.org/#:~:text=The%20Climate%20Equity%20Action%20Fund%3A%20The%20Fund%20would%20help%20Berkeley,homes%3B%20and%20subsidizing%20transit%20passes>

In November 2020, Berkeley voters have the chance to create a local fund to fight global warming! Measure HH would raise \$2.4 million per year for the Climate Equity Action Fund. The Fund would provide incentives to switch to clean transportation, renewable energy, and energy efficiency, while **cutting** energy taxes for low-income households.

Background

Berkeley has been following a voter-approved Climate Action Plan since 2009. In 2018, the City Council declared a Climate Emergency and set a goal of becoming Fossil Fuel Free by 2030. But we have never put our money where our hearts are, and are falling short of our goals. As wildfires, heat, drought, and storms intensify, and the Trump Administration does everything it can to help polluters, we must take action locally.

The Climate Equity Action Fund

The Fund would help Berkeley residents and businesses take action, such as by providing rebates for electric bikes, cars, and scooters; insulating homes; and subsidizing transit passes. It would put a priority on equity, lowering costs for low-income residents, creating jobs and opportunities for disadvantaged communities, and restoring environmental justice.

Measure HH

The ballot measure would reform the tax on utilities that we all pay. It would exempt low-income households from the tax entirely, saving about 5000 households \$162 per year on average. It would raise the tax on the rest of us by a cost of \$2.50 for each \$100 of utility bills to pay for climate action. A panel of experts would provide input into how spending decisions are made, ensuring transparency.

What is the plan?

Berkeley has had a climate action plan for 11 years, but has never had a dedicated fund to pay for it. The Climate Equity Action Fund would help us achieve the goals of our climate action plan by providing incentives for actions that cut global warming pollution, with an emphasis on economic and environmental equity.

What can the money be used for?

There are hundreds of things that we can do to cut carbon emissions, create green jobs, and prepare for a warming world — while putting equity and environmental justice first. Here are just a few ways the funds could be spent:

Clean transportation: Giving out rebates for new and used electric and hybrid vehicles, installing electric car charging stations, subsidizing bike share programs, giving free or discounted transit passes, or improving transit service.

Buildings: Rebates for energy efficient appliances and lighting, insulation and windows, or electric heat pumps for space heating and water heating.

Energy: Discounted solar panels and batteries, or “vehicle to grid” systems when they become available.

Green jobs: Job training and placement programs, installer education, and reduced permitting costs.

Protecting against the impacts of climate change: Air filters for low-income seniors, and N95 masks for day laborers.

For many of these things, we can take advantage of state and federal policies and programs to make our funds go farther. For example, GRID Alternatives installs free or heavily discounted solar on low-income housing across the state to cut bills. We could add some funds to do that work here in Berkeley. Or the Rising Sun Center for Opportunity in Oakland provides green training, employment, and residential energy efficiency work to youth and adults who face barriers to successful employment. And the Bay Area air district’s Clean Cars For All program buys back old cars and gives out rebates to buy new or used electric or hybrid cars, or transit passes.

Where would the money come from?

Berkeley residents and businesses currently pay a 7.5% tax on natural gas and electric bills, the Utility Users Tax (UUT). Measure HH would **eliminate the tax completely** for low-income households on the CARE and FERA rate discount programs, saving them an average of \$162 per year. It would raise the UUT to 10% for everyone else, at an average cost of about \$4.33 per month. (For each \$100 you spend on gas & electricity, you would spend an additional \$2.50.) The net result is to raise \$2.4 million a year that would be invested in local climate action.

Who decides where money goes?

Measure HH creates the Climate Action and Energy Commission, a citizen panel of energy, climate, and equity experts. The Commission would set procedures for how the money would be spent, and would make grant recommendations to the City Council. One possibility is that proposals would be accepted from non-profits, businesses, and government agencies. They would be evaluated based on their pollution reduction, cost effectiveness, equity and environmental justice benefits, economic development and job creation benefits, as well as how the leverage and fit in with state and federal policies. The City Council would have the ultimate authority on spending decisions.

Road Map for Fleet Electrification for City of Bainbridge Island (October 16th, 2020)

The City of Bainbridge Island (COBI) established a Climate Change Advisory Committee (CCAC) in 2017. The purpose of the CCAC is to assist the City to implement the climate related goals and policies of the Comprehensive Plan. In August 2019, the City Council asked the CCAC to develop the first-ever Climate Action Plan (CAP) for Bainbridge Island.

The CCAC provided its recommendations to the City Council on how our Community can reduce greenhouse gas (GHG) emissions and help prepare residents, businesses, and city services for a changing climate. The goal is to reduce greenhouse gas emissions by 90% by 2045 compared to 2014 levels with interim milestones of 25% reduction by 2025 and 60% by 2035 compared to 2014 levels.

Climate Action Plan

The CAP contains over 170 actions to reduce greenhouse gas emissions, prepare our Island from the impacts of climate change, and engage the Community in taking action. The Plan also includes 18 immediate actions the CCAC believes are important to initiate over the next 9-12 months to help kickstart implementation of the CAP.

The second largest source of GHG emissions on our Island (about 35% of the total) comes from the transportation sector. For COBI, on and off-road vehicles comprise about 20% of its GHG emissions.

The CAP recommends actions to get people out of their cars by creating an infrastructure where people can walk, bike, and take transit. The CAP also includes goals, targets, and recommended actions on increasing the use of electrical vehicles and creating the infrastructure to support the transition to electric vehicles.

The goal and targets in the CAP related to electrification are:

Reduce GHG emissions from motorized transportation, including through electrification of all modes (on-road, off-road, and ferries) and encourage reduction of air travel.

- *By 2025, transition COBI's fleet to 75% electric vehicles and the remainder to biofuels.*
- *By 2045, 80% of registered vehicles on Bainbridge Island will be either electric vehicles or plug-in hybrid electric vehicles.*

More specifically, one of the recommended 18 immediate actions included in the CAP is to transition the COBI fleet to electric vehicles or biofuel vehicles.

4.B.1.a. Transition COBI's fleets to primarily electric vehicles and using biofuels where electric vehicles are not an option and encourage other Bainbridge Island taxing districts to also develop a plan.

Another one of the recommended 18 immediate actions in the CAP is to help develop the infrastructure needed to support the transition to electric vehicles.

4.B.2.a. Evaluate current code to see if a need to increase the number of EV-charge-ready for all new development/major renovations and multifamily units/commercial development include EV charging infrastructure.

This road map only addresses the transition of the COBI fleet. The CCAC will develop another road map for developing infrastructure to support electric vehicles.

Developing Road Map to Transition COBI Fleet

The CCAC is proposing the following road map to assist in developing a plan to transition the COBI fleet to all electric vehicles over time.

1. Meet with COBI staff to Develop Baseline Understanding

The first step would be to meet with COBI staff to develop a common understanding of the following:

- Current Inventory of COBI fleet that includes a schedule for when each vehicle is scheduled to be replaced (See Appendix A on inventory as of December 2018 – needs to be updated).
- Plans for electrifying the fleet including timeframe and which vehicles.
- Annual reporting by COBI to State required by RCW 43.19.648 on progress of converting fleet to electric or biofuels (Appendix B provides details of legislation and reporting requirements).
- Current State list of hybrid or vehicles available (See Appendix B – COBI currently purchases off this list).
- Share resources and information on vehicle electrification programs in other Cities (Appendix C provides resources that could be used by COBI to develop an electrification strategy and program).
- Discuss if COBI should join the Climate Mayors Electric Vehicle Purchasing Collaborative (<https://driveevfleets.org/>)?
- Develop a set of common questions that need to be addressed (a start on those questions is included below).

Questions

- Should COBI join the Climate Mayors Electric Vehicle Purchasing Collaborative (<https://driveevfleets.org/>)?
- What are the right EVs to buy, given city fleet needs?
- Given COBI purchases off the State Vehicle Inventory, is there a need to push the State to provide more options?

- If appropriate electric vehicles are not available, what type of biofuel cars (e.g., biodiesel, renewable natural gas or renewable propane) can be purchased?
- Are there grant opportunities available (e.g., VW settlement funds) that COBI can apply for to help in the transition?
- Where should the electrical charging stations be installed (e.g., City Hall, with possible public share, operations and maintenance yard, others) and at what capacity?
- In an emergency, what is our access to transportation, given that Bainbridge often has electric power supply issues in inclement weather?
- How do we ensure we are sufficiently prepared for emergency conditions if we transition towards EV?

2. Develop Draft Fleet Electrification Plan

- Based on the discussions above, a subgroup of City staff, CCAC members, and possible others (e.g., Sustainable Transportation Task Force members) will develop a draft plan on how to transition the COBI fleet over time to all electric vehicles.
- The draft plan will be shared with the City Council at a study session.

3. Develop Final Fleet Electrification Plan

- Based on input from Council, the subgroup would develop a final plan for Council approval.

Appendix A: State Legislation on Converting Fleet to Electricity or Biofuels

State Legislation

In 2018, Washington State passed legislation (RCW 43.19.648) that requires state agencies and local governments to fuel publicly owned vehicles, vessels and construction equipment with electricity or biofuels to the extent practicable. The definition of practicable can be found in Chapter 194-28 WAC for state agencies and Chapter 194-29 WAC for local governments. The details of that legislation are included in Appendix A.

Compliance

WAC 194-29-070 Compliance evaluation. RCW 43.325.080 requires the department to specify how local government efforts to meet the goals set forth in RCW 43.19.648(2) will be evaluated. While local governments are responsible for determining the most effective means of displacing their gasoline and diesel consumption through vehicle electrification and biofuel use, procurement decisions should be guided primarily through a comparison of alternatives on a lifecycle cost basis.

The department will provide an analytical tool to assist local governments in their assessment of lifecycle costs. Local governments may use alternate means of determining lifecycle costs so long as all the variables included in the department's analytical tool are taken into consideration.

Local governments must consider the following criteria in determining whether they have, to the extent practicable, satisfied one hundred percent of fuel usage for operating vehicles, vessels and construction equipment from electricity or biofuel, effective June 1, 2018:

(1) Vehicles

(a) It is considered practicable to procure an electric or hybrid electric vehicle when the following criteria are met: A vehicle is available that meets operational needs, charging requirements can be met during routine use or through fleet management strategies, and the lifecycle cost is equal to or less than the lifecycle cost of the vehicle the local government would otherwise procure.

(b) If the criteria in (a) cannot be met, it is considered practicable to procure or convert a vehicle to be fueled in whole or in part by natural gas or propane when the lifecycle cost is equal to or less than the lifecycle cost of the vehicle the local government would otherwise procure.

(c) When making procurement decisions involving vehicles with diesel engines, it is considered practicable for local governments to select vehicles with engine warranties that provide for the highest level of biodiesel use.

(d) When making procurement decisions involving vehicles with gasoline engines, local governments are encouraged to lease vehicles in order to take advantage of new alternative fuel and vehicle technologies in a timely manner.

(2) Biofuels.

(a) Biodiesel and Renewable Diesel. Unless otherwise limited by law, it is considered practicable for local governments to: (i) Use five percent biodiesel-blended fuel (B5) in all applications when the fuel is

available at retail or for delivery to on-site storage tanks at a price no more than one percent higher than #2 ultra-low sulfur diesel. (ii) Use biodiesel-blended fuels containing more than five percent biodiesel in all applications unless otherwise restricted by warranty or air quality regulation when the fuel is available for delivery to on-site storage tanks at a price no more than one percent higher than #2 ultra-low sulfur diesel, including the cost of any additives necessary to ensure reliable storage and performance. (iii) Use renewable diesel, or the highest available blend of renewable diesel and #2 ultra-low sulfur diesel, when the fuel is available at retail or for delivery to on-site storage tanks at a price no more than one percent higher than #2 ultra-low sulfur diesel.

(b) Ethanol. It is considered practicable for local governments with vehicles capable of using high-level blends of ethanol and gasoline (flex-fuel) to make good faith efforts to identify sources and Certified on 10/25/2019 WAC 194-29-070 Page 1 use flex-fuel when the fuel is available at retail or for delivery to on-site storage tanks at a price that is at least twenty percent less than regular gasoline.

(c) Renewable Natural Gas. It is considered practicable for local governments with natural gas-fueled vehicles to use renewable natural gas, or the highest available blend of renewable and conventional natural gas, when the fuel is available at retail or for delivery to onsite storage tanks at a price equal to or less than conventional natural gas.

(d) Renewable Propane. It is considered practicable for local governments with propane-fueled vehicles to use renewable propane, or the highest available blend of renewable and conventional propane, when the fuel is available at retail or for delivery to on-site storage tanks at a price equal to or less than conventional propane.

(3) Local governments are encouraged to install electric vehicle charging infrastructure in all fleet parking and maintenance facilities, and to incorporate charging into all new facility construction and substantial remodeling projects. [Statutory Authority: RCW 43.325.080. WSR 16-21-099, § 194-29-070, filed 10/19/16, effective 11/19/16.]

Reporting

WAC 194-29-080 Demonstration of progress. By July 1 of each year, each local government required to report under WAC 194-29-040 must submit to the department an annual report on a form provided by the department documenting how it is complying with the goal of satisfying one hundred percent of fuel usage for operating vehicles, vessels and construction equipment from electricity or biofuel by June 1, 2018, based on the criteria in WAC 194-29-070, including any reasons for noncompliance and plans for future compliance. [Statutory Authority: RCW 43.325.080. WSR 16-21-099, § 194-29-080, filed 10/19/16, effective 11/19/16.]

Appendix B: COBI Inventory and State Vehicles Available

COBI Current Inventory (As of December 4th 2018 – Needs to be Updated)

As of December 2018, there were no EVs in the COBI fleet. They have one hybrid electric light duty SUV and no all electric vehicles in the fleet.

Per October 13th, 2020 presentation to the City Council, Public Works will start transitioning to electric police and pool cars in 2023.

Type	Number	Comments
Police Units	36	
Heavy equipment – Backhoes, etc.	17	
Large Dump Trucks	5	
Heavy Duty Trucks	7	
Medium Duty Trucks	7	
Light-Duty Trucks	19	In 2018 the city purchased their first vehicle designed to operate on biodiesel.
Commercial Mowers	2	
Emergency Generators	20	
Attachments	31	
Trailers	5	
Total	149	

State Contract Automobile Request System: Electric, Plug-in, or Hybrid

COBI purchases its vehicles from via a State Contract. Currently electric vehicle purchase options from the state contract are limited, however they are expected to improve in the future. The table below identifies the vehicles on the State Contract. <https://apps.des.wa.gov/CARS/ContractVehicleMenu.aspx>

Vehicle	Contract #	Price
Automobiles		
2021 Toyota Prius Prime LE (EV / Hybrid)	05916	\$27,995
2020 Chevrolet Bolt EV LT	05916	\$32,932
2020 Nissan Leaf	05916	\$27,885
2020 Tesla Model 3	05916	\$36,743
Utility		
2021 Ford Mach-E, BEV Electric, 5-Passenger compact SUV	05916	\$45,396
2020 Mitsubishi Outlander Phev, sel, s-awc	05916	\$36,215
Police Vehicles		
2019 Zero Dsp Electric Police Motorcycle Models on list previously being discontinued	05916	\$21,053
Vans: None; Pickup Trucks: None; Truck Heavy Duty: None		

Appendix C: Resources on Converting Fleet to Electric and Biofuels

Climate Mayors Electric Vehicle Purchasing Collaborative (<https://driveevfleets.org/>)

In January 2017, the City of Los Angeles and 30 other U.S. cities issued an Electric Vehicle Request for Information (RFI), which helped aggregate and better understand municipal demand for EVs. Feedback and suggestions received through that process led to the development of the Climate Mayors EV Purchasing Collaborative.

Currently there are over 225 cities apart of the Collaborative with Seattle, Olympia, Tacoma, and Kirkland being members from Washington State.

The Collaborative works to leverage the buying power of Climate Mayors cities to reduce the costs of EVs and charging infrastructure for all U.S. cities, counties, state governments and public universities, thereby accelerating fleet transitions. The Collaborative also provides training, best practices, educational resources and analysis support, creating a one-stop shop to support EV transitions for public fleets.

Resources on Electrifying City Fleets (<https://www.coltura.org/electric-city-fleets>).

Coltura is a non-profit in Seattle whose mission is to improve climate, health and equity by accelerating the switch from gasoline and diesel to cleaner alternatives. Their vision is a gasoline-free America by 2040 or sooner. They provide a step-by step guide to transitioning City fleets. They provide examples and strategies on how to accomplish the electrification.