
THE CLIMATE CHANGE ADVISORY COMMITTEE WILL HOLD THIS MEETING
USING A VIRTUAL, ZOOM WEBINAR, PER GOVERNOR INSLEE'S
"STAY HOME, STAY HEALTHY" ORDERS

MEMBERS OF THE PUBLIC WILL BE ABLE TO CALL IN TO THE ZOOM MEETING.

PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:

[HTTPS://BAINBRIDGEWA.ZOOM.US/J/99782503396](https://bainbridgewa.zoom.us/j/99782503396)

OR IPHONE ONE-TAP:

US: +12532158782,,99782503396# OR +13462487799,,99782503396#

OR TELEPHONE:

DIAL (FOR HIGHER QUALITY, DIAL A NUMBER

BASED ON YOUR CURRENT LOCATION):

US: +1 253 215 8782 OR +1 346 248 7799 OR +1 669 900 9128

OR +1 646 558 8656 OR +1 301 715 8592 OR +1 312 626 6799

WEBINAR ID: 997 8250 3396

INTERNATIONAL NUMBERS AVAILABLE: [HTTPS://BAINBRIDGEWA.ZOOM.US/J/99782503396](https://bainbridgewa.zoom.us/j/99782503396)

AGENDA

- 5:30 PM CALL MEETING TO ORDER/ROLL CALL/ACCEPT OF MODIFY AGENDA/CONFLICT OF INTEREST DISCLOSURE
- 5:35 APPROVE OCTOBER 21ST MINUTES
- 5:40 PUBLIC COMMENT
- 5:50 PSE EV CHARGING PROGRAM PRESENTATION AND DISCUSSION (DANIELLE KIEVIT AND KIERRA PHIFER, PSE)
- 6:10 POLICE/COURT BUILDING DISCUSSION (MATERIALS ATTACHED)
THE COUNCIL HAS REQUESTED THAT THE CCAC DEVELOP A RECOMMENDATION ABOUT WAYS TO SEEK A LOCAL OFFSET OF THE AMOUNT OF CARBON THAT WOULD HAVE POTENTIALLY BEEN ELIMINATED OVER TIME IF THE COUNCIL EXPENDED THE RESOURCES TO PURSUE LEED SILVER CERTIFICATION FOR THAT FACILITY. THE COUNCIL DISCUSSED A DIFFERENCE OF APPROXIMATELY 64 METRIC TONS CO₂ PER YEAR BETWEEN THE FACILITY AS DESIGNED CURRENTLY VERSUS A FACILITY THAT WOULD ACHIEVE LEED SILVER CERTIFICATION.
- 6:30 CLIMATE ACTION PLAN
- CITY COUNCIL APPROVAL AND CITY BUDGET
 - ROAD MAPS FOR IMMEDIATE ACTIONS: DISCUSSION AND APPROVAL
 - o #1: ECOADAPT TOOL (PROPOSAL ATTACHED)
 - o #3: CLIMATE CHANGE COORDINATOR (PROPOSED POSITION DESCRIPTION)
 - o #5: GHG INVENTORY (PROPOSAL ATTACHED)
 - o #10: GREEN ENERGY AND BUILDING FUND (PROPOSAL ATTACHED)
 - o #13: COBI EV TRANSITION (PROPOSAL ATTACHED)
 - o #17: WEB PRESENCE (PROPOSAL ATTACHED)

- OTHER IMMEDIATE ACTIONS: STATUS
 - o #2: EQUITY LENS
 - o #6: PSE FRANCHISE CCAC/UAC SUBGROUP
 - o #7: ENERGY DEMAND
 - o #16: PLASTICS ORDINANCE
- ROLL OUT: COBI CONNECTS, FACT SHEET, ETC.
- DOE CONNECTED COMMUNITIES GRANT
[HTTPS://EERE-EXCHANGE.ENERGY.GOV/DEFAULT.ASPX#FOAID9D24AFCD-E292-4EA2-A4D3-D36E2B9DD9C7](https://eere-exchange.energy.gov/default.aspx#FOAID9D24AFCD-E292-4EA2-A4D3-D36E2B9DD9C7)
- PSE COMMENTS ON CAP

7:30

ADJOURN

MATERIALS

1. OCTOBER MINUTES
2. POLICE/COURT BUILDING – COUNCIL LEED PRESENTATION
3. IMMEDIATE ACTIONS STATUS TABLE
4. #1: ECOADAPT TOOL ROAD MAP
5. #3: CLIMATE CHANGE COORDINATOR POSITION DESCRIPTION
6. #5: GHG INVENTORY ROAD MAP
7. #10: GREEN ENERGY AND BUILDING FUND ROAD MAP
8. #13: COBI EV TRANSITION ROAD MAP
9. #17: WEB PRESENCE ROAD MAP

CLIMATE CHANGE ADVISORY COMMITTEE
Regular Meeting
Wednesday, October 21, 2020

MINUTES

Present:

Committee members Derik Broekhoff, Michael Cox, Lara Hansen, Julie Matthews, David McCaughey, Deborah Rudnick, Tim Meyers, Gary Lagerloef, Jens Boemer

Council Liaison: Joe Deets

City staff: Ellen Schroer, Deputy City Manager; Peter Best, Long-term Planning

Public/guests/observers: Marci Burkel, Ronan James Spannuth; PSE presenters: Mark Lenssen and Kierra Phifer

The meeting was called to order at 5:33 pm.

1. No conflict of interest disclosures.
2. Minutes from the previous meeting (September 16, 2020) were moved to approve by Lara and seconded by David, approved by all.
3. Public comment: Joe mentioned that Kol Medina has submitted his resignation and Council will be seeking a replacement for Kol. The position will be posted in the next few days and applications will be due before thanksgiving, you need to live in the North Ward,, and Joe encouraged applications.
4. Welcome Tim Meyers, new CCAC member! Tim is an architect in Seattle and lives on Bainbridge and is looking forward to working with us.
5. Path forward for the CAP adoption and roll-out: October 6: Went to City Council with the CAP, and it went well; Council approved us to move forward on the Climate Checklist tool and on the subcommittee for PSE franchise. October 20 Council meeting: several proposals made, including a) hiring a climate change coordinator, suggested by Joe b) current budget has 300K, proposed boost to 500K by Rasham, though this remains uncertain given budget and still need to work through these items c) car sales task overturned by supreme court, that puts back on the table projects identified by the City for climate-related transportation efforts. Council also proposed 600K for sustainable transportation task force efforts.

November 10 CCAC scheduled to come back to Council and hopefully any final suggestions for changes and final approval for CAP. Short time allotted, but time for public comment.

Mike proposed rollout in January, following hopeful adoption in November and budget finalization end of year. Jens offered we can start to show some movement on some priorities even before official roll-out. Let's give people a heads up that the plan is underway even before the new year.

Draft is posted on Sustainable Practices webpage, and could be linked to CCAC website, there was discussion about whether it should be linked as a draft, with folks emphasizing that we are clear about it being a draft. Jens made a motion and Gary seconded to link a clearly marked draft of the CAP to our CCAC website for public information, the motion was approved unanimously. Ellen to work with Mike on getting the draft linked to our webpage.

Staff has suggested we also get the CAP highlighted in the COBI Connects for January, which means pulling together the information by the first week of December, so we can work with them on that.

6. Road maps for 18 immediate actions: Status

Mike explained this approach as queuing up a number of these priority actions, before we have a coordinating position at the City, but to get information ready to prioritize these actions. Mike walked us through the status of the priority actions in the table attached in the meeting packet.

- EcoAdapt Tool (proposal attached in packet): a list of steps including a presentation to staff and identifying a pilot project to analyze and implement, and reporting back to council on how the pilot went and figuring out how to move this forward more broadly. Lara will be meeting with the Race Equity task force co-chair next week to identify an additional step or two to include an equity lens.
- Green Energy and Building Fund (proposal attached). Reviewed the document and David noted that we should think broadly about the potential and implementation of such a fund without being tied to extant plans' infrastructures.
- COBI EV Transition (proposal attached): some early thoughts on where we are as a City and what state requirements are around electrification, and how we might move forward.
- Sea Level Rise: Peter Best provided information on the SMP update and clarification process. SLR is among the issues that need to be addressed in the update, specifically flood risk associated with SLR. Bluff erosion and increasing rates of erosion, but not significant local work currently available, so this component is seen as a task still a few years down the line. Peter will be coordinating with James. A focus group will get underway in a couple months including CCAC and other advisory groups, we should be thinking about who can provide feedback to that group.

7. PSE Demand Reduction Program: Presentation and Discussion (Mark Lenssen and Kierra Phifer)

Mark discussed PSE's energy conservation and demand response approaches for our community. Peak response is particularly focused on early cold morning hours. Approaches include: heat pump water heaters; load shifting using direct-ship thermostats and enrollment in demand response program; RFP to go out soon; still seeking demand response software. Working towards total conversion of meters to two-way communication across the Island over the long term, jump-started that process this year but it will take multiple years, which could really help us on several fronts with progress on demand response, solar, and more. 3.3 MW of reduction is the goal. Discussed demand response potential with thermostats, even 10% reduction could be meaningful on peak, and it's a whole-island approach. It's not clear at this point if Bainbridge makes policy changes, for example on demand response, how that might change PSE's approach, or perhaps not.

Mark mentioned the Connected Communities Funding Opportunities Announcement from Dept of Energy, with grants of 7 or 8 projects bringing 6 to 7 million investment. Feb concept paper and March final application. Distributed batteries might be something that fits this program. Mark will send Mike

the link to the website for this program. Mark asked for an opportunity to get our feedback and Joe and Mike both said they are open to hearing from them on the RFP development.

8. Police/Court Building and GBTF: Peter shared that the building permit has been submitted for the project as it was planned, which means reconsideration of green building standard is likely not an option at this point. Peter is still trying to confirm this. They are neck-deep in the legal framework of the net zero carbon component; due to provide an update to Council next month. Probably by next week they'll have a good sense of how they'll be able to move forward on this.

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

Co-Chair

Date



CITY OF
BAINBRIDGE
ISLAND

Police and Court Project

*Project Update and Investigation and Estimate for
LEED Silver certification*

June 2, 2020

Agenda

- Project Status Update
- LEED Silver Scorecard
- Cost estimates
- Carbon Footprint and Alternatives



Project Status Update

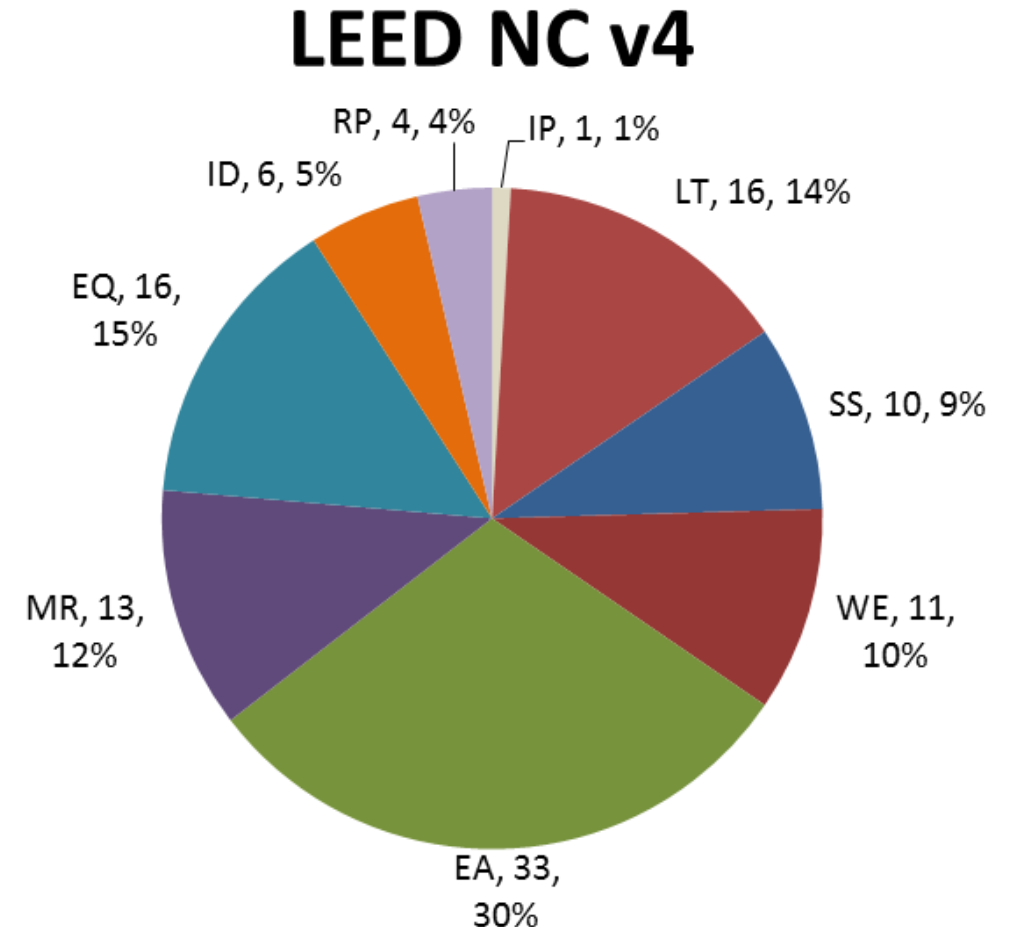
- Overall Project Budget \$20M
 - Building Purchase \$8.975M completed January
- Permitting and design in progress for conversion of existing building
- Ongoing Sustainability Discussions at City Council
 - October 2019
 - Council was presented with sustainable features of existing building increased standards for planned renovations.
 - Council directed Staff to work to achieve environmental efficiencies for the building without pursuing LEED certification.
 - December 2019
 - Council was presented with options for pursuing sustainable certification.
 - Directed staff to return with analysis for increasing the project budget by \$800,000 to achieve LEED Gold certification
 - January 2020
 - Council presentation on LEED Certification Process
 - Preliminary Analysis of Proposed Project and Options
 - Council directed City Manager to bring back a professional services agreement to hire a consultant to investigate LEED certification.

Project Next Steps

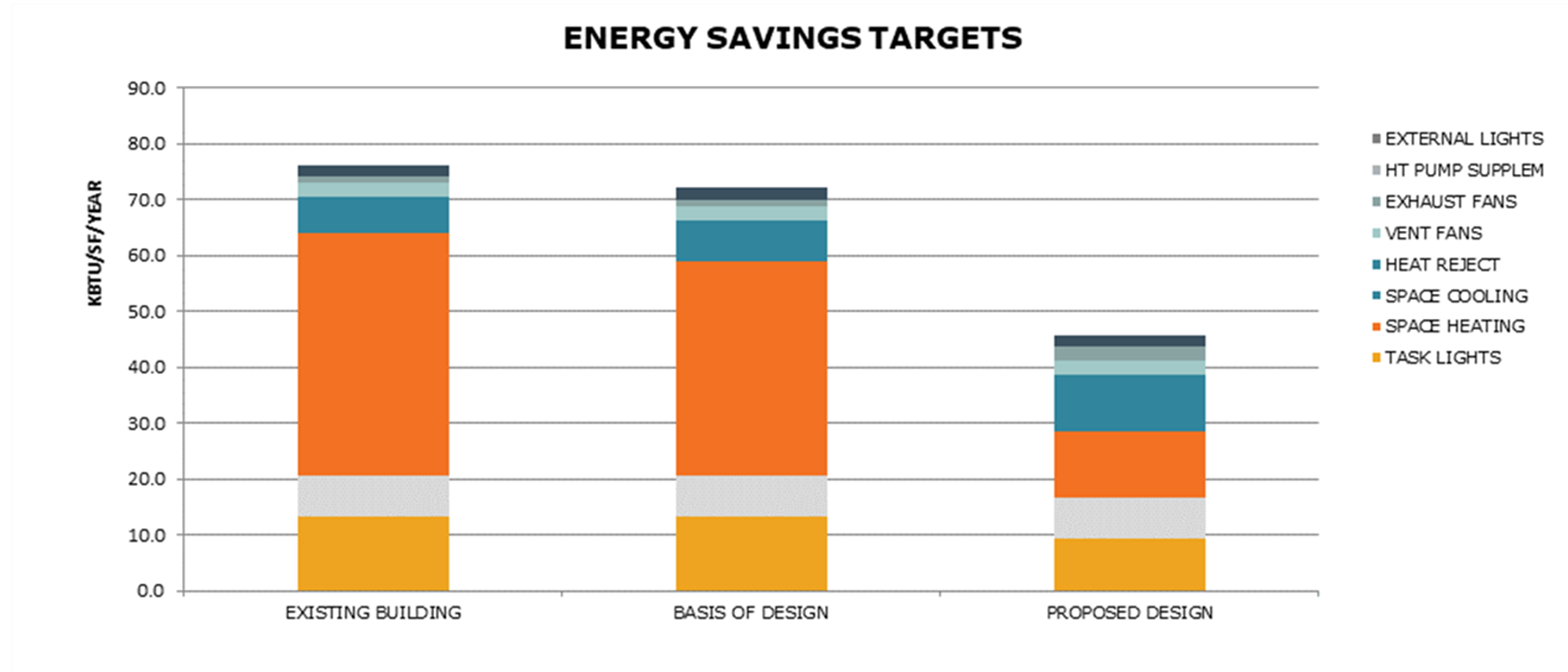
- Design Review Board approved project at May 18th meeting
- Complete Project Review with Planning Commission and Hearing Examiner
- Design Development
 - Finalize sustainability decision
 - Complete construction drawings
- Submit Building Permit Application
- Solicit Construction Bids
 - Bring contract to City Council for approval of award
- Projected construction period 12-18 months after award

What does it mean to 'go LEED'?

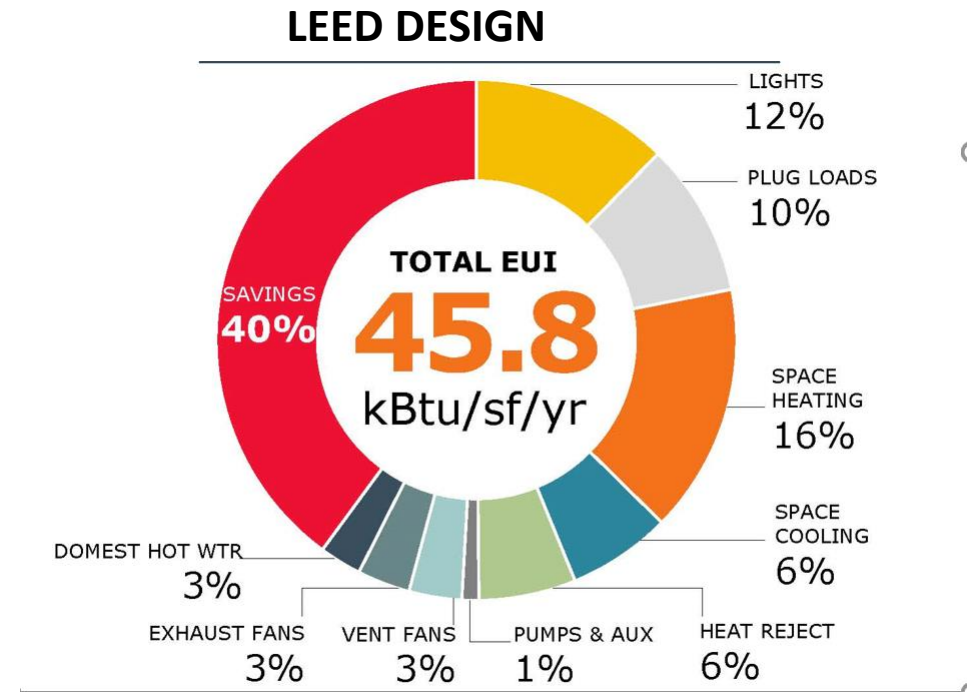
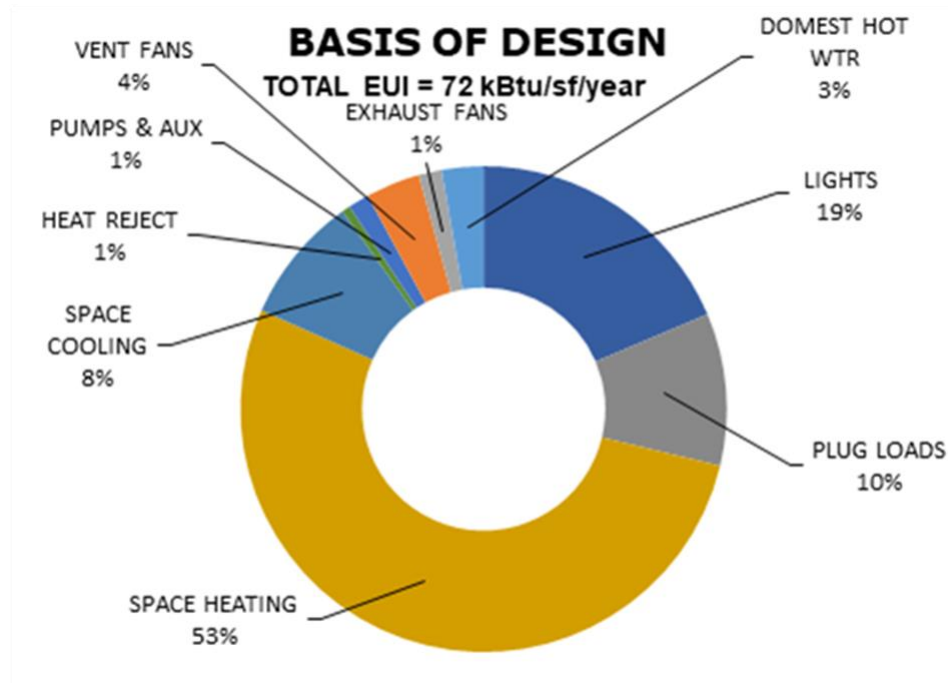
- New LEED v4 is a higher bar
- Must address energy efficiency
- Limitations with Harrison building
- Opportunities to address embodied carbon
- All categories require investment to achieve LEED certification



Energy Use Comparison



Energy Savings Comparison



LEED Silver Plan

- Light Pollution Reduction
- Indoor Water Use Reduction
- Water Metering
- Enhanced Commissioning
- Building Envelope Commissioning
- Optimize Energy Performance
- Advanced Energy Metering
- Demand Response
- Green Power
- Enhanced IAQ Strategies
- IAQ Assessment
- Lighting Control
- Green Building Education
- LEED O+M Starter Kit

26 'Yes' points and 30 'Likely' points with costs

Y L U N				Certified 40-49 points				Silver 50-59 points				Gold 60-79 points				Platinum 80 points and above					
26	30	17	38	Total Project Score																Possible Points	110
Y	L	U	N					Y	L	U	N					Possible Points	13				
				1	Integrative Process			Possible Points:	1	6		4	3	Materials & Resources			Possible Points:	13			
				1	d	c1	Integrative Process		1	Y				d	p1	Storage/Collection of Recyclables		required			
										Y				c	p2	C&D Waste Mgmt Planning		required			
Y	L	U	N							3			2	c1		Bldg Life-Cycle Impact Reduction (v	25/50/75% Reuse	5			
5		1		Location and Transportation			Possible Points:	16	1		1			c	c2	Environmental Product Declarations	20 products, 5 mfr.	2			
			16	d	c1	LEED ND Location		16			1	1		c	c3	Sourcing of Raw Materials (v4.1)	20% tot. product value	2			
1				d	c2	Sensitive Land Protection		1	1	1				c	c4	Material Ingredients	20 products, 5 mfr.	2			
				2	d	c3	High Priority Site		2	1		1		c	c5	C&D Waste Mgmt (v4.1)		2			
2				3	d	c4	Surrounding Density & Diverse Uses	8+ uses	5	Y	L	U	N								
				5	d	c5	Access to Quality Transit (v4.1)	72/30 trips	5	7	4	1	4	Indoor Environmental Quality			Possible Points:	16			
1				d	c6	Bicycle Facilities (v4.1)	ST=2.5% + LT=5% (1 per 100)	1	Y					d	p1	Minimum IAQ Performance		required			
		1		d	c7	Reduced Parking Footprint (v4.1)	30% reduction	1	Y					d	p2	Env. Tobacco Smoke Control (v4.1)		required			
1				d	c8	Electric Vehicles (v4.1)	2% of spaces (min. 2)	1	1	1				d	c1	Enhanced IAQ Strategies		2			
Y	L	U	N							3				c	c2	Low-Emitting Materials (v4.1)		3			
4	1	2	3	Sustainable Sites			Possible Points:	10	1					c	c3	Construction IAQ Mgmt Plan		1			
Y				C	p1	Const. Activity Pollution Prevention		required		1	1			c	c4	IAQ Assessment		2			
1				d	c1	Site Assessment		1						d	c5	Thermal Comfort	50% ind. + 90% multi-occ.	1			
2				d	c2	Protect or Restore Habitat (v4.1)	Restore 25%	2	1	1				d	c6	Interior Lighting		2			
1				d	c3	Open Space (v4.1)	30% of total area (25% veg)	1					3	d	c7	Daylight (v4.1)		3			
			3	d	c4	Rainwater Management (v4.1)	80th %	3					1	d	c8	Quality Views	Min. 75% occ. spaces	1			
		2		d	c5	Heat Island Reduction		2	1					d	c9	Acoustic Performance (v4.1)		1			
		1		d	c6	Light Pollution Reduction		1	Y	L	U	N									
Y	L	U	N							3	3			Innovation in Design			Possible Points:	6			
3	4	4		Water Efficiency			Possible Points:	11	1					d	c1	ID: Green Building Education		1			
Y				d	p1	Outdoor Water Use Reduction	30% Reduction	required		1				d	c2	ID: LEED O&M Starter Kit		1			
Y				d	p2	Indoor Water Use Reduction	20% Reduction	required	1					d	c3	ID: TBD Pilot Credit		1			
Y				d	p3	Building-Level Water Metering		required	1					d	c4	ID: TBD Pilot or Innovation Credit		1			
			2	d	c1	Outdoor Water Use Reduction	100% reduction	2		1				d	c5	ID: TBD Exem Perf		1			
		4		d	c2	Indoor Water Use Reduction	30% reduction	6	1					c	c6	LEED™ Accredited Professional		1			
			2	d	c3	Cooling Tower Water Use		2	Y	L	U	N									
		1		d	c4	Water Metering		1	1	1	2	Regional Priority Credits			Possible Points:	4					
Y	L	U	N							1				C	RPC 1	Environmental Product Declarations (v4.1)		1			
18	3	13		Energy & Atmosphere			Possible Points:	33			1			C	RPC 2	Indoor Water Use Reduction		1			
Y				C	p1	Fundamental Cx & Verification		required		1				d	RPC 3	Grid Harmonization (v4.1)		1			
Y				d	p2	Minimum Energy Performance		required					1	d	RPC 4	Renewable Energy Production		1			
Y				d	p3	Building-Level Energy Metering		required					1	d	RPC 5	Rainwater Management (v4.1)		1			
Y				d	p4	Fundamental Refrigerant Mgmt		required					1	C	RPC 6	Sourcing of Raw Materials (v4.1)		1			
			5	1	C	Enhanced Commissioning		6													
		8	2	8	d	c2	Optimize Energy Performance	20% reduction	18												
		1			d	c3	Advanced Energy Metering		1												
		1		1	C	c4	Grid Harmonization (v4.1)		2												
				3	d	c5	Renewable Energy Production		3												
			1		d	c6	Enhanced Refrigerant Mgmt		1												
		3			C	c7	Green Power & Carbon Offsets		2												

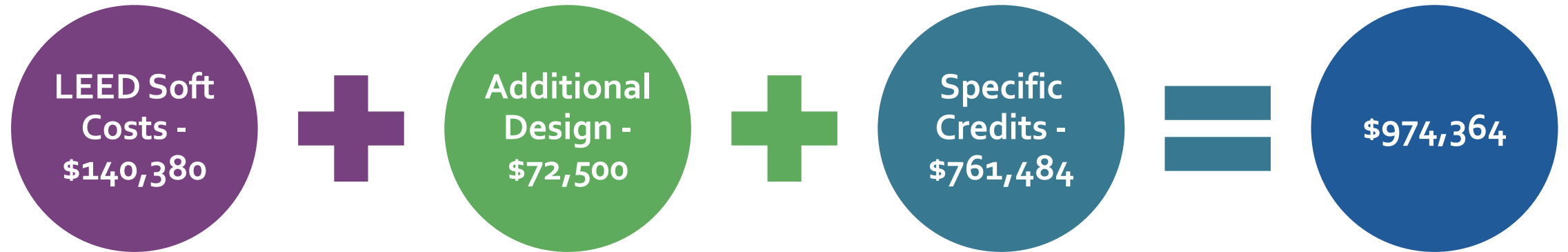
Required soft costs for LEED

Soft costs for LEED	
Registration, Certification, and Plaque	\$6,650
Fundamental Commissioning	\$30,000
Energy Modeling and related documentation	\$49,500
LEED Project Management	\$45,870
Other Consultant Documentation	\$8,360
Total	\$140,380
Additional design fees	\$72,500

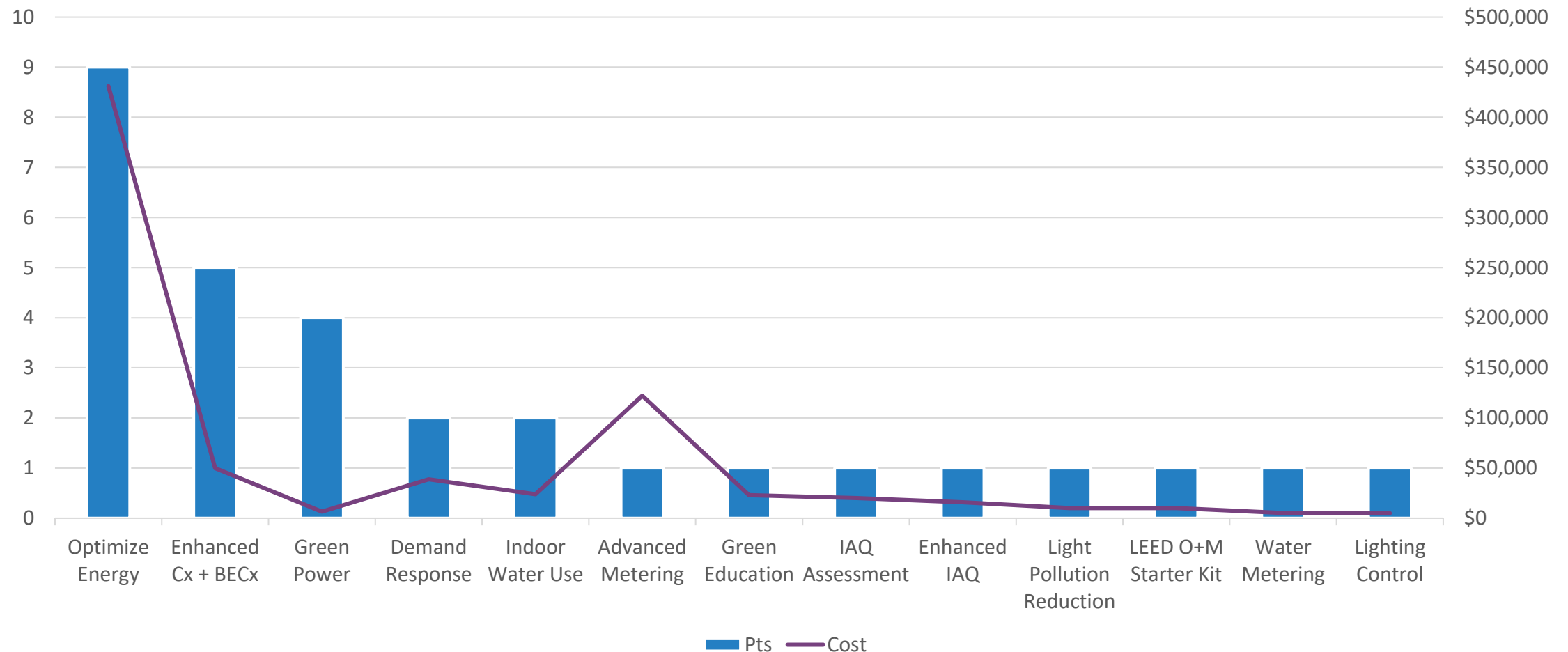
Additional costs for LEED credits to reach Silver

Likely, cost additive credits	Pts	Costs beyond current design
Light Pollution Reduction – replacing 5 fixture heads	1	\$10,085
Indoor Water Use Reduction - High efficiency fixtures	2	\$23,931
Water Metering	1	\$5,279
Enhanced Commissioning - Systems Commissioning	3	\$18,000
Enhanced Commissioning - Envelope Commissioning	2	\$31,900
Optimize Energy Performance - VRF (and Thermal Comfort)	9	\$431,118
Advanced Energy Metering	1	\$114,687
Demand Response	2	\$38,713
Green Power	4	\$6,500
Enhanced IAQ - CO2 Monitoring	1	\$15,873
IAQ Assessment	1	\$20,000
Interior Lighting - Lighting Control	1	\$5,000
Innovation - Green Building Education	1	\$23,000
Innovation - LEED O+M Starter Kit	1	\$10,000
Total	30	\$761,484

Total Cost Increase for LEED



Largest Investment and Points = Better performance



***Approximate Annual Electrical Cost Savings of \$12,300, or approximately \$246,000 over life of system**

Suite of LEED Benefits



Reduce Operational Carbon

- Optimize Energy Performance
- Enhanced System and Envelope Commissioning
- Advance Metering (Energy and Water)
- Demand Response/Grid Harmonization
- Indoor Water Use Reduction



Occupant wellbeing

- Thermal Comfort
- CO2 Monitoring
- IAQ Testing
- Lighting Control



Environmental Stewardship

- Indoor Water Use Reduction
- Light Pollution Reduction
- LEED O+M Starter Kit (Green Cleaning, Integrated Pest Management)
- Demand Response/Grid Harmonization

Carbon Footprint

	EUI	Annual Total (kBtu)	Annual Carbon (lb-CO ₂ e)	Annual Carbon (Metric Tons-CO ₂ e)	15 Years
Basis of Design energy use	72.0	1319544	384,013	174	2610
Proposed LEED energy use	45.8	839377	244,275	110	1650
Difference	26.2	480167	139,738	64	960

Building Square Feet = 18327

PSE Grid carbon conversion factor = 993 lbs CO₂e/MWh

**According to the Union of Concerned Scientists – Average American contributes 14.6
Tons of CO₂e per year**

Alternatives to LEED

Install 120 kW photovoltaic system elsewhere on Bainbridge Island

- 8500 Square Feet
- At \$3 installed watt = \$360,000 installation cost
- Estimated generation of 139,200 kWh per year
- Offset ~ 64 Tons CO₂e/year



Alternatives to LEED

Purchase carbon off-sets

- Purchased at market rates
- Approximately \$56/ton
- Offset ~ 64 Tons CO₂e/year
- Annual cost approximately \$3584
- System lifetime estimated cost \$71,680



Existing Building Features

- Beneficial re-use of existing Medical Building Constructed in 2014
 - Limited changes planned to current building shell
 - Meets 2012 Washington State Energy Code
 - Insulation: Roof R-12 and R-38, Walls R-21
 - Doors and Windows: $U=0.37$
 - Roof reflectivity
 - Green Stormwater Infrastructure
 - Rain garden
 - Permeable pavement
 - Stormfilter system
 - Protection of existing wetland
 - Proximity to public transit and non-motorized facilities

Basis of Design for Interior Renovation

- Comply with 2015 Washington State Energy Code
 - Occupancy and daylight sensing lighting controls
 - Programmable controls
 - High-efficiency fixtures
- Indoor water use efficiency (ASHRAE Standard 189.1)
 - Low-flow fixtures
 - Potential reduction of water service due to reduced fixture count
- Efficient HVAC controls (ASHRAE Standard 90.1)
 - Programmable DDC controls
 - Occupancy and equipment runtime schedules
 - Temperature setpoint controls
 - Minimum outside air requirements

Remember the big picture

- Walking the talk
 - Demonstration
 - Support City goals
 - Legacy
 - Regional leadership
- Federal Gov't – GSA LEED Silver or Green Globes (2 globes)
 - King County – LEED Platinum
 - City of Seattle – LEED Gold
 - City of Everett – LEED Silver
 - City of Bellingham – LEED Silver
 - Other cities with LEED requirements, incentives, programs – Shoreline, Renton, Mill creek, Issaquah...



Thank you

Elizabeth Powers

Elizabeth@obrien360.com



Climate Action Plan: Status of 18 Immediate Actions (November 13th, 2020)

Area	Immediate Action	Status	CCAC 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.	Proposal to CCAC for approval	Lara
	9.B.1.a: Equity implications are addressed in all actions	Planning joint meeting with RETF/CCAC.	Mike
	8.C.1.b/8.C.1.a: Hire City staff to coordinate and lead climate efforts and review existing authorities.	Proposal to CCAC for approval	Mike
	9.D.1.a: Develop cost estimates and staffing needs for priority actions.	TBD	All
GHG Inventory	2.A.1.a: Improve accuracy of GHG Inventory.	Proposal to CCAC for approval.	Gary
Energy	3.A.1.b: Work with PSE to reduce our energy demand.	Demand reduction program and Connected Communities grant.	David
	3.B.1.a: Work collaboratively with PSE, via the PSE Franchise to green our energy supply.	Proposal underdevelopment from joint CCAC/UAC subgroup	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	Proposal to CCAC for approval	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.	Continue working with STTF	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.	Proposal to CCAC for approval	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	TBD	Derik

Area	Immediate Action	Status	CCAC Lead
	renovations and multifamily units/commercial development include EV charging infrastructure.		
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.	James Rufo-Hill will engage with Peter Best.	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.	Proposal to CCAC for approval.	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

Do not Quote or Cite: Draft Document

Immediate Action #1: Road Map for Climate Change Adaptation Certification Tool Pilot (November 8th, 2020)

On October 6th, 2020 the Climate Change Advisory Council (CCAC) briefed the City Council on the status of the Climate Action Plan (CAP). 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 CAP.

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 Tool is referenced three times in the CAP

5.A.1.b. Require all new and renovated buildings to apply the EcoAdapt Climate Change Adaptation Certification Tool , or similar tool, to identify and avoid climate risks as part of the permitting process.

6.A.1.c. Evaluate all COBI land acquisition and development decisions for City lands or in City review of private development using the EcoAdapt Climate Change Adaptation Certification Tool (or other similar tool) to ensure decisions are climate informed.

7.D.1.a. Apply the EcoAdapt Climate Change Adaptation Certification Tool to any new waste-related infrastructure projects.

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 six components

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

Do not Quote or Cite: Draft Document

#1: 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.

#2: 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.

#3: 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.

#4: 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.

#5: 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).

#6: 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

Do not Quote or Cite: Draft Document

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@cobicommitttee.email).
- We identify a date and time for a presentation on the Tool by Lara, Stacey and appropriate City staff.

DRAFT

Do not Quote or Cite: Draft Document

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?

Do not Quote or Cite: Draft Document

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.

Do not Quote or Cite: Draft Document

- 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.

DRAFT

Climate Mitigation/Adaptation Officer (11/13/2020)

Purpose /Summary:

The Climate Mitigation/Adaptation Officer (Climate Officer) position provides leadership to direct and coordinate implementation of the recently approved Bainbridge Island Climate Action Plan (CAP) and related programs within the City of Bainbridge Island.

The Climate Officer will coordinate the development and implementation of the climate change related programs across all City departments, the community, and with regional partners. The Climate Officer will develop strategic partnerships to meet the overall goals of the CAP:

Mitigation: 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.

Adaptation: Bainbridge Island is climate savvy, and can withstand the impacts of climate change.

Community Engagement: COBI inspires community action and partners with local and regional organizations to take meaningful and equitable climate change mitigation and adaptation actions.

The ideal candidate will have:

- **Experience in climate science, and a fundamental understanding of climate mitigation and adaptation technologies;**
- **Strong team building skills with the ability to work independently and take initiative;**
- **Ability to coordinate multiple activities concurrently; and**
- **Effective communication skills suited for a broad range of audiences and mediums.**

The Climate Officer is a new position within the City of Bainbridge Island and will be housed in the Executive Department in the City. The Climate Officer has day-to-day responsibility for the management and implementation of the climate change related projects and activities within the City of Bainbridge Island. The Climate Officer uses considerable independent judgment and discretion in program development, administration and implementation, work planning, scheduling, and coordinating climate related work among other City departments. Work is performed personally or through coordination with other City staff, regional partners and community members.

[add boilerplate about the City, vision, mission and values- add equity and inclusion to values]

Do not Quote or Cite: Draft Document

Essential Functions:

- Works closely with the Deputy City Manager and others to conduct current and/or long-range planning projects and day-to-day activities in accordance with the City's and Department's climate change related goals and policies.
- Collaborates with the Deputy City Manager, and other City staff, to develop plans for accomplishing these goals, develop climate change program for the City and anticipate future budget needs; evaluates and determines organizational needs and functional changes to improve efficiently and effectively implement the CAP.
- Serves as a City staff liaison with the Climate Change Advisory Committee; meets regularly with the Climate Change Advisory Committee, the Green Building Task Force, the Sustainability Task force, the Race Equity Task Force, and Bainbridge Prepares.
- Provides advice and technical assistance to City management and staff, advisory groups and the public on climate related issues; confers with a variety of public and private officials on related issues and may serve as the City's representative to other governmental agencies; represents the City on various committees; discusses and explains the City's plans, programs and projects at public and community meetings, legislative and administrative hearings, and related functions.
- Works with City Attorney and City Council to review current authorities and revise as appropriate to ensure the City is empowered and has the necessary authority to develop and implement actions to mitigate and adapt to climate change impacts; review and make recommendations for code changes, revisions and updates to the City's development standards.
- Works closely with the planning and public works departments to implement specific CAP actions related to for example code review, green building, and electric vehicle capacity; waste reduction techniques, provides input on development-related permit review processes.
- Reviews policies and operating procedures for conformance to established mitigation and adaptation standards; ensures the City's compliance with related ordinances, codes, and applicable laws.
- Understands, and explains local, state and federal climate change related policies, and regulations and requirements.
- Works closely with the City's Communication Director to plan and develop education and outreach materials and programs to promote implementation of the CAP and related programs.
- Develops and provides easily and equitably accessible educational materials/information throughout the community about climate change; encourages diverse community voices to initiate and implement the CAP actions; takes meaningful actions aimed at informing and being informed by community members from all income levels, races and ethnicities, political persuasions, genders, age groups and neighborhoods; develops and assists with public workshops and events to encourage public engagement and understanding of climate change related activities; brings people together to work towards mitigation and adaptation.

Do not Quote or Cite: Draft Document

- Provides assistance and technical assistance to private builders, subdivision developers, and consulting engineers regarding street, stormwater drainage and management, sidewalks, trails, bike paths, bridges, water and wastewater systems, alternative energy sources and other municipal improvements for conformance with the City climate change related policies, standards, ordinances and practices; provides input on private development construction in progress to verify that work is being completed in accordance with City climate change related policies, standards, ordinances and practices.
- Assists with code compliance applicable to climate change related ordinances and requirements.
- Makes presentations to and/or participates in hearings before the City Council, Hearing Examiner, Planning Commission, Design Review Board and citizen advisory groups; attends public meetings and presents information on climate change related matters.
- Partners cooperatively with other jurisdictions in Kitsap and King Counties (e.g., Poulsbo, Silverdale, Kingston, Bremerton, Seattle) and throughout Puget Sound to find regional solutions including mitigation and adaptation actions that would benefit from economies of scale or the sharing of lessons learned.
- Coordinates project planning with local, state and federal agencies as appropriate.
- Oversees the development of grant applications to support the CAP implementation and related programs.
- Maintains timely and regular attendance.
- Other duties as assigned.

Preferred Qualifications:

Bachelor's degree, with preference for Master's degree or higher, in an environmental science, environmental policy, environmental management, energy studies or a related field; four years of progressively responsible experience in area related to climate change policy, management or in sustainability and experience working on greenhouse gas emissions reduction strategies and practices and working with communities to prepare them for impacts of climate change; OR any combination of experience education and training that would provide the level of knowledge and ability required.

Knowledge of:

- Climate change mitigation and adaptation technologies and approaches, including greenhouse gas emissions inventories and reduction planning, and community adaptation and resilience.
- Local, state and federal policies, regulations and laws related to climate change, mitigation and adaptation.
- Principles and practices of information technology, software applications such as spreadsheet, database management, presentation and word processing programs and geographic information systems.
- Principles of grant funding applications and administration.
- Methods and techniques for community involvement and outreach.
- City organization, operations, policies and procedures.

Do not Quote or Cite: Draft Document

Ability to:

- Manage multiple tasks or projects, balance competing demands, set priorities, and meet deadlines; work effectively on multiple projects concurrently.
- Think creatively, take initiative and work independently, with minimal guidance, as well as an ability to work effectively in a team.
- Effectively plan and implement projects from start to finish; plan, organize, evaluate and analyze problems, implement plans and programs, and resolve issues.
- Research, collect, analyze, organize, synthesize and present a variety of research data accurately and clearly in written, graphic and or oral form including computer-generated products.
- Conduct effective community outreach, including working with diverse and marginalized community members, planning and conducting public outreach and public presentations.
- Communicate effectively orally and in writing to diverse audiences in variety of settings; communicate complex and technical information clearly and concisely to technical and non-technical audiences.
- Envision, develop, write and administer grant applications in support of the CAP.
- Proficiently use software applications such as spreadsheet, database management, presentation and word processing programs.
- Handle challenging situations with tact and sensitivity.
- Establish and maintain effective working relationships.
- Build teams and encourage collaboration and cooperation within the City and among community members and regional partners.

[add rest of boilerplate position descriptions – other than a standard driver's license and background check no special licenses or certifications are needed; some outdoor and physical activity is required; preparation for and attendance/participation at meeting before or after regular work hours is required]

Do not Quote or Cite: Draft Document

Immediate Action #5: Greenhouse Gas Inventory Road Map (November 13th, 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.

One of the first steps in developing the CAP was to complete a comprehensive GHG emissions inventory. The inventory described the amount of GHG emissions produced by the Bainbridge Island community and COBI operations in various sectors (e.g., transportation, energy, and waste). In addition, a consumption-based inventory was also developed to estimate GHG emissions from the goods and services we consume. As COBI and the community act to reduce GHG emissions, such inventories must be periodically updated to monitor progress and make improvements in the methodology along the way.

One of the 18 immediate actions in the CAP is to improve the accuracy of the GHG emissions inventory

2.A.1.a COBI will work with the CCAC to improve the accuracy and site-specificity of data for GHG emission categories that are currently based on regional models (particularly vehicles and air travel).

The initial GHG Inventory (Cascadia Inc, 2019) for years 2014 and 2018 applied state-of-the-art tools and protocols. The air travel and motor vehicle transportation sector analyses relied on regional models, and accounted for about 24% of the total GHG emissions. A strategy to account for locally (island-wide) tracked data is proposed here.

The CAP recommends that the next GHG emissions inventory be started in 2021 and completed by 2022. GHG emissions inventory would then be completed every 5 years thereafter.

The proposal below provides a road map for completing the next GHG emissions inventory and incorporating and analyzing on to improve on the GHG emissions inventory.

Do not Quote or Cite: Draft Document

Meet with City Staff

During the development of the last GHG emissions inventory several City staff were trained on the use of the ICLEI Clear Path tool. The first step would be to meet with these City Staff to discuss the next GHG inventory. The meeting would discuss the following issues

- Should the next Inventory use the same tool as the 2018 Inventory- ICLEI Clear Path?
- Should the City contract with an outside firm to complete the new Inventory?
- What other tools or modifications could be undertaken to improve the accuracy of the Inventory?
- What data collection is needed, if any?
- What is the timeline for completing the Inventory?

Develop recommendations

The City staff and CCAC members would meet to develop recommendations on the questions posed above. City staff would brief the City Council and City management on the recommendations from the City Staff and CCAC members.

Evaluate conducting parallel surveys with an Island focus.

The City staff and CCAC members will evaluate using other tools that are capable of tracking individual [household] motor vehicle and air-travel activities among other factors to improve the accuracy of the GHG inventory. Possible tracking tools are *Taming Bigfoot*, and/or *CoolClimate Network*. If it is decided to use alternate tracking tools the City staff and CCAC members would engage small number of community groups in 2021.

Initiate and Complete Inventory

The inventory would be initiated in late 2021 and completed in early 2022.

Next Steps

- December 2020: City staff and CCAC members meet to discuss next Inventory.
- March 2021; City staff and CCAC members develop preliminary recommendations for consideration by City Council.
- September 2021: Award Contract to conduct next Inventory, if decided to use outside contractor.

Immediate Action #10: Road Map to Develop Clean Energy and Building Fund (November 8th 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).

Do not Quote or Cite: Draft Document

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.

Do not Quote or Cite: Draft Document

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.

Do not Quote or Cite: Draft Document

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,

Do not Quote or Cite: Draft Document

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 “vehicle to grid” 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.

Do not Quote or Cite: Draft Document

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,

Do not Quote or Cite: Draft Document

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.

Do not Quote or Cite: Draft Document

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.

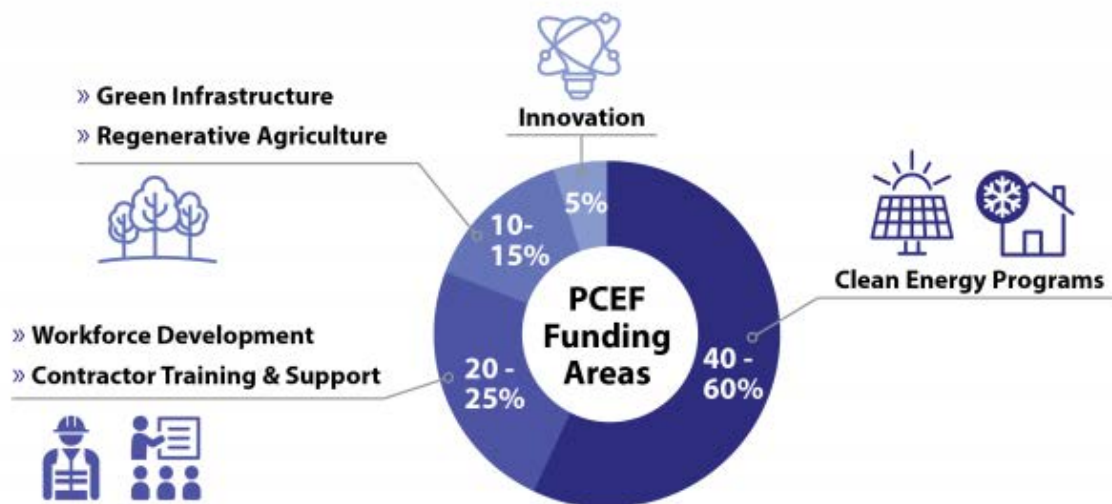
Funding a clean energy future for underserved communities

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.



Do not Quote or Cite: Draft Document

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.

Do not Quote or Cite: Draft Document

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:

Do not Quote or Cite: Draft Document

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.

Immediate Action #13: Road Map - Fleet Electrification City of Bainbridge Island (November 8th, 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.

Do not Quote or Cite: Draft Document

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?

Do not Quote or Cite: Draft Document

- 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

Do not Quote or Cite: Draft Document

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.]

Do not Quote or Cite: Draft Document

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.

Do not Quote or Cite: Draft Document

Immediate Action #17: Roadmap for Climate Change Website and Spreading the Word about the Climate Action Plan (November 11th, 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 in implementing the climate-related goals and policies in 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. On November 10, 2020 the City Council accepted the CAP as recommended by the CACC.

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.

One overall goal in the Climate Action Plan (CAP) is that the City of Bainbridge Island (COBI) inspires community action and partners with local and regional organizations to take meaningful and equitable climate change mitigation. A more specific goal and target is to:

Increase the Bainbridge community's awareness and knowledge about current and future climate change related impacts and ways to reduce those impacts.

- By 2021, a majority of the Bainbridge community has ready access to current climate change information, is aware of climate change issues, and understands what COBI and what they as individuals can do about it.

An important step in this process is to develop a web presence for climate change on the City website and make climate information widely and easily available to all community members. Identified as Action 8.A.1.a and b., one of the 18 immediate actions recommended in the CAP is to: .

Develop a dedicated climate change webpage on the City's website including links to climate mitigation/adaptation resources on the CCAC website and make the CAP widely and easily available to all in the community on-line and in print formats (copies at the library along with GHG inventory, Sea Level Rise analysis and Bainbridge Island Climate Impact Assessment that will be updated periodically by members of the CCAC). Consult

Do not Quote or Cite: Draft Document

with the Equity Task Force to ensure outreach efforts and education materials are designed and implemented to reach all segments of the Bainbridge community¹.

Proposed Roadmap to Increase Awareness of Climate Change

The proposal below provides a road map for moving forward to establish a web presence on the City's website about climate change and disseminate climate related- information throughout the community.

1. Develop new webpage on the City's website dedicated to climate change.

- City staff to discuss whether the City have technical expertise in house to design and build a new page on the city website? If not discuss and figure out contracting for outside consultant. The CCAC is available for consultation as needed.
- Website to include:
 - o 2020 Climate Action Plan and Implementation Matrix
 - o 2020 Climate Emergency Resolution
 - o 2019 Greenhouse Gas Inventory and Fact Sheet
 - o 2019 Sea level rise preliminary analysis
 - o 2016 Bainbridge Island Climate Change Assessment
 - o Other climate change recourses of general interest
 - o List of action items individuals could do
 - o Link to CCAC page
 - o Links to other climate change orientated organizations on the Island (e.g., Climate Action Bainbridge, Sustainable Bainbridge, Citizens Climate Lobby) and in the Region (e.g., University of Washington Climate Impacts Group, Climate Solutions, and Coltura).
 - o Events Tab- regularly updated info on community events focused around climate change- like workshops, forums...
- The City work load planning to include updating the site every [6] months with new/updated reports.

2. Distribute climate change information and the Climate Action Plan throughout the Community.

The goal is to have the Climate Action Plan and other climate change information be readily available throughout the community in an equitable and easily accessible way. As soon as possible after City Council approval:

- Develop a fact sheet for the CAP that can be widely distributed in print or online throughout the community.

¹ City staff will work to involve diverse community voices from the start of any new initiative. Engagement efforts will include meaningful actions aimed at informing and being informed by community members from all income levels, races and ethnicities, political persuasions, genders, age groups and neighborhoods. The City will also engage people who may work on the Island, or send children to school or daycare on the Island, but who do not live on the Island.

Do not Quote or Cite: Draft Document

- Provide a press release to the Bainbridge Review, Kitsap Sun, and Poulsbo Herald along with copy of the CAP. (Prepare press release and have it ready for distribution along with the fact sheet as soon as possible)
- Electronic copy (in an easily downloadable format) on City webpage, on the CCAC page and on the yet to be developed Climate Change page.
- Include a discussion of the CAP in COBI Connects that provides an overview of the CAP and next steps for implementation including what individuals can do to reduce their carbon footprint and prepare for current and future climate impacts.
- Provide updates in the monthly City Manager newsletter on the status of CAP implementation.
- Provide complimentary hard copies of the CAP, GHG emissions inventory, sea level rise analysis, and other information at the library. Depending on the budget, in addition to having a few copies available at the library for library patrons to read while at the library, there could be copies available for the public to take. Would need to talk to the library ahead of time
- Provide hardcopies at Bainbridge High School and Eagle Harbor – again reference copies to be left in school libraries or multiple copies for student to take. Would need to talk to schools ahead of time.
- Put a few flyers up around town notifying people the plan is approved and the locations it is available on line or in hard copy.

3. Conduct Community Workshops on the CAP

The City would work with the CCAC and other interested groups such as Climate Action Bainbridge and Sustainable Bainbridge to organize one or two virtual Community Workshops on the CAP. The workshops would provide a general overview of the CAP and provide opportunity for detailed discussion about the specifics of the CAP.

Timeline for next 3 Months

The following sequencing of activities will be needed for the next 3 months.

- City staff will meet with CCAC members to discuss website design and if needed hire assistant outside of the City.
- City staff in partnership with CCAC members will develop information on the CAP for January 2021 COBI Connects.
- City staff in partnership with CCAC members will develop fact sheets for the CAP for distribution.
- City staff in partnership with CCAC members will organize one or two Community Workshops to roll out the CAP.