
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/91390380790](https://bainbridgewa.zoom.us/j/91390380790)

OR TELEPHONE: 1 253 215 8782

WEBINAR ID: 913 9038 0790

AGENDA

- 5:30 CALL MEETING TO ORDER/ROLL CALL/ACCEPT OF MODIFY AGENDA/CONFLICT OF INTEREST DISCLOSURE
- 5:35 APPROVE SEPTEMBER 15TH MINUTES
- 5:40 PUBLIC COMMENT
- 5:45 WELCOME AUTUMN SALAMACK NEW CLIMATE OFFICER #3
- 6:00 STATUS OF GROUNDWATER MANAGEMENT PLAN #15 (MAUREEN WHALEN – ATTACHMENT)
- 6:15 STATUS OF PSE FRANCHISE #6 (CHRIS WIERZBICKI – ATTACHMENT)
- 6:30 EV INFRASTRUCTURE #14 AND PROHIBITION OF COMBUSTIBLE FUELS #8 (STEVE RICHARDS – ATTACHMENTS)
- 6:45 DRAFT PRIORITIES FOR IMPLEMENTING THE CAP OVER THE NEXT SIX MONTHS (MIKE COX – ATTACHMENT)
- 7:00 CLIMATE ACTION PLAN UPDATES
 - REAC MEETING #2 (LARA HANSEN)
 - BIODIGESTER #6 (DEB RUDNICK)
 - SLR GRANT #11 (DEB RUDNICK/MIKE COX)
 - STATUS OF GREEN BUILDING TASK FORCE #9 (AUTUMN/ELLEN)
 - ORDINANCE FOR SINGLE USE PLASTICS #16 (DEB RUDNICK)
- 7:30 ADJOURN

MATERIALS

1. SEPTEMBER MINUTES
2. GROUNDWATER MANAGEMENT PROGRAM PROPOSAL
3. DRAFT PSE PARTNERSHIP AGREEMENT
4. ROAD MAP FOR EV INFRASTRUCTURE
5. ROAD MAP FOR PROHIBITION OF COMBUSTIBLE FUELS
6. DRAFT REPORT ON MUNICIPAL CLIMATE ACTION IN SELECT WASHINGTON CITIES
7. DRAFT PRIORITIES FOR IMPLEMENTING THE CAP OVER THE NEXT 6 MONTHS

Climate Change Advisory Committee Minutes
September 15, 2021

Present: Committee members Steve Richard, Deborah Rudnick, David McCaughey, Jens Boemer, John Kydd, Lara Hansen, Julie Mathews, Derik Broekhoff

Council Liaison: Joe Deets, Kirsten Hytopolous

City staff: Ellen Schroer, Deputy City Manager and Maureen Whalen, City Hydrogeologist

Additional attendees: Jacquelyn Shaff from UW Capstone

5:34 pm: Call meeting to Order

Conflict of Interest: none

Approve July 28 minutes: John Kydd moved to approved, Steve Richard seconded, approved

Public Comment: no public, no comments

1. GWP presentation: Maureen Whalen presented on the COBI groundwater management plan kickoff. She will be presenting to council next Tuesday, the 21st, and hoping to include feedback from advisory committee. Presentation is included in meeting materials, reviewing the current state of our knowledge regarding what is known about our Island aquifers and water use. UAC feedback emphasized climate impacts on groundwater, and impacts. Maureen asked for feedback on some of the goals and we had some discussions around clarifying the role of the agricultural sector and looking at the challenges and actions. We have three major aquifers under the island that vary in form and depth on the island. The Sea level Aquifer, the Glaciomarine Aquifer and the Fletcher Bay Aquifer. Closest to the surface is the Vashon (Perched) aquifer which is intermittent. 71% of our residents are served by 35 Group A wells, 5% by Group B and 24% by private wells.

The primary goals relevant to CAP are to

- Adopt a Groundwater Management Plan by 2023 that maintains the integrity of our islands surface and groundwater resources.
- Support an agricultural system that marries food production, soil carbon storage and ecosystem services into a climate change resilient form.

Strategies and actions for protecting recharge, diminishing runoff, incentivizing conservation, and identifying target actions that will, in light of climate change, maintain a healthy surplus of recharge over charge.

Discussion ensued about

- fire events that can cause a substantial draw upon stored reserves taking days if not weeks to replenish
- enhancing storage capacity and flow while reducing the nonrenewable power needed to do so.
- how we might map water usage on the island and on deeper aquifers used off island to anticipate future vulnerability.

Also discussed the need for what balancing discharge and recharge looks like in order to make policy decisions around water use. Lara emphasized the need to understand to measure and integrate climate change into the GWP so we can use this for making good policy decisions moving forward. John recommended looking to other cities for best practices that could help guide us forward, and suggested thinking of water as a “commons” rather than a resource. What are the rights of an aquifer, and what is equitable? In terms of looking forward, Maureen thinks we can use more recent guidance from IPCC and more recent groundwater data to better identify groundwater sensitivity and changes under climate change.

2. ARPA projects: Council is looking for input from CCAC on the short list of projects. Discussion ensued as to the most useful way to rank the various programs and it was decided that numerical measures of value were less helpful than qualitative descriptions of value or lack thereof. The key reason noted was that qualitative comments allowed the council members to understand the “why” of the ranking through a climate lens. Joe and Kirsten noted that such comments would help to guide a good ARPA decision. With that as focus, David led the discussion of the proposed projects and noted that our mandate was to focus upon these projects from a CAP perspective and not the overall political desirability of the project. As such the factors most relevant were GHG reduction, duration of said reduction, implementability, equity of implementation and whether the project had multiple benefits.

Water System Resiliency

There is no significant reduction of GHG's from this. It does enhance climate resiliency by reducing vulnerability. This seeks to create backups and redundancies to better respond to greater demand. It does enhance climate resiliency. Plans are not yet made, and funding could be from the Water Utility

Winslow Water Tank Replacement

No GHG impact of significance. It does address enhancing climate resiliency and would enhance seismic protection, enhance capacity, and arguably enhance equity to the area served which includes diverse socioeconomic groups in Winslow area. A PWTF loan was secured for part of this. Housefires could create a large demand on water system so enhanced storage capacity has enhanced value.

Wastewater Beneficial Re-use

This would slightly increase GHG emissions but would enhance resiliency and also reduce our vulnerability to climate change effects. It would be a durable investment in terms of climate effects. Tertiary treatment reduces the multiple costs of runoff and septic failure, help with groundwater recharge, and allow for re use in irrigation. Future funding sources not identified

Wastewater Treatment Capacity Upgrades

No GHG impact of significance. It does enhance climate resiliency but not as much as Wastewater re-use. These upgrades are partly regulatory and also needed for capacity to handle greater intensity of precipitation events. Upgrades would reduce the likelihood of polluting runoff into the Sound. No funding noted but leveraged funding from Sewer Utility is likely.

McDonald Springbrook Culverts

No GHG impact of significance. It does enhance resiliency of species protection. This replacement of the deep culvert at the Head of the Bay (under Eagle Harbor Drive). Leveraged funding from Storm and Surface Water Utility noted in City Capital Improvement plan. No other funding source noted. Project appears to be shovel ready. Use of lower carbon concrete should be considered.

Springbrook Fish Passage on New Brooklyn

No GHG impact of significance. It does enhance resiliency of species protection. Design is funded but not implementation. However, funding by Land Trust (with State funds) seems possible and should be noted. Use of lower carbon concrete should be considered.

Stormwater Non-Motorized Demonstration

Not enough data to comment reasonably

Sustainable Transportation Plan Set Aside

Scope of project is undetermined and subject to council review in November of 2021. The chief possible benefit is reduction of fossil fuel based transportation. Potential GHG reduction and resiliency enhancement possible but not determinable

Madison Avenue Sidewalk and Bike lanes to SR 305

Small reduction of GHG due to bicycle use. Enhances safety and thus a source of indirect resiliency increase. The project scope includes multiple necessary and desired improvements along the Madison Avenue corridor between Winslow Way and SR305, including sidewalk replacement, pavement replacement, separated bicycle lanes, sidewalk infill and sewer replacements. Leveraged funding from City Capital Improvement plan, General Fund, Sewer fund and possible federal grant funds noted

Biodigester

This would reduce GHG emissions. It does enhance climate resiliency. Preliminary estimates could put the cost at \$8.6-10.9 M. Note presentation from 3/17/21 for more details. Project scope is undetermined, but the benefits include reduced GHG from reduced hauling miles, renewable power from digester, soil from end product for gardening and diversion of waste stream from disposal.

Solar Panels on E Hubs

Positive GHG impact in the sense of enhanced capacity using renewable power but no direct GHG reduction. Enhanced resiliency due to peak heating and cooling demands from climate change. Addresses multiple problems. Project scope and location not determined, and design seems a work in progress but other sources of funding within locality may be possible. Equity benefits of possible cooling center for those without home cooling systems.

3. Capstone Project. Jacquelyn Schaff presented a proposal for surveying a group of island business owners about their view of climate change and acting on climate change as an individual and as a business owner. In the near terms the CCAC was asked to assist in identifying business owners who could be surveyed. The interviews would likely occur in January with follow up in 60 days to see what steps were taken.

4. Climate Mitigation/Adaption Officer. Ellen announced that Autumn Salamack has been hired as COBI's Climate Mitigation/Adaption Officer. She has extensive experience working for the State of Indiana, King County Metro, Kitsap County and the City of Shoreline. She will begin work on October 15th.
5. Road Maps for EV. Steve Richard reported on his preliminary work with maps and reflected upon cities in California that were further along and what we might do.
6. REAC/CCAC Lara reported about continuing work between the two committees. After their last call, she shared the updated sections of the Climate Lens tool on benefits and impacts related to equity to seek written responses to the proposed addition from REAC. After further discussion it was determined that she will present on the lens and the draft equity additions at their October 7th meeting.
7. Sustainable Transportation Task Force. Derik reported on the meeting and problems faced in measuring miles driven on island and the options for determining same by regional formula, local surveys or other methods. This is a work in progress.

Meeting Adjourned: 7:40 PM

Materials included in meeting packet

1. July Minutes
2. COBI American Rescue Plan Funding Projects
3. Ground Water Management Plan Presentation
4. Criteria for Prioritizing CAP Action
5. UW Capstone Proposal
6. UW Capstone Presentation
7. UW Capstone Flyer

Co-Chair 10/20/21



CITY OF
BAINBRIDGE ISLAND

Groundwater Management Plan

COBI CCAC

20 October 2021

Maureen Whalen
Chris Wierzbicki

GWMP Goals

1. **Ensure** clean and sufficient groundwater for our natural environment and ourselves
2. **Mitigate** climate change impacts as practicable
3. **Develop** community-wide understanding

Next Steps

- **Council Approve Goals & Objectives**
- **Staff to complete early 2022**
 - a) Develop GWMP format / scope
 - b) **Establish advisory sub-committee**
 - c) Plan for community engagement

GWMP

Advisory Sub-committee

- **Support GWMP development**
- **Two members each from UAC, CCAC, and ETAC**
- **Brainstorming meeting early November 2021**

Brainstorming

- **Current and future issues related to groundwater**
- **Targets & milestones to meet goals & objectives**
- **Science stakeholders – Who should be included?**
- **Community engagement – Who should be included?**



Partnership Agreement

DRAFT October 2021

Executive Summary

In connection with the City's franchise agreement, the City of Bainbridge Island is seeking a partnership with PSE to advance the following:

- Planning for regular meetings between PSE and City staff that will encourage open and frequent communication on overlapping areas of interest;
 - Sharing of PSE-related data and metrics that will assist the City in advancing the City's Climate Action Plan and improving/understanding energy reliability and resiliency;
 - City involvement in PSE's Distributed Energy Resources effort;
 - Consideration of expanding the community solar program on Bainbridge Island; and,
 - Assisting the City with prioritizing power undergrounding.
-

Purpose

The purpose of this document is to outline the framework of a Partnership Agreement between the City of Bainbridge Island and Puget Sound Energy (PSE) for the time period between 2021 and 2023. The Partnership Agreement is linked to the City's Franchise Agreement, which was updated and approved by both parties on XX DATE.

This is not a legal or binding governance structure, but rather provides a framework and process for how the City and PSE envision interacting together to successfully identify and implement Partnership Agreement projects.

Background

Scientific evidence has shown that Earth's changing climate is an immediate and existential threat to humanity. The cause is our civilization's overproduction of greenhouse gases (GHG) that trap the Earth's heat. The City of Bainbridge Island has committed to do its part to address this crisis by reducing our GHG emissions by 90 percent by 2045 compared to levels in 2014. The City's inventory of the sources of these emission reveal that 53% percent are from the use of electricity.

Therefore, to achieve the goals of our Climate Action Plan (CAP), the City intends to work collaboratively with Puget Sound Energy (PSE). Such a partnership can help COBI meets its climate, energy, safety, reliability, and undergrounding goals and PSE to meet its mandated requirements under the Washington State Clean Energy and Transformation Act (CETA).

Vision

COBI and PSE will work collaboratively towards the following vision:

- Achieve each other's goals for the benefit of Bainbridge Island residents, businesses and the broader community;
- Make The City of Bainbridge Island a regional leader in addressing climate change;
- Reduce the Island's GHG emissions by working collaboratively to increase the supply of clean energy generated both on and off the Island and reducing energy demand on the Island;
- Identify solutions that are equitable for all residents of Bainbridge Island;
- Develop the infrastructure needed for electric vehicles and bicycles and where needed to ensure the smooth transition to the new hybrid ferries that service Bainbridge Island;
- Improve the safety and reliability of electricity on the Island for all people and locations and to complete undergrounding where appropriate;
- Work to minimize both external and internal barriers to the rapid implementation of the climate, energy, safety, reliability, and undergrounding goals.

Principles

The City and PSE's work together will be guided by the following five principles:

- **Public Health and Safety:** The City and PSE will create a Franchise and Partnership Agreements that protects the public health and safety of Bainbridge Island residents.
- **Collaboration:** The City and PSE will work collaboratively to achieve both organizations' goals with respect, transparency and innovative thinking, as well as establishing open and effective channels of communication.
- **Equity:** The City and PSE will create a Franchise and Partnership Agreements that considers and minimizes the potential for unintended and/or inequitable impacts, establishes partnerships with underserved communities and involves diverse community voices from the start of the negotiation.
- **Accountability:** The City and PSE will establish commitments to ensure the climate, energy, safety, reliability, and undergrounding goals in the Franchise and Partnership Agreements are achieved.
- **Scalability:** The City and PSE will create a Franchise and Partnership Agreements that are replicable, scalable, and available for other communities in Washington State.

Overarching Goals

The City and PSE will work to achieve the following overarching goals:

- Reduce emissions from PSE electric and gas operations and electric supply to net zero by 2030. Achieve 100% carbon-free electric supply by 2045.
- Increase data and information transparency and bring the City's duration and frequency of interruptions up to PSE's system averages.

Objective #1 – Collaboration and Transparency

Goal: The City and PSE increase their collaboration to achieve the vision, principles and overarching goals of the Partnership Agreement.

Implementation Plan:

- Regular (bi-monthly) City partners and PSE staff-level meetings on Partnership Agreement projects;
- At least one PSE update to the City Council annually on Partnership Agreement projects, and progress on CETA goals.

Measurement and/or what data may be needed: Measurement and/or what data may be needed: (see following objectives for additional metrics and data requests):

- City's System Average Interruption Duration Index (SAIDI) and System Average Interruption Frequency Index (SAIFI) numbers compared to system averages
- City-specific reliability metrics, and the necessary data for prioritizing reliability investments, including select undergrounding projects;
- Data to complete the City's GHG inventory, specifically data conversions for CO2 emission equivalents for each kila/mega watt hour of power generated/reduced (needed in June of each year);

Timeframe: Identify meeting schedule after Partnership Agreement signing.

Parties involved: This objective is the responsibility of all parties (leadership, executive, staff, committees, etc.) involved in executing the work of the Partnership Agreement.

Objective #2 – Demand Reduction

Goal: Reduce trends in total and peak customer demands.

Implementation Plan: Joint participation between the City and PSE on the upcoming Distributed Energy Resources (DER) contract that will evaluate how a

combination of actions (insulation, efficient appliances, increasing solar, etc.) can reduce static and peak loads. Results of this evaluation could have impacts on peak load battery size, and substation timeline. Additionally, the City and PSE agree that battery storage, vehicle-to-grid systems, and other non-wired solutions should be included in the evaluation.

Measurement and/or what data may be needed:

- The DER contract will identify the types of actions, and the associated energy reductions that are achievable on Bainbridge Island. The City and PSE agree to develop a series of metrics based on the results of this work and identify how City participation and efforts could assist in meeting the desired targets for energy reduction;
- Data needed from PSE may include the types of DER under consideration; the energy reductions associated with DER options; costs of DER options;

Timeframe: The City and PSE anticipate beginning this work mid-year 2021.

Parties involved: City climate and public works staff and PSE staff; City Committees (Climate Change Advisory Committee (CCAC))

Objective #3 – Local Generation

Goal: Establish at least one community solar site on Bainbridge Island by 2024 and identify at least 2 “pipeline” sites.

Implementation Plan: The PSE Community Solar program will be evaluating the City’s Vincent Road site for solar generation in early 2022. Additionally, the City is interested in identifying and evaluating additional sites for PSE consideration.

Metrics and/or what data may be needed:

- The Vincent Road site evaluation will likely include metrics related primary to cost/benefit analysis;
- The evaluation of alternative sites could require additional data from PSE including the amount of general per installation; the costs of installation by type.

Timeframe: The City anticipates identifying and evaluating additional sites for PSE consideration in 2022. The City and PSE will work together on evaluating the Vincent Road site in 2022.

Parties involved: City climate and public works staff and PSE staff; City Committees (Climate Change Advisory Committee (CCAC))

Objective #4 – Green Energy/Building Program

Goal: Explore establishing a Green Energy/Building program, particularly for low-income residents, affordable and senior housing sites.

Implementation Plan:

- PSE currently has five (5) green energy programs in place (Green Direct, Green Power, Solar Choice, Customer Connected Solar, Incentives and rebates). Additionally, the City is working towards the development of a Green Building Code;
- Implementation of this objective (2022-23) could be centered on the City's desire to contribute funding, potentially through an increase in the utility tax or via General Fund transfer, to support City-specific expansion of the above-mentioned PSE green energy programs. Additionally, the City is interested in participating in the next available Green Direct program.
- Additionally, the City is interested in learning how the existing PSE green energy programs, and potentially outcomes from Objective 2 could inform or enhance the development of the Green Building Code (2022).

Metrics and/or what data may be needed: Any expansion of green energy programs will require data from PSE related to the costs/benefits of the programs.

Parties involved: City climate, finance and planning staff and PSE staff; City Committees (Climate Change Advisory Committee (CCAC))

Objective #5 – Electrification of the Transportation System

Goal: Explore options for expanding electric vehicle charging stations (vehicles and bicycles), and any community benefits that could come from the infrastructure being planned and implemented for charging electric buses and ferries.

Implementation Plan:

- PSE currently has two electric vehicle charging programs (Up and Go, and Up and Go EV Hosting);
- Implementation of this objective (2022-23) could be centered on the City's desire to contribute funding, potentially through an increase in the utility tax or General Fund transfer, to support City-specific expansion of the above-mentioned PSE electric vehicle charging programs – or other alternatives;
- Additionally, the City is interested in participating in future meetings/conversations with PSE, Kitsap Transit and Washington State Ferries regarding the infrastructure plans for electrifying on-Island buses and ferries (2022).

Metrics and/or what data may be needed:

- Metrics include a goal for establishing a certain number of vehicle and bicycle charging stations on the Island by a date certain;

- Additional data and information from PSE may include the costs of implementing charging stations, as well as the plans for electrification infrastructure.

Parties involved: City climate and public works staff and PSE staff; City Committees (Climate Change Advisory Committee (CCAC))

Objective #6 – Reliability and Undergrounding

Goal: Increase transparency on reliability reporting and develop a work plan for meeting a reasonable target timeframe for bringing the City's SAIDI and SAIFI numbers up to PSE's system averages. Advance undergrounding of distribution lines as part of the work plan.

Implementation Plan:

- The City and PSE develop a target metric for improving reliability over a determine timeframe, including a work plan for implementation (2022-23);
- The City and PSE develop a 15-20 year plan for undergrounding overhead distribution lines that prioritize reliability and safety. Implementation of this objective (2022-23) could be centered on the City's desire to contribute funding.

Metrics and/or what data may be needed:

- Metrics include a reasonable target timeframe for bringing the City's SAIDI and SAIFI numbers up to system averages;
- Additional data an information from PSE may include current City-specific reliability metrics, and the necessary data for prioritizing reliability investments, including select undergrounding projects.

Parties involved: City climate and public works staff and PSE staff; City Committees (Climate Change Advisory Committee (CCAC))

Objective #7 – Infrastructure Investments

Goal: Maximize state and federal infrastructure funding opportunities related to electric/energy investments that would benefit the City.

Implementation Plan: Maintain transparent communication regarding federal funding opportunities related to the objectives in this agreement as they arise.

Metrics and/or what data may be needed: N/A

Parties involved: City climate, public works and planning staff and PSE staff; City Committees (Climate Change Advisory Committee (CCAC))

Execution of the Partnership Agreement

Planning and Deliverables: The Parties will develop a plan to advance the Partnership Agreement, typically on a biennial basis (the “Work Plan”). The Work Plan for each time period will detail the deliverables to be presented and will follow the guiding principles outlined in this Partnership Agreement. The Parties will use their best efforts to achieve such deliverables. An overview of the work performed and the results achieved will be prepared by the Parties on an annual basis. In prioritizing the items to be performed in a specific Work Plan, the Parties will consider the shared vision as well as regulatory requirements in Washington State.

Meetings and Staffing: The City and PSE staff will meet at least bi-monthly. The Parties will provide staff and resources appropriate to support the work. A working structure within the City will be established as part of the Work Plan.

Regulatory Considerations: The Parties recognize that future action taken by PSE to support the City may be subject to state regulatory utility requirements under Washington State law. If the Parties agree on certain actions in support of the Partnership Agreement that require state regulatory approval, they agree to cooperatively work together to facilitate such regulatory approvals. Partnership Agreement program costs and incentives for City of Bainbridge Island customers, above and beyond what is then offered by PSE to all of its customers will be the responsibility of the City or another party that has accepted responsibility.

Legal Applicability and Waiver: The Parties agree that this Memorandum is to memorialize the intent of the Parties regarding the Partnership Agreement, but does not create a legal agreement between the Parties. It is agreed by the Parties that nothing in this Agreement will be deemed or construed as creating a joint venture, trust, partnership, or any other legal relationship between the Parties. This Memorandum is for the benefit of the Parties and does not create third party rights. Nothing in this Memorandum constitutes a waiver of the City’s ordinances, regulatory jurisdiction or Washington State’s utility regulatory jurisdiction.

No Fiscal Obligation. PSE understands that this Memorandum is not a funding mechanism, that the City has not encumbered funds for activities contemplated in this Memorandum, and that the City cannot and does not create any fiscal obligation by executing this Agreement.

No Impact on Franchise Agreement: The City and PSE are parties to a Franchise Agreement, effective as of XX and adopted as ordinance XX (“Franchise Agreement”). This Memorandum has no impact on, nor does it alter or modify, the Franchise Agreement.

Duration: The Partnership Agreement is a new endeavor and therefore the Parties want to provide adequate time to develop the partnership and successfully implement its goals and Work Plans. It is anticipated that the initial duration will be for 2022 and 2023, with both parties agreeing to evaluate an extension at the end of 2023.

The parties have executed this Agreement as of the later of the signature dates included below.

PUGET SOUND ENERGY

CITY OF BAINBRIDGE ISLAND

Date: _____

Date: _____

By: _____

By: _____

Name _____

Blair King, City Manager

Title _____

DRAFT

Immediate Action #12: Road Map – Evaluate EV Charging & Storage Codes (August 23, 2021)

The City of Bainbridge Island's Climate Change Advisory Committee (CCAC) developed a Climate Action Plan (CAP), with a goal of reducing greenhouse gas emissions by 90% by 2045 (vs. 2014), that was approved in November 2020. The CAP contains over 170 actions to reduce emissions, prepare for the impacts of climate change, and engage the community in taking action. The Plan also includes 18 immediate actions that the CCAC believes are important to initiate during the first year to help kickstart implementation of the CAP.

When needed and helpful, the CCAC is developing road maps for specific actions, that detail the process and steps recommended for implementing that action.

This road map is for immediate action #12 (4.B.2.a) - evaluating EV charging and storage codes, or as stated in the CAP:

"Evaluate current code to see if there is a need to increase the number of EV-charge-ready for all new development and major renovations and that multifamily units and commercial development include EV charging infrastructure and secure storage options."

Road Map for Evaluating EV Charging & Storage Codes

The CCAC is proposing the following road map (process & steps) to assist in developing a plan for evaluating EV charging & storage codes.

1. Research (August-Sept)

Research the relevant state building codes & plans, look at what leading cities are doing, find out what COB and the Sustainable Transportation Task Force have done and are thinking on the topic. Share summary of findings with the CCAC and the new Climate Change Officer.

- Research all relevant state building codes, current and planned. Take advantage of intern(s), if possible, to help with research.
- Find any templates & examples from other leading cities in the state.
- Connect with the right folks at the city planning dept. to discuss. Start with Mark Epstein who is the city lead for the STTF. Find out most important questions & needs from a planning perspective.
- Connect with the Sustainable Transportation Task Force to discuss. Clarify roles and how to best collaborate on this.
- Connect with Bainbridge Greenways to get their input and advice.
- Look at best practices from California, since they are farther down the road

Questions about this step:

Do not Quote or Cite: Draft Document

- Has COBI done any work in this area?
2. Discuss and form recommendations on key options/choices to consider (Sept-Oct)
Itemize the key options/choices that COBI needs to decide on and form joint recommendations from the CCAC and Sustainable Transportation Task Force.
- Use the research, and any feedback from the committee, task force, and city, to determine the key options/choices to decide on.
 - Share the options with the CCAC and Task Force and get their feedback
 - Form initial recommendations based on the feedback
 - Forward and share with the climate change officer

Questions about this step:

- Role of CCAC versus Sustainable Transportation Task Force? Who should do what?

3. Work with Climate Change Officer to draft city code/ordinance (Oct-Nov)
Use all of the research and recommendations from the CCAC and Task Force to draft an appropriate city code/ordinance.

- Start with best and closest template/example we can find.
- Work with climate change officer, making it as easy for them as possible.
- Integrate recommendations from the CCAC and Task Force.
- Review and get feedback from city staff and the CCAC and Task Force.
- Complete draft

Questions about this step:

- How will the new climate change officer prioritize their time among all the immediate actions?

4. Present to City Council for vote and approval (by end of year if possible)

Do all that is needed to bring this to the City Council.

- Consult with Council Liaison (currently Joe Deets) to ensure the right due diligence has been completed and the right information to share/present with Council.
- Consult with City Manager. Ensure that city staff is fully supportive and onboard.

Questions about this step:

- What is the process for getting something on the Council agenda for a vote? Work with Climate Officer.

Relevant Details from Climate Action Plan

This section has any relevant details for this action from the approved Climate Action Plan. The following are copied excerpts from the section on transportation.

Section 4 – Transportation

Do not Quote or Cite: Draft Document

On- and off-road vehicles, ferries, and air travel account for 35% of Bainbridge Island's GHG emissions. Greater use of electric vehicles can reduce local pollution along with overall GHG emissions, especially as our grid moves toward cleaner energy sources. Greater housing density when sustainably located, together with greater availability of electric vehicle (EV) charging and public transit infrastructure, could facilitate all of these shifts towards a more sustainable community.

Goals/Targets (relevant details):

B. 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 2045, 80% of registered vehicles on Bainbridge Island will be either electric vehicles or plug-in hybrid electric vehicles.

Challenges (relevant details):

- Barriers to electric modes of transport: Although electric vehicles are increasingly popular, there are still cost, physical and psychological barriers to widespread adoption. Providing adequate public charging infrastructure, along with greater education and outreach, can help reduce these barriers. Alternative transportation modes – like e-bikes and scooters – can be promoted through measures to encourage non-motorized travel.

Current Actions (relevant details):

- Sustainable transportation initiative: COBI is working on a sustainable transportation plan and has hired a consultant to advise the City on potential options along with forming a Sustainable Transportation Task Force. This plan is expected to set higher targets than the 2017 IWTP, recognizing the need to reduce greenhouse gases.

Strategies/Actions (relevant details):

- Strategy B.2: Develop infrastructure to support electric vehicles, electric bikes and other personal electric transport options, and off-road transportation.

Priority Action (and what this roadmap is focused on):

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

Reference:

Electric Vehicle Infrastructure: A Guide for Local Governments in Washington State (2010) - <https://www.psrc.org/sites/default/files/electric-vehicle-guidance.pdf>

Appendix A: Mandatory Electric Vehicle Supply Equipment (EVSE) Building Standards - Summary

By July 1, 2021, the Washington State Building Code Council (Council) must adopt rules for EVSE installation at all new buildings that provide on-site parking. At least one parking space, or 10% of parking spaces rounded to the next whole number, must be made-ready for Level 2 EVSE. Electrical capacity must accommodate the potential to serve a minimum of 20% of the total parking spaces with Level 2 EVSE. For assembly, education, or mercantile buildings, the requirements apply only to employee parking spaces. Buildings classified as utility or miscellaneous are exempt from these requirements. Buildings classified as residential R-3 must implement rules for EVSE installation by July 1, 2024. By July 1, 2024, the Council is required to adopt rules that exceed the minimum requirements set in July 2021. Additional terms and conditions apply. (Reference [House Bill 1287, 2021](#) and [Revised Code of Washington 19.27.540](#))

Appendix B: WAC 51-50-0427

Section 427—Electric vehicle charging infrastructure.

427.1 Scope. The provisions of this section shall apply to the construction of new buildings.

EXCEPTIONS: 1. Occupancies classified as Group R-3 or Group U.

2. Group A, Group E, or Group M occupancies, except where employee parking spaces are designated. The provisions of Section 427 shall apply only to those designated employee parking spaces.

427.2 Required electric vehicle charging infrastructure. Where parking is provided, ten percent of parking spaces shall be provided with electric vehicle charging infrastructure in compliance with Sections 427.3, 427.4 and 427.5. When the calculation of percent served results in a fractional parking space, the applicant shall round up to the next whole number.

427.3 Electrical room(s). Electrical room(s) serving buildings with on-site parking spaces must be sized to accommodate the potential for electrical equipment and distribution required to serve a minimum of 20 percent of the total parking spaces with 208/240 V 40-amp, circuit or equivalent electric vehicle charging infrastructure.

427.4 Electric vehicle charging infrastructure. Electric vehicle charging infrastructure shall meet the following requirements:

Do not Quote or Cite: Draft Document

1. A minimum number of 208/240 V 40-amp, circuit or equivalent electric vehicle charging stations required to serve the parking spaces specified in section 427.2. The electric vehicle charging stations shall be located to serve spaces designated for parking and charging electric vehicles.

2. Additional service capacity, space for future meters, panel capacity or space for additional panels, and raceways for future installation of electric vehicle charging stations. The service capacity and raceway size shall be designed to accommodate the future installation of the number of 208/240 V 40-amp, circuit or equivalent electric vehicle charging stations specified in section 427.2. The raceway shall terminate at spaces designated for parking and charging electric vehicles in the future.

Where designated electric vehicle charging locations serve exterior on-grade parking spaces that are located more than 4 feet from a building, raceways shall be extended below grade to a pull box in the vicinity of the designated future electric vehicle charging locations or stub above grade in the vicinity of the designated future electric vehicle charging locations, protected from vehicles by a curb or other device.

EXCEPTION: In lieu of surface-mounted raceway between the electrical panel and the designated electric vehicle charging locations, it is permitted to provide permanent markings indicating the pathway for future raceway, and one-inch diameter capped sleeves through each wall and floor assembly that are penetrated along that route. This pathway and the locations of capped sleeves shall also be indicated on the electrical plans. Raceway shall be installed for any portion of the pathway located below slabs, below grade, or within floor, wall or roof assemblies.

Load management infrastructure may be used to adjust the size and capacity of the required building electric service equipment and circuits on the customer facilities, as well as electric utility owned infrastructure, as allowed by applicable local and national electric codes.

427.5 Electric vehicle charging infrastructure for accessible parking spaces. When electric vehicle charging infrastructure is required, ten percent of accessible parking space, rounded to the next whole number, shall be provided with electric vehicle charging infrastructure. The electric vehicle charging infrastructure may also serve adjacent parking spaces not designated as accessible parking. A maximum of ten percent rounded to the next whole number, of the accessible parking spaces are allowed to be included in the total number of electric vehicle parking spaces required under Section 427.2.

[Statutory Authority: RCW [19.27.077](#), [19.27.031](#), and [19.27.074](#). WSR 21-14-074, § 51-50-0427, filed 7/6/21, effective 8/6/21. Statutory Authority: RCW [19.27.031](#) and [19.27.074](#). WSR 16-03-064, § 51-50-0427, filed 1/19/16, effective 7/1/16.]

Immediate Action #8: Road Map – Prohibit Fossil Fuels for Primary Heating in New Buildings (August 23, 2021)

The City of Bainbridge Island's Climate Change Advisory Committee (CCAC) developed a Climate Action Plan (CAP), with a goal of reducing greenhouse gas emissions by 90% by 2045 (vs. 2014), that was approved in November 2020. The CAP contains over 170 actions to reduce emissions, prepare for the impacts of climate change, and engage the community in taking action. The Plan also includes 18 immediate actions that the CCAC believes are important to initiate during the first year to help kickstart implementation of the CAP.

When needed and helpful, the CCAC is developing road maps for specific actions, that detail the process and steps recommended for implementing that action.

This road map is for immediate action #8 (3.B.1.c) – prohibiting fossil fuels for primary heating in new buildings, or as stated in the CAP:
“Prohibit propane, fuel oil, and wood stoves for primary heating in new buildings.”

Road Map for Prohibiting Fossil Fuels for Primary Heating in New Buildings

The CCAC is proposing the following road map (process & steps) to assist in developing a plan for prohibiting using fossil fuels for primary heating in new buildings.

1. Research (August-Sept)

Research the relevant state building codes, what leading cities in WA have done, and what the Green Building Task Force has done and is thinking on the topic. Share summary of findings with the CCAC and the new Climate Change Officer.

- Research all relevant state building codes, current and planned. Take advantage of intern(s), if possible, to help with research.
- Find any templates & examples from other leading cities in the state. Primary examples are Seattle and Bellingham.
- Connect with the right folks at the city planning dept. to discuss. Find out most important questions & needs from a planning perspective.
- Connect with the Green Building Task Force to discuss. Clarify roles and how to best collaborate on this.
- Look at best practices from California, since they are farther down the road

Questions about this step:

- Has COBI done any work in this area? Who are the best person(s) to talk to at the city?

2. Discuss and form recommendations on key options/choices to consider (Sept-Oct)

Do not Quote or Cite: Draft Document

Itemize the key options/choices that COBI needs to decide on and form joint recommendations from the CCAC and Green Building Task Force.

- Use the research, and any feedback from the committee, task force, and city, to determine the key options/choices to decide on.
- Share the options with the CCAC and Task Force and get their feedback
- Form initial recommendations based on the feedback
- Forward and share with the climate change officer

Questions about this step:

- Role of CCAC versus Green Building Task Force? Who should do what?

3. Work with Climate Change Officer to draft city code/ordinance (Oct-Nov)

Use all of the research and recommendations from the CCAC and Task Force to draft an appropriate city code/ordinance.

- Start with best and closest template/example we can find.
- Work with climate change officer, making it as easy for them as possible.
- Integrate recommendations from the CCAC and Task Force.
- Review and get feedback from city staff and the CCAC and Task Force.
- Complete draft

Questions about this step:

- How will the new climate change officer prioritize their time among all the immediate actions?

4. Present to City Council for vote and approval (by end of year if possible)

Do all that is needed to bring this to the City Council.

- Consult with Council Liaison (currently Joe Deets) to ensure the right due diligence has been completed and the right information to share/present with Council.
- Consult with City Manager. Ensure that city staff is fully supportive and onboard.

Questions about this step:

- What is the process for getting something on the Council agenda for a vote?

Relevant Details from Climate Action Plan

This section has any relevant details for this action from the approved Climate Action Plan. The following are copied excerpts from the section on energy.

Section 2 – Energy

Do not Quote or Cite: Draft Document

Energy use is the largest source of Community emissions on Bainbridge Island. Bainbridge Island should strive to achieve 100% clean, renewable energy, and should evaluate timelines to achieve this goal sooner than 2045 in order to do our part to keep global temperatures below 1.5 degrees Celsius compared to pre-industrial levels.

Goals/Targets (relevant details):

B. Eliminate carbon-based energy sources from all energy sectors.

- By 2022, COBI adopts policies that prohibit propane, fuel oil, and wood stoves as the primary source of heating in all new residential, commercial, industrial, and municipal buildings.

Challenges (relevant details):

- Lack of understanding of non-electric fuel sources: Although the primary form of energy use on Bainbridge Island is electricity, there are an unknown but likely substantial number of other sources used for heating homes and powering appliances including: wood-burning stoves; propane generators, furnaces, fireplaces and appliances; and fuel oil in older units.

Current Actions (relevant details):

- Green buildings: There are several buildings on the Island that were constructed using a Green Building Certification Program (e.g., Living Building Challenge or Leadership in Energy and Environmental Design (LEED)⁵⁶) such as the Grow Community, Ericksen Urban Cottages, Heron Hall, Bainbridge Artisan Resource Network (BARN), and Bainbridge Island Museum of Art (BIMA).

Strategies/Actions (relevant details):

- Strategy B.1. Partner with energy providers and local businesses on programs that will reduce carbon-based energy sources.

Priority Action (and what this roadmap is focused on):

- 3.B.1.c Adopt a policy that prohibits propane, fuel oil, and wood stoves as the primary energy source for all new municipal, commercial, industrial, and residential buildings and in renovations and additions over a certain size.

Appendix A: Relevant Articles

Mayor Durkan Announces Ban on Fossil Fuels for Heating in New Construction to Further Electrify Buildings Using Clean Energy

<https://durkan.seattle.gov/2020/12/mayor-durkan-announces-ban-on-fossil-fuels-for-heating-in-new-construction-to-further-electrify-buildings-using-clean-energy/>

Bye-Bye, Gas Heat? Proposals For Washington Seek To Phase Out Fossil Fuel Heating In Buildings

<https://www.nwpb.org/2021/01/25/bye-bye-gas-heat-proposals-for-washington-state-seek-to-phase-fossil-fuel-heating-in-buildings/>

Inside Clean Energy: Which State Will Be the First to Ban Natural Gas in New Buildings?

<https://earthnewsreport.com/2021/08/19/inside-clean-energy-which-state-will-be-the-first-to-ban-natural-gas-in-new-buildings/>

Appendix B: House Bill 1084

<http://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/House%20Bills/1084.pdf?q=20210216103851>

DRAFT, do not quote or cite

Draft Report on Municipal Climate Action in Washington State

Created by Nick Shiach

Prepared for Climate Action Bainbridge

October 13th, 2021

DRAFT

Table of Contents

1. Fossil Fuels in Buildings: Prohibiting propane, fuel oil, and/or wood as primary sources of heating and cooling.	2
2. Electric Vehicles: Increasing EV charging infrastructure and transitioning city fleets away from fossil fuels.	10
3. Outreach: Engaging the community and marketing Climate Action Plans.	17
4. Vehicle Miles Traveled: Measuring how much citizens are driving or might drive under different proposals.	23
5. Appendix A lists the people and groups that contributed to this report through interviews and includes their unedited responses.	24
6. Appendix B: Notes on other Washington cities that could be researched, along with other resources.	31
7. Appendix C: Topic and interview outlines used for this report.	36

1. Fossil Fuels in Buildings: Prohibiting natural gas, fuel oil, and/or wood as primary sources of heating and cooling.

Washington State Background

Current Washington State law limits the ability of towns and cities to set more stringent residential building energy codes in RCW 19.27A.020.¹

“(6)(a) Except as provided in (b) of this subsection, the Washington state energy code for residential structures shall preempt the residential energy code of each city, town, and county in the state of Washington.

(b) The state energy code for residential structures does not preempt a city, town, or county's energy code for residential structures which exceeds the requirements of the state energy code and which was adopted by the city, town, or county prior to March 1, 1990. Such cities, towns, or counties may not subsequently amend their energy code for residential structures to exceed the requirements adopted prior to March 1, 1990.”

There was a bill (HB 1084) that would have changed this provision and banned natural gas in new construction by 2027, but it died in committee in the 2021 legislative session.

There is an area in Washington State where non-EPA certified wood stoves are not allowed. As of 2015, in the Tacoma-Pierce County Smoke Reduction Zone, it is illegal to use or buy a wood stove that is not EPA certified. The Puget Sound Clean Air Agency is responsible for the policy. The Puget Sound Clean Air Agency was given the authority to institute the ban by the Washington State Legislature. The legislature granted this authority because much of Pierce County was deemed to be falling short of federal air quality health standards from 2009 to 2015. This special wood stove rule does not affect fireplace wood burning.²

Wood burning is allowed per Washington law³, and the Washington State Department of Natural Resources states that local and regional air pollution control authorities are the only agencies that can issue temporary burn bans.⁴ For Bainbridge Island, this regulatory authority is vested in the Puget Sound Clean Air Agency.

¹ <https://app.leg.wa.gov/rcw/default.aspx?cite=19.27A.020>

² <https://pscleanair.gov/Faq.aspx?QID=197>

³ <https://apps.leg.wa.gov/rcw/default.aspx?cite=70A.15.3580>

⁴ <https://pscleanair.gov/faq.aspx?TID=19>

Local municipalities can ban natural gas connections in new and existing residential and commercial buildings. However, as you will see below, recent ambitious efforts in Washington State surrounding this issue have either fizzled out or been watered down.

Bellingham

In January 2020, the New York Times published an article about Bellingham's unique effort to ban natural gas for heating buildings.⁵ The first city to ban natural gas in new construction was Berkeley, California, but Bellingham was considering becoming the first city to ban natural gas in both new and existing residential buildings. The plan, which is included in the Climate Action Task Force's December 2019 Final Report, would require all residential and commercial buildings to replace gas-powered heating with electric by 2035 or 2040. In addition, whenever a space heater or water heater is replaced within an existing building, it would need to be replaced with an electric heat pump or other all-electric technology.⁶

Bellingham's Climate Change Task Force estimated that electric heat pumps would cost approximately \$6,200 to \$13,100 more than gas furnaces. The business community, including Bellingham's primary natural gas supplier, responded by organizing a \$1 million campaign to stop the policy from becoming law. Opponents argued there were more efficient ways for the city to become carbon neutral and that most residents could not afford to switch to electric. There were also concerns that the policy could exacerbate the affordable housing crisis, since heating system conversions could be required upon the sale of properties. Proponents argued that bold action was needed for the city to become carbon neutral by 2035 and that incentives and cost mitigations could minimize financial burdens.⁷ As part of their plan, Bellingham's climate task force recommended the creation of a technical assistance program that would work to decrease the financial burden of electrification to homeowners.⁸

Some documents from the decision-making process are published on Bellingham's Climate Task Force webpage.⁹ The task force was created in May of 2018 and only lasted until December 2019, when they submitted their final report. The directive of the group was to set renewable energy and emissions targets, decide on possible policies to achieve those targets, and analyze the feasibility, costs, and impacts of those policies. Membership of the task force included citizens with expertise in renewable energy, energy conservation, land use, energy/resource

⁵ <https://www.nytimes.com/2020/01/05/us/bellingham-natural-gas-ban.html>

⁶ https://cob.org/wp-content/uploads/Climate-Task-Force-FINAL-Report-12_2_19.pdf

⁷ <https://www.nytimes.com/2020/01/05/us/bellingham-natural-gas-ban.html>

⁸ https://cob.org/wp-content/uploads/Climate-Task-Force-FINAL-Report-12_2_19.pdf

⁹ <https://cob.org/gov/public/bc/climate-bc>

economics, community engagement, transportation, and finance. Energy utilities and public transportation agencies were also represented, along with City of Bellingham staff.

As Bellingham's Climate Action Task Force Final Report notes, tackling natural gas use in buildings is a high priority since the building sector is responsible for 43% of Bellingham's carbon emissions. They also note that decarbonizing the electricity supply will not be accomplished soon enough to meet their emission reduction goals, thus requiring action on in-building combustion (page 13). According to the report, their stance on banning natural gas connections in existing buildings is necessary because new buildings will only account for 17.5% of building sector emissions by 2035. Under a business-as-usual model, the task force estimates that most building sector emissions will be from natural gas, not electricity (see Figure #1) (Task Force Report, page 26).

**Total Building Sector GHG Emissions in 2035:
Business-as-Usual**

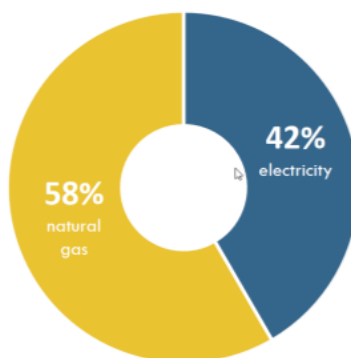


Figure #1: Bellingham Building Emissions 2035 (City of Bellingham Climate Action Task Force Report)

The task force's report describes some areas of conflict over natural gas policy that were not resolved in the decision-making process. The task force formally recommended two measures relating to building electrification, point of replacement and requirements for new buildings (see Figure #2). It is of note that, despite being mentioned elsewhere in the document, the more formal recommendation section does not mention a required end to natural gas use by 2035 or 2040.

B4, B5 MEASURE SUMMARY TABLE		
Measure	Benefits	Challenges
Measure B4: Building electrification – Electrify water and space heating in existing buildings with heat pump or equivalent technology at point of equipment replacement	• <u>Technical</u>: Technology is available with few exceptions; likely 100% applicable before 2035 • <u>Environmental</u>: Poses largest impact on GHG within building sector. • <u>Social</u>: Health benefits; high performance/high efficiency. • <u>Financial</u>: Capital costs low at point of replacement, with some exceptions; financing/incentives can fill gap.	• <u>Social</u>: Consumers/some contractors may not be familiar with technology. • <u>Financial</u>: Funding and finance will be required to reduce costs for some populations or types of equipment; utility rebates for conversion often not available.
Measure B5: Building electrification – Electrify new buildings at time of construction using heat pump or equivalent technology for all space and water heating systems	• <u>Technical</u>: Technology available with few exceptions; likely 100% before 2035. • <u>Environmental</u>: Will save 18% of GHG emissions by 2035. • <u>Social</u>: Health benefits; high performance/high efficiency. • <u>Financial</u>: Often no net increase in costs.	• <u>Technical</u>: Some specialized applications may require exceptions. • <u>Social</u>: Some consumers may not want electric equipment – e.g. stoves. Education is needed on performance of equipment.

Figure #2: Summary of building electrification recommendations to Bellingham City Council (Bellingham Climate Task Force Final Report)

The task force did not reach consensus on these two measures, and as such provided a section for an explanation of dissent. Puget Sound Energy (PSE) voted against the natural gas measures because “the Task Force has not completed the required feasibility, cost and impact analyses necessary to even contemplate the recommendations” (page 31).

Conflict between PSE and other members of the task force around natural gas policy was also made apparent in another document, titled Position Statement Regarding Cascade Natural Gas (CNG) and PSE’s involvement in the Task Force, dated February 2019 and authored by Jill MacIntyre Witt, a professor at the Huxley College of the Environment at Western Washington University. In the document, Witt recommends that CNG be removed from the task force process and that task force members recognize CNG and PSE’s conflict of interest. Although CNG was not a member of the task force, Witt noticed that they were attempting to participate in decision-making, despite the fact that CNG formally did not support the task force’s mandate from Bellingham City Council.¹⁰

It appears that the recommendations of the Climate Task Force regarding natural gas have yet to be taken up by the Bellingham City Council.

¹⁰ <https://cob.org/wp-content/uploads/Position-Statement.pdf>

Thurston Area

In December of 2020, a coalition consisting of Thurston County, Lacey, Olympia, and Tumwater, with the help of the Thurston Regional Planning Council, issued a Climate Mitigation Plan which recommends phasing out natural gas connections in new buildings and encouraging conversion to electric systems in existing buildings.¹¹

Below are the planning council's action points (pg. 79) for making building energy use more sustainable. Some standards for new construction would be required through new municipal ordinances, while existing and new buildings would be encouraged to transition to electricity through public outreach, education, and financial incentives. The impact each assessed action would have on greenhouse gas emissions is represented on the right of the table.

ASSESSED ACTIONS		Impact GHG
B6.1	natural gas to electric conversions. Educate business owners and residents on the options for electric appliances and the benefit of pairing electrification with the installation of renewable energy. Create incentives to support fuel switching.	
B6.2	electric appliances in new construction. Update municipal code to require electric appliances in new construction.	
B6.4	natural gas transition. Phase out new natural gas connections in new buildings over time.	

Figure #3: Thurston Climate Mitigation Plan's three action items relating to natural gas.

According to the Thurston Climate Mitigation Plan, 32% of Thurston area homes primarily use natural gas to heat their homes, with Lacey at 45%.

Allison Osterberg, Senior Planner for the Thurston Regional Planning Council (TRPC), said the original proposal was to ban natural gas in new construction, but this was amended to "phase

¹¹ https://www.trpc.org/DocumentCenter/View/8322/TCMP_Chapters?bidId

out new natural gas connections in new buildings over time” during the decision-making process.

Creating the Thurston Climate Mitigation Plan was a lengthy process. It includes over 300 potential actions to reduce greenhouse gas emissions in the area. Each action was evaluated based upon four criteria:

TRPC Climate Action Item Criteria

1. Impact on greenhouse gas emissions.
2. Speed of deployment
3. Local control
4. Co-benefits for the community

The TRPC and coalition then utilized a wedge analysis to choose which high ranking action items would be necessary to fulfill their emission targets. The Princeton University Carbon Mitigation Initiative’s (CMI) Stabilization Wedges is a concept that provides a framework for understanding the steps that are necessary to curb runaway carbon emissions. It was developed by Princeton University professor Robert H. Socolow.¹²

On a worldwide scale, emissions must be cut by a specific amount to maintain a consistent level of annual greenhouse gas emissions. In 2010, to hold emissions at a constant until 2060, this amount was thought to approximate 8 billion tons of carbon dioxide. In the wedge analysis, the 8 billion tons of carbon emissions that needed to be eliminated is represented by the salmon colored ‘stabilization triangle’ below. The stabilization triangle is divided into 8 equal parts called wedges. Each wedge could be accomplished via different currently available and possible strategies, including doubling the fuel efficiency of 2 billion vehicles, replacing 1,400 coal-fired plants, and increasing wind electricity production 10-fold.¹³

¹² <https://www.climatesolutions.org/carbon-wedge-analysis>

¹³ <https://cmi.princeton.edu/resources/stabilization-wedges/introduction/>

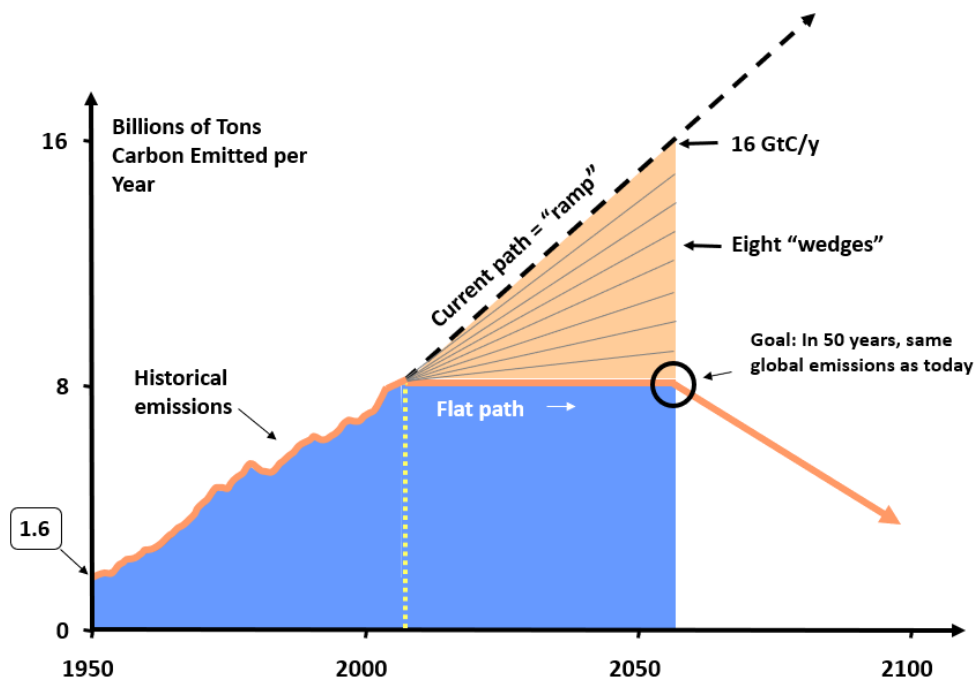


Figure #4: Stabilization Wedges (Carbon Mitigation Initiative, Princeton University)

Although this conceptual framework was originally developed with a worldwide scale in mind, it can be applied to local climate change mitigation efforts as well. Climate Solutions, a Northwest-based clean energy nonprofit and lobbying group¹⁴, has used Stabilization Wedge analysis to help Issaquah, Shoreline, and King County create action plans to meet their emission reduction targets.¹⁵ The Thurston Regional Planning Council utilized this analysis method to choose the action items that should be prioritized and quantify their impact.

According to Osterberg, the three action items related to natural gas listed in Figure #3 (B6.1, B6.2, B6.4) ranked very high after the multicriteria analysis and stabilization wedge analysis. Among all 300 assessed actions, the natural gas ban was the most polarizing among stakeholders and members of the public, generating both strong support and strong opposition. The building community raised concerns that affordable housing efforts would be hampered under the policy due to the costs of building structures to use only electricity. In recognition of the differing viewpoints, TRPC softened the language of the action item to make it a phase out rather than a ban.

To achieve Action B6.2 (electric appliances in new construction) and B6.4 (natural gas transition), Thurston County and the three cities have decided to focus on supporting statewide

¹⁴ <https://www.climatesolutions.org/about-us>

¹⁵ <https://www.climatesolutions.org/carbon-wedge-analysis>

action rather than local or regional action under the belief that statewide legislative action would be more efficient and/or effective. For Action B6.1 (education and incentives for natural gas to electric conversions), they are seeking a partnership with Puget Sound Energy. For the broad issue of transitioning to cleaner fuels, the four-member coalition is looking to develop a cost assessment for building electrification, which could help with future decision-making on the issue.



Tumwater (City of Tumwater)

2. Electric Vehicles: Increasing EV charging infrastructure and transitioning city fleets away from fossil fuels.

Washington State Background

In 2009, the Washington State Legislature passed bill 1481. This bill was meant to foster the growth of electric vehicle infrastructure in the state. Under the bill, municipalities had until July 1st, 2011 (or earlier, if near an interstate) to allow electric vehicle supply equipment (EVSE) in all zoning regulations except for residential, resource, and critical areas.¹⁶ Many municipalities changed their city codes around this time to bring themselves into compliance with the law. While some ordinances did the bare minimum, many still served the purpose of organizing all of the local rules and regulations for electric vehicle infrastructure into one chapter within the city code. Some cities went above and beyond, taking the opportunity to pass legislation that more strongly supported or required the development of electric vehicle infrastructure.

Bainbridge Island's municipal code allows and encourages the development of electric vehicle infrastructure, but it does not detail rules and regulations surrounding EVSE nor does it have a chapter in the city code dedicated to the topic. There are two chapters that mention electric vehicles, and neither require the development of EVSE under any situation. Chapter 18.15.020 states, "when a new commercial or mixed use development is required to provide parking for more than 25 cars, at least one parking space near the entrance must be reserved and signed for use by a shared-car program or electric vehicle charging station."¹⁷ Chapter 2.16.020 incentivizes the development of EVSE by including it in a rubric of items that developers can choose to implement in exchange for more favorable development standards.¹⁸

Mountlake Terrace

In November, 2010, Mountlake Terrace passed the Electric Vehicle Infrastructure Ordinance that detailed requirements and regulations for EVSE. This ordinance set minimum percentages for electric vehicle parking spaces in new parking areas. For example, 10% of the parking spaces in new multi-household residential parking areas are required to have EVSE installed. An

¹⁶<https://mrsc.org/Home/Explore-Topics/Environment/Energy-Topics/Planning-for-Electric-Vehicles.aspx#zoning>

¹⁷

<https://www.codepublishing.com/WA/BainbridgeIsland/#!/BainbridgeIsland18/BainbridgeIsland1815.html#18.15>

¹⁸

<https://www.codepublishing.com/WA/BainbridgeIsland/#!/BainbridgeIsland02/BainbridgeIsland0216.html#2.16>

additional 10% must be ready for future EVSE to be installed, a status called “roughed-in.”¹⁹ Requiring roughed-in parking spaces allowed Mountlake Terrace to employ a forward-looking approach to EVSE development and anticipate future growth of the electric vehicle sector.

In April of 2011, Mountlake Terrace adopted an electric vehicle strategy.²⁰ This strategy was heavily informed by a July 2010 Puget Sound Regional Council report titled, “Electric Vehicle Infrastructure: A Guide for Local Governments in Washington State.”²¹ The strategy called for action within these key categories:

1. Private electric vehicle infrastructure development
2. Public electric vehicle infrastructure development
3. Purchase electric vehicles for the city fleet
4. Seek grants and partnerships
5. Educate the public about electric vehicle options

They had already accomplished goal number 1 in 2010 with their ordinance. For goal number 2, they planned to install EVSE at their transit center, recreation pavilion, and civic campus. Pending an increase in demand, they also planned to install charging stations at on-street parking locations. For their city fleet, they planned to purchase electric vehicles when doing so fit their needs and budget. For partnerships, they planned to work with the local transit agency to install EVSE at transit hubs in the town. They also reported winning a grant for 10 EVSE spaces to be installed at their transit center. The grant was a federal stimulus intended to foster the development of EVSE along the I-5 corridor.²² For the 5th goal, the city sought to encourage electric vehicle use as an environmentally conscious transportation option. They also wanted to use their status as an EV friendly city to attract clean technology businesses and jobs. At the end of their strategy document, the City of Mountlake Terrace outlined their next steps:

1. Continue implementing the EVI code for new development.
2. Work with public or private partners to locate charging stations at key public locations (such as the Transit Center).
3. Provide public information on electric vehicles and charging station locations.
4. During the next Comprehensive Plan amendment process, consider adding the Electric Vehicle Strategy as an appendix to the Comprehensive Plan.

¹⁹ <https://mrsc.org/Corporate/media/MediaLibrary/SampleDocuments/Ords/m67o2553.pdf>

²⁰

<http://cityofmountlaketerrace.com/DocumentCenter/View/17972/Appendix-B-Electric-Vehicle-Strategy?bidId=>

²¹ <https://www.psrc.org/sites/default/files/electric-vehicle-guidance.pdf>

²² <http://communitytransit.blogspot.com/2012/05/electric-vehicles-can-charge-up-at.html>

In May of 2012, Mountlake Terrace unveiled their 10 new charging stations at the transit center.²³ The 10 stations can charge 20 vehicles at once. The city charged 85 cents per hour to use the charging stations.



Community event to celebrate the opening of new charging stations in Mountlake Terrace (MLT News)

Afterwards, the city produced two brochures to get the word out about their progress on EVSE. One brochure, titled “How to Charge,” was intended for the general public.²⁴ The brochure details the ten new Chargepoint brand EVSE stations at the transit center and how to use them. Each station has a level 1 (slow) and a level 2 (medium) charging port. The brochure also includes a blurb on why drivers should consider purchasing an electric car. The other brochure is intended for developers and details the permitting process and requirements for EVSE.²⁵

According to Edith Duttlinger, Senior Planner for Mountlake Terrace, the city took what it considers to be an “aggressive approach” to building out EVSE. Duttlinger noted that the decision-making process was a smooth one and that decision-makers and stakeholders generally agreed on the standards set forth in the ordinance.

²³ <http://communitytransit.blogspot.com/2012/05/electric-vehicles-can-charge-up-at.html>

²⁴ <http://cityofmountlaketerrace.com/DocumentCenter/View/10340/Electric-Vehicle-Charging-Stations---How-to-Charge-PDF>

²⁵ <http://cityofmountlaketerrace.com/DocumentCenter/View/10338/Electric-Vehicle-Charging-Stations-for-Multifamily-and-Commercial-PDF?bidId=>

Although they used grant money to build 20 EV charging stations at their metro station, Mountlake Terrace's main strategy with EVSE development is through the electric vehicle infrastructure ordinance which sets requirements on new development. They also could provide incentives to developers and property owners to develop charging stations, but have decided to go with private funding only. Duttlinger told me that updating municipal code to put requirements on developers is the easiest and cheapest route for cities to build out electric vehicle infrastructure. The rules should require specific percentages of parking spaces to have a charging station and an additional percentage of spaces that must be ready to have a charging station installed when demand increases.

Walla Walla

In 2011, Walla Walla City Council passed an ordinance that implemented electric vehicle infrastructure rules and regulations.²⁶ Walla Walla's electric vehicle chapter in the city municipal code is a good example of a typical Washington State EVSE municipal code. However, Walla Walla includes helpful illustrations and diagrams that many other cities do not include. According to the ordinance, the purpose of the code is:

"A. To provide opportunity for placement of adequate and convenient electric vehicle charging stations to serve the needs of the traveling public.

B. To provide residents opportunities for safe and efficient electric charging stations located at their place of residence.

C. To provide the opportunity for commercial and industrial uses to provide electric vehicle charging stations to their customers and employees.

D. To provide placement criteria and placement standards to encourage and promote safe and efficient electric vehicle charging opportunities in a full range of zones and settings for convenience of service to those that use electric vehicles."

²⁶

<https://records.wallawallawa.gov:8643/lfportal/DocView.aspx?id=571926&searchid=16e64ced-ef41-4625-a1d4-9001b707b816&dbid=0>



Promotional image from the announcement of Walla Walla's purchase of an off-grid EV charging system (Beam Global)

Other parts of the Walla Walla municipal code include:

- A detailed list of definitions of EV-related vocabulary
- Prohibits non-EVs from parking in EV charging stations
- Signage, marking, and lighting regulations, including illustrations of sign options
- Accessibility and placement standards
- For every 50 EV charging stations, Walla Walla requires one ADA accessible charging station
- Zoning and permitting rules
- Walla Walla, like most municipalities with an electric vehicle infrastructure code, does not provide for a minimum number of EVSE stations per X number of regular parking spots in a new development
- Penalties for violating signed EV parking regulations are the same as regular parking violations, and are detailed in a separate section²⁷
- Physical regulations for the charging station layout and design, including the following diagram

²⁷ <https://www.codepublishing.com/WA/WallaWalla/html/WallaWalla10/WallaWalla1013.html#10.13.180>

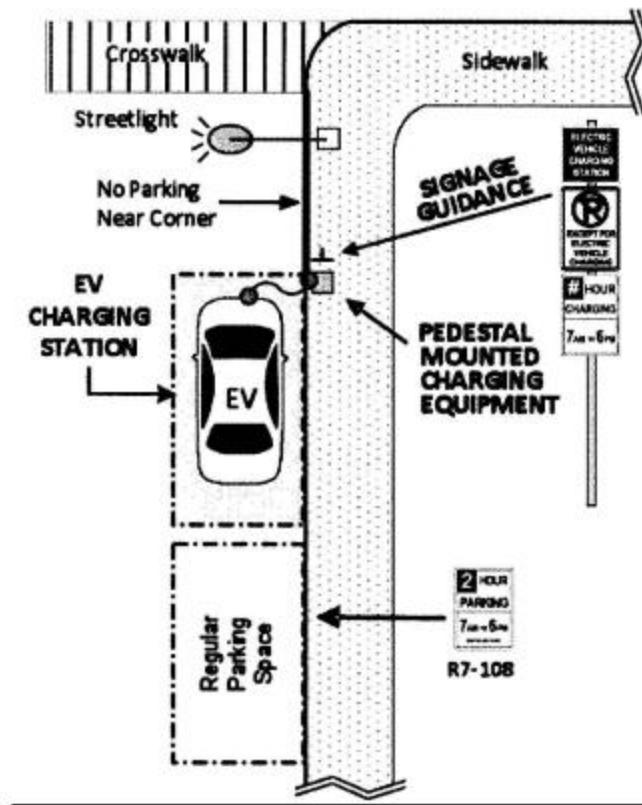


Figure #5: Illustration of EVSE regulations (Walla Walla municipal code)

On May 25th, 2016, Walla Walla city council decided that the EV (2-seat 2010 GEM E2, Security model) the city was using for parking enforcement and mail delivery had an insufficient driving range, and therefore was inadequate for completing a full day of work before running out of power. The city council approved the purchase of a replacement vehicle.²⁸

Walla Walla's 2019 Service Center Improvement List includes the implementation of EVSE stations. As of 2018, their Fleet Services division planned to purchase EVSE using their Vehicle Equipment Replacement Fund with the stated purpose of reducing greenhouse gas emissions. The cost of the loan would be paid for by the long-term savings generated by the lower costs of operation of EVs compared to conventional vehicles.²⁹

²⁸

https://records.wallawallawa.gov:9443/agenda_publish.cfm?dsp=agm&seq=2127&rev=0&id=&form_type=AG_MEMO&beg_meetmth=8&beg_meetyr=2010&end_meetmth=8&end_meetyr=2021&mt=ALL&sstr=electric%20vehicle&dept=ALL&harkkeywords=&sortby=f.form_num,%20f.rev_num&fp=ADVSRCH&StartRow=1

²⁹

https://records.wallawallawa.gov:9443/agenda_publish.cfm?dsp=agm&seq=3064&rev=0&id=&form_type=AG_MEMO&beg_meetmth=8&beg_meetyr=2010&end_meetmth=8&end_meetyr=2021&mt=ALL&sstr=ele

In March of 2019, Walla Walla purchased four new hybrid electric vehicles as part of their alternative fuel vehicle (AFV) fleet transition.³⁰

In July 2021, Walla Walla ordered a solar powered EVSE system from the company Beam Global. The equipment will charge two electric cars in the city fleet with the stated purpose of improving emergency preparedness and energy resilience. The EVSE is portable and generates and stores its own electricity.³¹

Jonathan Maland, Senior Planner for Walla Walla, reiterated that the purpose of their electric vehicle code was simply to do what they felt necessary to comply with state law at the time.

ctric%20vehicle&dept=ALL&keywords=&sortby=f.form_num,%20f.rev_num&fp=ADVSRCH&StartRow=1

30

https://records.wallawallawa.gov:9443/agenda_publish.cfm?dsp=agm&seq=3355&rev=0&id=&form_type=AG_MEMO&beg_meetmth=8&beg_meetyr=2010&end_meetmth=8&end_meetyr=2021&mt=ALL&sstr=electric%20vehicle&dept=ALL&keywords=&sortby=f.form_num,%20f.rev_num&fp=ADVSRCH&StartRow=1

31

<https://www.globenewswire.com/news-release/2021/07/27/2269328/0/en/City-of-Walla-Walla-Washington-Orders-Beam-Global-EV-ARC-Off-Grid-EV-Charging-System.html>

3. Outreach: Engaging the community and marketing Climate Action Plans

Mercer Island

Background and Timeline

In 2006, Mercer Island added an environmental and sustainability provision to their Comprehensive Plan. On May 7th, 2007, Mercer Island City Council approved a resolution that committed the city to reduce greenhouse gas emissions through city operations and community education.³² The resolution kickstarted the process of measuring the city-wide carbon footprint and the city fleet's carbon footprint. The resolution also prioritized converting city fleet vehicles to hybrid or electric. They resolved to educate city staff and citizens about global warming and steps to reduce greenhouse gasses. Mercer Island also decided to create a carbon banking program so the city could buy carbon offsets. They set the goal of reducing carbon emissions 80% below 2007 levels by 2050.³³



Active transportation on Mercer Island (File photo, Mercer Island Reporter)

Also in 2007, Mercer Island joined Local Governments for Sustainability (ICLEI), which enabled the city to use greenhouse gas tracking software that tracked overall city and community

³² <https://www.mercerisland.gov/publicworks/page/key-sustainability-milestones>

³³

https://www.mercerisland.gov/sites/default/files/fileattachments/public_works/page/11151/resolution_1389_ghgs.pdf

emissions and the effectiveness of emission-reduction programs. Bainbridge Island is a member of ICLEI.³⁴

In 2012, the city formed the Sustainability Policy Task Force, which created recommendations and a final report similar to Bainbridge Island's Climate Action Plan. In 2013, the city created the part-time Sustainability Manager position.³⁵

In September 2013, Mercer Island led a successful campaign getting residents to sign up for the Puget Sound Energy Green Power program, which allows citizens to offset their emissions through expanded local or regional green power generation.³⁶

On Earth Day 2014, the city launched its plastic bag ban. In February of 2018, Mercer Island began using the STAR Community Rating System to track their progress on sustainability and equity. Today, the program is called LEED for Cities and Communities and it is managed by the US Green Building Council. To track transportation progress, LEED measures distance traveled in individual vehicles daily, measured in distance per day per person.³⁷

Outreach efforts

- The city publishes a weekly newsletter about the city's progress on sustainability and how residents can reduce their carbon footprint.
- The city is partnered with a nonprofit called Mercer Island Can! (MI-CAN) that works to inform the public about sustainability efforts and obtain their input.³⁸
 - MI-CAN put out a short survey that asks residents to rank which strategies they think would be best to address different sources of greenhouse gas emissions in the community.³⁹
 - Their survey also asks which strategies residents would be most likely to implement in their daily life to curb their carbon emissions, including eating less meat, installing solar panels, and shopping locally.
 - Another survey question asks respondents what factors stand in the way of taking action, such as time, money, or lack of guidance.
 - The survey asks for suggestions on how climate action guides and materials could best help the community.

³⁴ https://iclei.org/en/our_members.html

³⁵ <https://www.mercerisland.gov/publicworks/page/key-sustainability-milestones>

³⁶ <https://www.pse.com/en/green-options/Renewable-Energy-Programs/green-power>

³⁷ <https://www.usgbc.org/leed/rating-systems/leed-for-cities>

³⁸ <https://www.mercerislandcan.org/>

³⁹ <https://www.surveymonkey.com/r/MICAN2021>

- Mercer Island's Sustainability Manager created an email discussion group for the community called the Sustainable-MI Google Group.⁴⁰
- The city has a webpage called "Ten Things You Can Do To Save Energy."⁴¹

According to Ross Freeman, Mercer Island's Sustainability and Communications Manager, Mercer Island residents are very receptive to climate initiatives, including a significant contingent of citizens who actively engage and offer viewpoints on climate issues at public forums and city council meetings. However, certain initiatives are more popular than others. Solar programs, electric vehicle charging station initiatives, and bike-share programs are among the topics that consistently generate positive feedback. Green building, zoning regulations, and density planning are contentious topics.

Other public relations obstacles that the city faces is a feeling that off-island people and outside groups are pushing development regulations and density goals on Mercer Island. Mercer Islanders can also be hesitant to adopt lifestyle changes or accept policies that they see as regulating what they can and cannot do with their private property.

Mercer Island's city council has a 3-member sustainability committee that works with Freeman to decide on courses of action. Each year, the city council provides Freeman with a 2-year work plan.

To engage the public on climate action, Mercer Island uses the following strategies:

1. Earth Week events
2. Public workshops and a quarterly sustainability meeting
3. A weekly E-newsletter
4. Social media posts
5. Flyers, posters, and yard signs
6. Dedicated website for public engagement (Let's Talk MI)
7. Local newspaper
8. Surveys
9. The Sustainable-Mercer Island Google Group, which is a very active discussion group with about 125 members
10. Engaging with sustainability clubs in local schools

⁴⁰ <https://www.mercerisland.gov/publicworks/page/what-you-can-do>

⁴¹ <https://www.mercerisland.gov/publicworks/page/ten-things-you-can-do-save-energy>

When communicating with the public about climate issues, Mercer Island stresses the following:

1. The importance of working together with neighbors.
2. Small actions can add up to make a big difference.
3. The impact of attending city council meetings and advocating for climate change mitigation.
4. The two best ways to shrink your carbon footprint are through personal transportation and household energy use.

Based on his experience, Freeman recommends using as many different modes of communication as possible to reach different demographics and types of audiences. Some cities nearby have also started to pay people to take part in sustainability advisory panels so that more people can afford to participate. Virtual meetings have made participation more accessible than in-person public meetings used to be, and Mercer Island has seen more different types of people attend meetings online. Freeman also put an emphasis on involving young people in climate change decision-making.

Port Townsend/Jefferson County

The Port Townsend City Council adopted the Climate Action Plan on Monday, November 14, 2011. Their CAP was a joint effort with Jefferson County. The County and the City created the Climate Action Committee (CAC) in January of 2008. Membership of the CAC covers a wide range of stakeholders and types of expertise. There are positions reserved for representatives of citizens at large, the Port Townsend Paper Corporation, the Port of Port Townsend, Jefferson Transit, Jefferson Healthcare, Jefferson County Public Health, and County public utility districts. Current membership also includes a master gardener and fire commissioner, an organic seed steward, an expert in atmospheric science, agriculture, and environmental management.⁴²

⁴² <https://www.co.jefferson.wa.us/637/Climate-Action-Committee>



Port Townsend (Jefferson Chamber of Commerce)

Public engagement around climate issues is largely run through a local nonprofit, Local 20/20. The group is a loosely organized collection of citizens that serves East Jefferson County. They focus on many local issues including climate change mitigation and adaptation which each have their own working committees. The Climate Action Group of Local 20/20 has worked on the following:

- Emission inventory for the community in 2009 and 2020⁴³
- Monthly lecture series on climate issues and ways to reduce carbon footprint
- Synthesizes national news and international climate change reports to explain local impacts
- Spreading awareness about the future of sea level rise by documenting Port Townsend areas during king tides and high wind conditions
- Creates handouts for homeowners about how they may be impacted by climate change and how they can prepare⁴⁴
- Collaborated on the Climate Action Plan and the Climate Preparedness Plan for the North Olympic Peninsula⁴⁵

⁴³ <https://cityofpt.us/engagept/page/climate-change>

⁴⁴ <https://l2020.org/climate-action/>

⁴⁵ <https://l2020.org/climate-action/planning-for-climate-change-on-the-north-olympic-peninsula-project/>

- Maintains a dedicated website, JeffersonCAN.org (Jefferson Climate Action Now), that provides information and tools for citizens and local businesses to reduce their carbon footprint⁴⁶
- Local 20/20 has a webpage on personal and community actions to address climate change along with regional and national resources for education and action⁴⁷
- Ran a carbon footprint reduction competition for teams of individuals called Taming Bigfoot in 2016 and 2021⁴⁸
 - The 2021 competition saw 5 teams of 7 people each for a total of 35 participants
 - The competition used a carbon footprint calculator that was created specifically for Jefferson County by Local 20/20
 - The calculator could be accessed via an Android/Apple mobile app or web browser
 - The competition took place over the course of February
 - Competition prizes included a cubic yard of biochar, an earth machine composter, energy and water conservation goodie bags, and trees planted in honor of each participant
 - The competition was aided or endorsed by Jefferson County Commissioners, Port Townsend, Jefferson County Public Health, and the Washington State University Extension in Jefferson County



Zoom call next Tuesday the 19th at 6 pm with Judy Surber (City of Port Townsend Planning Manager), Laura Tucker (Jefferson County Public Health, Environmental Health Specialist), and Cindy Jayne (Chair of Climate Action Committee)

⁴⁶ <http://jeffersoncan.org/>

⁴⁷ <https://l2020.org/taking-action-on-climate-change/>

⁴⁸ <https://l2020.org/climate-action/bigfoot/>

4. Vehicle Miles Traveled: Measuring how much citizens are driving or might drive under different proposals.

According to Ross Freeman, Mercer Island’s Sustainability and Communications Manager, measuring vehicle miles traveled (VMT) is a super complex and difficult task. Mercer Island uses data from the Puget Sound Regional Council (PSRC) to measure VMT annually. The PSRC has a suite of data available for urban planning and modeling purposes.⁴⁹ VMT is measured by the PSRC through their Puget Sound Trends project. PSRC uses data from the Washington State Department of Transportation’s (WSDOT) Highway Performance Monitoring System (HPMS)⁵⁰ for their regional VMT projections.⁵¹

PSRC has two other models that can measure and/or predict transportation behavior in the Puget Sound Region. One is called Activity-Based Travel Model: SoundCast⁵² and the other is the Trip-Based Travel Model: 4k.⁵³

Freeman also said that other cities are starting to look into whether Google Environmental Insights Explorer (EIE) data could be an actionable surrogate data source. According to Google, EIE data can be used by cities to estimate the emissions of all trips that begin and/or end within the city using aggregated and anonymized location history data.⁵⁴ The City of Bainbridge Island can send a request to Google for localized EIE data.⁵⁵ In addition to large cities such as Seattle, Google has already generated EIE data for Kitsap County, Bremerton, and Jefferson County.



⁴⁹ <https://www.psrc.org/data-and-resources/data-psrc>

⁵⁰ <https://wsdot.wa.gov/mapsdata/travel/hpms/annualmileage.htm>

⁵¹ <https://www.psrc.org/sites/default/files/trend-vmt-201911.pdf>

⁵² <https://www.psrc.org/activity-based-travel-model-soundcast>

⁵³ <https://www.psrc.org/trip-based-travel-model-4k>

⁵⁴ <https://insights.sustainability.google/>

⁵⁵ <https://insights.sustainability.google/places/ChIJK4sSVjI8kFQRDpPwoERmqN8>

Appendix A: Interview Questions and Responses

Bellingham

Contacts: Council Member Michael Lilliquist, mlilliquist@cob.org.⁵⁶ Professor Jill MacIntyre Witt was on the climate action committee and is a professor at the Huxley College of the Environment at Western Washington University. Professor Witt forwarded me to Seth Vidaña, Bellingham's Climate and Energy Manager. No one contacted has provided any information on this subject.

Thurston Regional Planning Council

Information from Allison Osterberg, Senior Planner for the Thurston Regional Planning Council (OsterbergA@trpc.org)

1. What did the decision-making process look like before the Thurston Regional Planning Council included natural gas provisions on page 79 of the 2020 Thurston Climate Mitigation Plan?

We went through a lengthy, stakeholder-driven process to develop the Thurston Climate Mitigation Plan. More than 300 potential actions were identified to reduce local greenhouse gas emissions, and the three actions under Strategy B6 were among them. Action B6.4 was originally written as a natural gas ban in new buildings. We refined that long list of actions, then assessed each action for its ability to meet four criteria: impact on greenhouse gas emissions, speed of deployment, local control, and community co-benefits. We then used a wedge analysis to identify what actions would be necessary to meet our emissions targets, focusing on the high ranking ones.

The three actions you see in the plan all ranked high in the multicriteria analysis. The natural gas ban was the most polarizing action on the list of assessed actions, with both strong support and opposition among our stakeholders and among the general public when the plan was out for public review. Some of the comments from the building community centered on the potential costs and impacts to affordable housing from a ban, when recent updates to the building and energy code already support a transition away from new natural gas connections.

⁵⁶ <https://cob.org/gov/council/michael-lilliquist>

In response to that stakeholder input, and also recognizing the comments in favor of seeing natural gas connections phased out, the Steering Committee amended Action B6.4 to “natural gas transition: Phase out new natural gas connections in new buildings over time.” All of the comments and analysis are detailed in the Appendices of the plan.

2. What are the current actions/next steps for the planning council on this issue? Are the city councils of Olympia, Lacey, and Tumwater planning to take up ordinances on the topic of natural gas prohibition?

I want to clarify that while there is an actual council for TRPC, made up of regional policymakers, the Thurston Climate Mitigation Plan was developed under a joint agreement with four of our partners: Thurston County, Lacey, Olympia, and Tumwater. They contracted with TRPC staff to do the work and now to continue supporting implementation of the plan, but TRPC’s council isn’t directly involved with those decisions. Sorry, I know that’s a fine distinction.

The implementation strategy for the Climate Mitigation Plan identified different approaches for actions – Action B6.2 (electric appliances in new construction) and B6.4 (natural gas transition) were identified to be part of a future legislative agenda, because the jurisdictions felt a statewide approach would be more efficient or effective. Action B6.1 (natural gas to electric conversions) was flagged as one that should be led by a third-party partner – potentially our electric utility, Puget Sound Energy. The partners are continuing to discuss their next steps on all strategies in the plan, including converting to cleaner fuel sources. They are currently considering a proposal to develop a cost assessment of building electrification – that information could help support future action, but that is all that is planned to my knowledge as of now.

Mountlake Terrace

Edith Duttlinger, Senior Planner for the City of Mountlake Terrace Community Development
EDuttlinger@ci.mlt.wa.us, 424-776-1161

- There are different regulations for multi and single family residential buildings
- It seemed easy to agree on and decide on taking an “aggressive approach” and what requirements that would include.

- Although they used grant money to build 20 EV charging stations at their metro station, Mountlake Terrace's main strategy with EVSE is through the electric vehicle infrastructure ordinance
- Possible ideas include the city financing EVSE infrastructure, offering incentives to developers and property owners, and requiring developers to include EVSE installation in new developments
- Updating municipal code to include requirements on developers is the easiest and cheapest way to increase the number of EV charging stations.
- Set a percentage of parking spaces that must have charging equipment and percentage of spaces that must be roughed in so that future charging stations can be installed when demand increases

Walla Walla

Walla Walla City Council citycouncil@wallawallawa.gov.⁵⁷ Jonathan Maland, Senior Planner.⁵⁸

"Back in 2011, we followed the WA state model ordinance to address the state requirements.

In 2009, the Washington State Legislature passed 2SBH 1481 to encourage the transition to electric vehicles. The act required development regulations of cities located adjacent to I-5 in Snohomish, Pierce, and Thurston counties, and larger King County jurisdictions adjacent to I-5, I-90, I-405, and SR 520 to allow electric vehicle infrastructure (EVI), such as rapid charging stations and battery exchange stations as a use in all zones, except for residential, resource, or critical areas.

Counties were required to allow EVI as a use within one mile of these highways by July 1, 2010. The requirement to allow electric vehicle infrastructure extended statewide to all cities adjacent to these highways, and to counties for areas within one mile of these highways on July 1, 2011. All cities and counties statewide were required to allow battery charging stations as a use in all zones, except for residential, resource, or critical areas by July 1, 2011. (From AWC Legislative Interim Bulletin #1, 2010)

<https://mrsc.org/Home/Explore-Topics/Environment/Energy-Topics/Planning-for-Electric-Vehicles.aspx#zoning>

⁵⁷ <https://www.wallawallawa.gov/government/city-council>

⁵⁸ <https://www.wallawallawa.gov/Home/Components/StaffDirectory/StaffDirectory/876/>

<https://www.commerce.wa.gov/growing-the-economy/energy/electric-vehicles/resources-govt-agencies/>"

Mercer Island

Ross Freeman, Mercer Island Sustainability and Communications Manager

ross.freeman@mercerisland.gov⁵⁹

Background

1. How receptive are Mercer Island residents to different types of climate action?

We have a significant group of long-time residents who are interested in sustainability and frequently advocate on the topic at council meetings and other public venues. Some of them were instrumental in getting the first mention of sustainability into the city's Comprehensive Plan back in 2006 (see milestones page). There's also plenty of newer arrivals, younger families, etc, that have grown up with environmental issues front and center and want to know what the city is doing, and how to get the city to do more. In general, residents have been very receptive to more exciting and progressive initiatives, like our rooftop solar installation programs, electric vehicle charging stations, bike-share pilots, LED upgrades, etc. The more fundamental policy changes involving green building, development regulations, density, are much more contentious.

2. Through which methods does the city communicate with the public in general?

We use all manner of City communications to get the word out on climate and sustainability issues, including things like: Earth Week events, public workshops, council & board meetings, our weekly E-newsletter, social media outlets, flyers/posters, yard signs, the City website, the City's public engagement portal (Let's Talk MI), and the local newspaper.

Decision-making process

3. Who is involved with decision-making when it comes to public-facing climate initiatives? Are there task forces or special committees?

There is a 3-person Sustainability Committee of Councilmembers that I work with to discuss and vet ideas. They take major policy items back to the full Council for a vote. Many smaller climate

⁵⁹ <https://www.mercerisland.gov/publicworks/page/sustainability-manager>

and sustainability initiatives are embedded into my two-year work plan, which is approved by Council on an annual basis.

4. What topics do you prioritize when communicating with the public?

How we need everyone to get involved; How small actions add up; How important it is to tell friends/neighbors; How they need to weigh in with City Council; and How the biggest areas for impact are personal transportation and energy use at home.

5. How do you involve the community in decision-making?

For climate and sustainability issues, I often survey the public on certain topics/proposals, circulate draft plans via various City outlets, and also solicit feedback via the Sustainable-MI Google Group and quarterly Sustainable-MI meetings.

Other questions

6. How does the city measure/predict reductions in vehicle miles traveled (VMT)?

This is a super-complex and difficult topic. Communities that have their own customized traffic model can do better calculations, but we don't have one. We use data from the Puget Sound Regional Council to assess VMT annually, but our situation is also more complicated due to the Interstate-related traffic that is included in the count. Some of my colleagues at other cities are starting to explore Google EIE data to see if that is a suitable surrogate source.

7. When communicating with the public about climate action initiatives, what obstacles do you face?

Like other communities, some people are afraid of lifestyle changes in general, and in particular of regulations on what they can do with their personal real estate. It also seems that some island communities struggle with the sense that folks from "off-island" are dictating regulations, e.g. regional growth plans and housing density targets.

8. Which outreach efforts, such as the Google email-group, have worked best?

It always works well to try to get a broad range of residents from various demographics and age groups involved in the topics. That Google email group (which numbers about 125 people) is a

great way to reach our local community, but there are also several other environmentally oriented groups that I communicate with, as well as green groups in the schools.

9. Where is the city now in its progress towards drafting a Climate Action Plan?

It is long overdue but the scoping just began, and optimistic adoption is slated for Dec 2022.

10. How do you plan to promote the climate action plan to the public?

We will have a kickoff workshop/forum, public survey on draft GHG actions, then solicit feedback on the full draft plan. There will be a few updates to the City Council (which are televised, webcast, and archived on video). We'll also use our public engagement portal, as well as communicate with groups like Sustainable-MI, businesses, schools, faith community, etc.

11. What advice would you give a similar city in Washington that is looking for new ways to involve and inform the community about sustainability and climate action?

I'd recommend trying to engage via many different channels to reach different audiences (e.g. some people love interactive via social media, some hate it). It's very helpful for me to have that 125-member Google Group to float ideas out. Also invite some of the more non-traditional voices – some cities nearby have even begun to pay people to participate on their sustainability advisory panels so that frontline workers and others (who cannot afford that time otherwise) can engage. Before COVID, it used to be that retired, generally white, older males were the most common attendee at our in-person public meetings. Now that all of our meetings are virtual and online, many different types of people can participate just for a few minutes when they are free, from home. This has added a lot more diverse voices in our participation, which has been good. I'd also say try to engage with younger residents through the schools and other groups because they have a lot of urgent motivation to improve the GHG trajectory of society.

Port Townsend/Jefferson County

Coming soon, Oct. 19th Zoom meeting

- a. How does the city, county, and Local 20/20 work together and divide tasks (division of labor)?

- b. Taming Bigfoot sounds like a great idea to generate interest in mitigation and educate the public. Is it put on annually? Who are the participants? Is this a program that Local 20/20 wants to continue to grow, inside the county or regionally?

1. How receptive are Port Townsend residents to different types of climate action?
2. Through which methods does the city communicate with the public about the climate action plan and other topics?
3. What topics from the climate action plan do you prioritize when communicating with the public and what do you ask of the public?
4. How do you involve the community in decision-making related to the CAP and climate action?
5. How does the city measure/predict reductions in vehicle miles traveled (VMT)?
6. When communicating with the public about the climate action plan, what obstacles do you face?
7. Which types of outreach efforts have worked best?
8. What advice would you give a similar city in Washington that is looking for new ways to involve and inform the community about sustainability and their new climate action plan?

Appendix B: Notes

Topic #1: Transitioning city fleets away from fossil fuels.

Topic #2: Prohibiting propane, fuel oil, and wood as primary sources of heating and cooling.

Topic #3: Establishing codes to increase EV charging and EV charging infrastructure.

Topic #4: Engaging the community and marketing Climate Action Plans.

Topic #5: How to measure reductions in Vehicle Miles Traveled (VMT)

Member cities of the Western Washington Clean Cities Coalition (cities 1 through 11)

<https://www.wwcleancities.org/membership/our-members>

1. Seattle
 - a. Topic #1 and #3: member of West Coast Electric fleets
<http://www.westcoastelectricfleets.com/evs-save-seattle-fleet-money/>
 - b. Topic #2: natural gas space and water heating bans apply to some new buildings
<https://www.kuow.org/stories/seattle-bans-natural-gas-in-new-buildings>
 - c. Topic #3:
<https://www.govtech.com/fs/new-homes-must-be-ev-charger-ready-under-new-seattle-rule.html>
2. Bellevue
 - a. Topic #3
3. Enumclaw
4. Everett
 - a. Topic #1: member of West Coast Electric fleets
5. Kirkland
 - a. Topic #1: lots of progress
<https://www.kirklandwa.gov/Whats-Happening/News/New-Vehicle-Charging-Station-Activated-for-the-City-of-Kirkland-Fleet>
6. Lacey
 - a. Topic #2: Through the Thurston Regional Planning Council, it recommended banning natural gas in new and existing buildings in Dec. 2020. Page 79, 110:
https://www.trpc.org/DocumentCenter/View/8322/TCMP_Chapters?bidId
7. Mercer Island
<https://www.mercerisland.gov/publicworks/page/key-sustainability-milestones>
 - a. Topic #3: They ran e-bike programs
<https://your.kingcounty.gov/dnrp/climate/documents/2018-K4Cfact-MI-mobility.pdf>

DRAFT

- b. Topic #4: They created a website to spread awareness about their climate goals and initiate engagement <https://www.mercerislandcan.org/>
- 8. Redmond
- 9. Renton
- 10. Shoreline
- 11. Tacoma
 - a. Topic #1: member of West Coast Electric fleets
 - b. Topic #2: As of 2015, in the Tacoma-Pierce County Smoke Reduction Zone, it is illegal to use or buy a wood stove that is not EPA certified. However this was a special thing that Puget Sound Clean Air Agency did that they can't do elsewhere <https://pscleanair.gov/547/Tacoma-Pierce-Stove-Rule>
 - c. Topic #3: codes for EV charging <https://www.tacomapermits.org/tip-sheet-index/electric-vehicle-charging>
 - i. Pilot program to encourage EV charging installation: <https://www.cityoftacoma.org/cms/one.aspx?portalId=169&pageId=174736>
- 12. King County Cities Climate Collaboration <https://kingcounty.gov/services/environment/climate/actions-strategies/partnerships-collaborations/k4c.aspx>
- 13. Spokane
 - a. Topic #1 and #3: <https://www.spokesman.com/stories/2021/aug/03/consultant-could-help-city-of-spokane-electrify-ve/>
- 14. Olympia
 - a. Topic #1: member of West Coast Electric fleets, purchased 11 EVs
 - b. Topic #2: Through the Thurston Regional Planning Council, it recommended banning natural gas in new and existing buildings in Dec. 2020. Page 79, 110: https://www.trpc.org/DocumentCenter/View/8322/TCMP_Chapters?bidId
 - c. Topic #3: Olympia has installed 3 charging stations, enumerates next steps and goals https://olympiawa.gov/~media/Files/PublicWorks/Transportation/TMP/TMP_Book_FINAL.pdf?la=en
- 15. Tumwater
 - a. Topic #2: Through the Thurston Regional Planning Council, it recommended banning natural gas in new and existing buildings in Dec. 2020. Page 79, 110: https://www.trpc.org/DocumentCenter/View/8322/TCMP_Chapters?bidId

16. Bellingham

- a. Topic #2: considering natural gas ban
<https://www.nytimes.com/2020/01/05/us/bellingham-natural-gas-ban.html>

17. Chelan

- a. Topic #3: EV infrastructure municipal codes
<https://www.codepublishing.com/WA/Chelan/html/Chelan17/Chelan1763.html>
 - i. City code included as a model in “Summary of Best Practices in Electric Vehicle Ordinances” by the Great Plains Institute (June 2019)
https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf

18. Des Moines

- a. Topic #3:
<https://www.codepublishing.com/WA/DesMoines/#!/DesMoines18/DesMoines18205.html#18.205>
 - i. City code included as a model in “Summary of Best Practices in Electric Vehicle Ordinances” by the Great Plains Institute (June 2019)
https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf

19. Millwood

- a. Topic #3: EV infrastructure municipal codes
https://library.municode.com/wa/millwood/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.44ELVEIN

20. Milton

- a. Topic #3:
<https://www.codepublishing.com/WA/Milton/html/Milton17/Milton1769.html#17.69>

21. Mountlake Terrace

- a. Topic #3: EV codes
<https://www.codepublishing.com/WA/MountlakeTerrace/html/MountlakeTerrace19/MountlakeTerrace19126.html#19.126.040>
 - i. Strategy document:
<http://cityofmountlaketerrace.com/DocumentCenter/View/17972/Appendix-B-Electric-Vehicle-Strategy?bidId=>
- b. Topic #3+#4: outreach pamphlet:
<http://cityofmountlaketerrace.com/DocumentCenter/View/10340/Electric-Vehicle-Charging-Stations---How-to-Charge-PDF>

- i. City code included as a model in “Summary of Best Practices in Electric Vehicle Ordinances” by the Great Plains Institute (June 2019)
https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf

22. Coupville

- a. Topic #3:
https://library.municode.com/wa/coupeville/codes/code_of_ordinances?nodeId=TIT16DERE_CH16.12DEST_16.12.075ELVECHST

23. Kent

- a. Topic #3:
<https://mrsc.org/getmedia/9ca1b791-7504-43af-9d42-5921ef3d0f7e/k44o3976.pdf.aspx>

24. Roy

- a. Topic #3:
<https://mrsc.org/Corporate/media/MediaLibrary/SampleDocuments/Ords/r67o852.pdf>

25. Sequim

- a. Topic #3:
<https://www.codepublishing.com/WA/Sequim/html/Sequim18/Sequim1850.html>

26. Walla Walla

- a. Topic #3:
<https://www.codepublishing.com/WA/WallaWalla/html/WallaWalla20/WallaWalla20156.html#20.156>
 - i. https://records.wallawallawa.gov:9443/adv_search_results.cfm?fp=ADVSRCH&id=

27. Zillah

- a. Topic #3:
<https://www.codepublishing.com/WA/Zillah/html/Zillah17/Zillah1719.html#17.19>

28. PUDs, school districts, and transit agencies could be interesting for topic #1

29. Topic #2: At least 40 California municipalities have required new construction to be all electric

<https://www.natlawreview.com/article/washington-state-legislature-considers-first-its-kind-state-level-natural-gas-ban>

Other resources/notes:

- Topic #1: <http://www.westcoastelectricfleets.com/>
- Topic #2:
<https://www.natlawreview.com/article/washington-state-legislature-considers-first-its-kind-state-level-natural-gas-ban>
- Topic #3:
 - <https://www.palmspringsca.gov/home/showdocument?id=67424>
 - <https://www.swenergy.org/transportation/electric-vehicles/building-codes>
 - <https://www.chargepoint.com/>
 - <https://www.electrificationcoalition.org/programs/ev-policy-showroom/>
 - <https://mrsc.org/Home/Explore-Topics/Environment/Energy-Topics/Planning-for-Electric-Vehicles.aspx#zoning>
 - <https://www.psrc.org/sites/default/files/electric-vehicle-guidance.pdf>
 - **Important guiding document:**
https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf

Appendix C: Topic Outline and Interview Outline

Topic Outline:

- **Summary** of the subject area
- Overview of what the **Bainbridge Island CAP** says about this area, including the current state of affairs and past and future actions
- **City A**
 - **Relevant background**
 - Similarities/differences compared to Bainbridge Island
 - Scope/history of their problem/task
 - **Timeline** of City A's actions on the issue and their strategy, including:
 - **Decision-making process**: When planning began and what their decision-making process looked like
 - Why they implemented changes
 - **Funding**: How did they fund their actions?
 - **Obstacles** they faced and how they responded to them
 - **Partnerships**: Who helped them with expertise/technical knowledge/installation/legislation drafting?
 - **Stakeholders**: Besides the city, who was impacted by the project(s) and/or how were they involved?
 - If they passed **ordinances or changed city code**, what did those texts say?
 - **Where are they now** in their process?
 - **What is next?** Are they planning future actions?
 - **Discussion/Conclusion**
 - **Successes**: What did they do well?
 - What **mistakes** did they make?
 - **Takeaways**: What can Bainbridge Island learn from their experience?
 - Consider if relevant differences between City A and Bainbridge Island should be taken into account before using City A as a model.
 - **Contacts**, in a list
- **City B**
- **City C**
- **Topic Discussion/Conclusion**
 - **Similarities** between cities in terms of what worked and what didn't work, common solutions and roadblocks

DRAFT

- **Important lessons** for Bainbridge Island/suggested actions

Interview template

- **Relevant background**
 - Topic #1: How many vehicles were in your fleet, how many were hybrid or electric?
 - Topic #2: Is air pollution an issue in your city? How prevalent is natural gas use and how much does it contribute to greenhouse gas emissions?
 - Topic #3: How many EVSE stations were there when planning started?
 - Topic #4: How receptive are local residents to climate action? Through which methods does the city communicate with the public about non-climate topics?
- **Decision-making process**
 - What was the spark that began the process?
 - How were relevant parties convinced that this issue required action?
 - When did planning begin and what were the major milestones in the city's progress?
 - Who was involved with decision-making? Were there task forces or special committees?
 - How did the city measure success in their proposal and during the project? How did the city measure/predict reductions in vehicle miles travelled (VMT)?
- **Funding:** How did the city fund their actions?
- **Obstacles:** What obstacles did the city face and how did the city respond to them?
- **Partnerships:** Who helped with expertise/technical knowledge/installation/legislation drafting?
- **Stakeholders:** Besides the city, who was impacted by the project(s) and how were they involved in the process?
- **Where is the city now** in their progress towards these environmental goals?
- **What is next?** Is the city planning future actions? What is the current timeline?
- **Successes:** What did the city do well?
- **Areas for improvement:** What could the city have done better?
- **Takeaways:** What advice would you give a similar city in Washington that is considering tackling this issue?

CCAC: Draft Priorities for Implementing the Climate Action Plan CAP over the next 6 months
(October 17th, 2021)

The CCAC would like to assist the City of Bainbridge Island to get the new Climate Officer up to speed on the various aspects of the Climate Action Plan. In light of that we thought it might be helpful to compile what the CCAC believes are the highest priorities over the next 6 months for implementing the Climate Action Plan. The actions are not in any particular order of importance and will be discussed at the October 20th CCAC meeting.

Actions	Lara	Steve	Deb	Mike	Derik	Julie
Get up to speed on CAP.	X	X	X	X	X	X
Launch the Community Climate Solutions Platform and build out the website			X	X		X
Work with PSE to: implement the PSE/COBI Partnership Agreement; increase local generation, and reduce demand.	X	X	X	X	X	X
Engage in development of Biodigester		X	X	X		X
Utilize EcoAdapt Certification Tool	X			X	X	X
Implement Sustainable Transportation Plan	X	X	X	X	X	X
Transition COBI fleet			X		X	
Update GHG Inventory			X			
Reinvigorate Green Building Task Force		X	X	X	X	X
Prohibit Combustible Fuels	X					
Conduct trainings on converting private residences to electric	X					
Establish Green Energy and Building Fund				X	X	
Begin process to review codes, procedures, etc. to implement the CAP						X

Individual CCAC Responses

Lara

1. PSE franchise agreement items: 3.B.1.A, 3.B.1.b
 2. Prohibit combustible fuels: 3.B.1.c
 3. Trainings for converting private residences to electric: 3.B.2.a
 4. Implementation of the Certification: 5.A.1.b, 6.A.1.c, 7.D.1.a,
 5. Implement STTF Plan: 4.A.1.a
-

Steve

1. Getting Up to Speed - this is obvious, but I think job#1 will be for the climate officer to get up to speed on the background and details of the CAP and the status of everything, etc. Time with staff, you, David, Joe, etc.
 2. ARP Funds - if it's not too late, help gauge how different ideas can support the CAP. Seems like solar panels on emergency buildings was an idea that our committee liked and worth further investigation. Increases clean energy production on island and improves resiliency.
 3. Biodigester - If this can truly provide enough electricity to power 1000+ homes (as advertised) then it may be the most important project we can work on for increasing our level/percentage of clean, renewable energy.
 4. PSE Franchise Agreement - not sure what can be negotiated, but anything we can do to increase the share of clean energy on the island, over the next 10 years is absolutely central to our efforts. I wonder if we can work with PSE to promote their solar option? And any way(s) to promote way more solar installation on the island.
 5. Sustainable Transportation Plan - since this is hoping to be approved by end of year, we need to make sure that it strongly supports the CAP and we all feel very confident about its ability to reduce emissions.
-

Deb

My thoughts go back to our immediate action roadmaps way back in November :-)) and include:

1. CCS/website interface development (this might be two things, but related)
 2. EV policy for city fleet purchases
 3. GHG inventory update strategy
 4. POC for biodigester
 5. Integrating with SSTF and GBTF so that she's supporting and advising the climate angles of both those groups moving forward
 6. PSE Franchise Agreement
-

Mike

1. Implement PSE/COBI Partnership Agreement and work on Demand Reduction Program
 2. Incorporate EcoAdapt Certification Tool into decision making
 3. Implement STTF plan
 4. Re-invigorate GBTF
 5. Implement Community Climate Solution Platform
 6. Establish Green Energy and Building Fund
-

Derik

1. 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.

Regarding the latter, school buses should be a priority: <https://www.wri.org/insights/where-electric-school-buses-us>

2. Make sure STTF recommendations are fully funded/supported/implemented.
 3. Establish a Green Energy and Building Fund.
 4. Work with PSE and others to develop incentive programs to increase installation of renewable energy, wind, and passive photovoltaic (PV) solar or other technologies on new and existing buildings.
 5. Use the EcoAdapt Climate Change Adaptation Certification (or a similar tool) to evaluate land acquisition and development proposals to ensure decisions are climate informed.
-

Julie

1. Become very familiar with the CAP, and the details related to each action item and what other people, groups are needed to implement each.
2. Learn the Eco Adapt Climate Adaptation Certification tool and apply it to "X" pending projects. See e.g., action item 5.A.1.b., 7.D.1.a
3. Build out the Climate Change website and distribute CAP as plan suggests. Action item 8.A.1.a.
4. Begin the process with the City Attorney to review city codes, policies procedures- begin thinking about revisions needed to implement CAP actions. (See e.g., Action items 4.B.2.a, 4. B.4.a, 5. A.1.c., 8.C.1.a) This work will take a long time to complete, revise codes etc. that will be necessary to implement many actions in the CAP so it is important to get started as soon as possible.
5. Bio-digester- get up to speed on the project and begin serving as the city contact for it.
6. Meet with relevant task Forces, Advisory Committees and community organizations. E.g., Green Building Task Force (and work on Green Building Fund); Sustainable Transportation; UAC/CCAC re the PSE Franchise; Bainbridge Prepares, Zero Waste etc.