



CLIMATE CHANGE
ADVISORY COMMITTEE
REGULAR MEETING
WEDNESDAY, DECEMBER 15, 2021
5:30 – 7:30 PM
ZOOM MEETING

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 NOVEMBER 17TH MINUTES
- 5:40 PUBLIC COMMENT
- 5:45 CHECK-IN AUTUMN SALAMACK
- 5:55 DRAFT RECOMMENDATIONS TO COUNCIL ON COBI WASTE MANAGEMENT PROGRAM AND BIODIGESTER PROJECT (DEB/JULIE/STEVE/MIKE)
- 6:10 DRAFT RECOMMENDATIONS TO COUNCIL ON THEIR REQUEST TO EVALUATE GHG EMISSIONS IMPACTS FROM SUSTAINABLE TRANSPORTATION PROJECTS (DERIK/MIKE)
- 6:25 REPORT OUT ON COP 26 (JOHN)
- 6:40 CLIMATE ACTION PLAN UPDATES
 - ECOCITY WORLD SUMMIT (LARA)
 - GROUNDWATER MANAGEMENT (DEB/MIKE)
 - CAPSTONE STUDENT (MIKE)
- 7:30 ADJOURN

MATERIALS

1. NOVEMBER MINUTES
2. DRAFT RECOMMENDATIONS TO COUNCIL ON COBI WASTE MANAGEMENT PROGRAM AND BIODIGESTER PROJECT.
3. DRAFT RECOMMENDATIONS TO COUNCIL ON REQUEST ON GHG EMISSIONS FROM SUSTAINABLE TRANSPORTATION PROJECTS.
4. JOHN KYDD REPORT FROM COP 26

Climate Change Advisory Committee
Meeting Minutes
November 17, 2021

Present – Committee members Michael Cox, Steve Richard, Deborah Rudnick (late), David McCaughey, Julie Mathews, Derik Broekhoff, John Kydd, Lara Hansen

Council Liaisons – Joe Deets, Kirsten Hytopoulos

City Staff – Autumn Salamack, Mark Epstein

Approval of October minutes – John moved to approved, Steve seconded, motion passed.

Public Comment

No public members. Autumn mentioned people just calling in can hit *6 to speak and *7 to raise their hand and that we can mention that whenever public does call in.

Discussion

2022 Climate Officer Workplan – Autumn

Four major areas presented. This is in draft form and open to feedback and discussion. Sent out subsequently by Ellen in draft form, for review purposes only.

1. Education/ Outreach (\$75k)

- Community Climate Challenge
- Graphic designer
- Monthly climate centric communications
- Annual Progress report

2. Mitigation (\$270K)

- Municipal actions -i.e., evaluate COBI fleet, electric upgrades at Town Square & City Hall, convert COBI landscape fleet to zero emissions
- Waste reduction/composting (provide businesses education and financial support for new plastic ordinance, residential education and home composting)
- Energy Green Building (working with PSE to implement PSE/COBI agreement & reduce demand increase resiliency, develop green building policies and codes, review code to promote energy efficiency)
- Transportation- support sustainable transportation plan, work with school district to implement commute trip reduction. CCAC recommended adding idling, possibly starting with City to lead by example. Joe mentioned the importance of

3. Adaptation/ Resiliency (\$7- 307K)- many of these are already underway

- Increase resiliency for at least one disaster hub
- Create high resolution SLR mapping
- Formalize use of EcoAdapt tool
- Create list of tree and plant species-

4. Other- (\$4K)

- Develop climate equity lens
- Metrics to support CAP goals
- Upgrade GHG inventory
- Track climate related legislation
- Engage in biodigester effort

Reviewed her proposed work plan. Joe mentioned the importance of things like promoting Pingo ride app, Kitsap transit investing in more electric and diesel.

Lara discussed bringing some metrics for adaptation from a NOAA grant she is wrapping up mid-2022.

Mark Epstein, Sustainable Transportation Plan

Selecting projects for near term action plan, 1, 4 and 10 year timeframes. More projects than we have resources, upwards of \$170M. How do we prioritize, should we be tracking GHG accounting on a per-project or systems basis. Derik emphasized taking a more systemic approach and thinking more about whole systems goals and how well our prioritize align with where we want to go in sustainable transportation. Council request to evaluate GHG emissions impacts from sustainable transportation projects. Reducing VMTs and reducing GHGs: Eyes on the prize of VMT reductions, ghg through the lens of the emissions inventory, and it also includes resilience and vulnerability reduction. Kirsten clarified that they are looking for feedback to council as to the appropriateness of their ask.

Climate Action Plan Updates

- 18 actions: keep an eye on your action items
- REAC: from the presentation Mike and Lara gave, REAC had great questions on the equity lens, but separate from a climate lens, Lara suggested that they consider developing an equity lens because their list was so comprehensive. She is still eager to include relevant questions in the climate lens. They did not provide feedback on the specific questions that Lara was hoping to get back. Follow up after December 7 equity in climate presentation.
- Groundwater management: Maureen has an aggressive timeline for developing a GWP, good group of 2 UAC, 3 ETAC, 2 CCAC. Lots of good discussions and brainstorming in the first meeting last night.
- Biodigester: meeting tomorrow with City Manager and Impact bioenergy and CCAC members. We received some good responses to our questions, and Blair is engaged. Joe will talk to Blair Friday.
- Single Use plastics ordinance: Ordinance passed, implementation and how we support the business community are the asks moving forward- implementation delayed a year, looking at examples and opportunity to really gear up for 2023 implementation.
- Capstone student: Student will be conducting research with senior center community; Autumn will be attending. Deb suggested being careful about the use of the term reluctance in framing her discussions as that can be a leading term.

John Kydd gave a short update on his COP26 travels. Met with Glasgow mayor and other mayors and was heartened by some local examples of cities taking this seriously. We are off track. The US has a manic depressive reputation with respect to climate change. We need to stop tacking way right and left and fulfill our commitments. Spoke to indigenous knowledge systems as essential to climate justice; Joe mentioned expanding relationship with Suquamish Tribe and forming intergovernmental committee.

Lara recommended the Mt. Vernon mayor spoke on the radio around flooding and she was right on target in her comments regarding climate change adaptation.

Adjourned at 7:30 pm.

To: City Council

From: Climate Change Advisory Committee

Re: Recommendation from the CCAC regarding waste reduction and the goals of the Climate Action Plan

December 15, 2021

Waste reduction and improved waste management are important components of our Comprehensive Plan and for meeting our climate mitigation and adaptation goals. The Comprehensive Plan identifies several areas related to waste reduction and waste management including:

- Encourage existing and new businesses to become part of a linked cooperative whereby the by-products and waste of one enterprise become the raw materials of another (E.C.3.5),
- Create opportunities to foster green technology and industries, such as energy, waste, and information technology, which have the potential to create local, family wage jobs in our community (E.C.3.6)

Our Greenhouse Gas inventory and Climate Action Plan (CAP) indicates that waste contributes about 5 percent of our community greenhouse gas (GHG) emissions. In addition to reducing emissions, there are other significant benefits to comprehensively addressing waste reduction in our community, including addressing the life cycle impacts of the materials and packaging we consume, reducing the impacts on air quality and infrastructure of hauling increasing amounts of waste off island, and addressing the substantial problem of food waste.

COBI has already taken steps to address waste reduction, including creating a sustainable procurement plan for its internal purchasing, and in passing ordinances this year to reduce single-use plastics and increase the use of reusable tableware by Island businesses. These are important steps that fulfill some of the identified priority actions in the CAP.

There are additional steps that the City can, and in our view, should consider taking. Many of these steps are identified actions in the CAP. Specifically we can do more to manage the Island's organic waste, including:

- The expansion of compost and organic waste pickup to commercial entities on the Island (Actions 7.B.1.a and 7.C.1.a.)
- The establishment of community-wide participation in an organic waste program (Actions 7.B.1.b, and 7.B.1.d.)
- The implementation of additional actions identified in the CAP that support these actions with education, outreach, and incentives for participation. (Actions 7.B.1.e., 7.B.1.f., and 7B.1.g.)

Taking these steps would also go a long way towards meeting the CAP waste-related goals and targets to increase diversion of waste from the landfill and to optimize collection and disposal systems to reduce GHG emissions.

To accomplish these steps, we encourage the City to examine the ordinances, policies, and agreements it has in place with respect to waste management to understand what steps need to be taken to improve Bainbridge Island's collection and separation of green waste. Unlike many other jurisdictions, our City is not currently actively or officially involved in the Island's waste collection and management. The City does not have contracts related to landfill waste, recycling or yard waste, this contract occurs between the UTC and Bainbridge Disposal. The BIMC ordinance addressing recycling infrastructure and management is 30 years old¹ and inaccurately describes current practices. There is no requirement or necessarily viable processes in place for commercial collection of separated green waste from Island businesses or consistently across multi-family developments. We have no requirement for separated organic waste for either residential or commercial customers that would help achieve these goals. Being an active partner in the waste management process provides an important platform for reducing waste-related emissions.

We should rethink how our Island considers organic waste (yard and food waste, biosolids, soiled fiber food packaging), from something that needs to be removed from our community to something that should be both reduced (food waste and food packaging) and transformed into useful products, such as energy and compost, that could help us meet additional CAP goals. One approach to support better local processing and recycling of green waste is an anerobic digester. The CCAC, members of City Council, and staff have begun to explore this technology. A biodigester could bring multiple additional benefits to our community, including:

- Significantly reducing the amount of waste that is currently trucked off our Island and thereby reducing the associated GHG emissions, by transforming our communities' organic and cellulosic (paper-based) waste streams to useful product in an on-Island facility.
- Potentially processing our wastewater treatment plant biosolids so that they can be recycled and used locally rather than be trucked off Island.
- Creating multiple products that include liquid and solid digestate that could be sold and used locally to enhance agricultural and garden productivity.
- Creating biofuel products that can be converted to energy, increasing local electrical generation and/or providing lower carbon intensity fuel products that could be used by COBI or other fleets.

We recommend the City Council consider prioritizing a comprehensive evaluation of our community's waste management processes and identify opportunities to improve the efficiency and reduce the footprint of our waste to help meet the goals of the CAP. The CCAC would be pleased to discuss further and assist Council and staff with these issues moving forward.

1

<https://www.codepublishing.com/WA/BainbridgeIsland/#!/BainbridgeIsland13/BainbridgeIsland1328.html%2313.28.040>

Date: December 12th, 2021

To: Bainbridge Island City Council

From: Climate Change Advisory Council

Subject: Draft Recommendations on Defining and Measuring Sustainable Transportation Plan Projects

At the October 19, 2021, City Council meeting, the Council expressed an interest in discussing a proposal for defining and measuring Sustainable Transportation Plan projects. The Council asked the Climate Change Advisory Committee (CCAC) to provide recommendations on four requests from the Council.

Each of those requests is included below along with a background discussion for each request and the CCAC recommendations.

Council Request #1: Define Sustainable Transportation – Definition in the October 19th request.

Define sustainable transportation to mean an action related to transportation that is likely to result in a reduction in greenhouse gas emissions within a ten-year time frame.

This will require that the city estimate the reduction in GHGs due to a reduction in car trips/car miles traveled resulting from a sustainable transportation project. It will also require that the city estimate the GHGs embodied in the materials used in a project (e.g., concrete) and in the GHGs produced during the planning/construction process

Discussion

First, we would suggest modifying the definition proposed by the City Council so the reductions in greenhouse gas (GHG) emissions are assessed at the systems level versus looking at individual projects. Trying to evaluate the GHG reductions on an individual project level would be challenging and, more importantly, could be misleading. For example, various projects combined may reinforce each other and achieve deeper reductions than any single project in isolation.

The goal should be to achieve systemic improvements, and each project should be evaluated for its consistency with a predefined vision for such improvements, resulting in an Island-wide, low-carbon transportation system. To the extent GHG emissions are assessed, this should be done in the context of defining this vision and/or selecting among different designs and options for system-wide improvements.

Second, while the GHGs embodied in the materials used for transportation projects can sometimes be significant, they are typically small compared to the reductions that would be achieved through realizing a more connected, multimodal, low-carbon transportation system.

Furthermore, if the goal is to assess the relative change in GHG emissions associated with realizing this kind of system, compared to a baseline, then embedded emissions should be assessed in the same way. That is, the emissions associated with constructing low-carbon transportation system improvements need to be compared to emissions that would arise if funds were spent differently (e.g., on conventional projects like road construction, or simply spent on a generic “basket” of other goods and services). In most transportation planning contexts, the difference in embedded emissions is typically considered a wash, given that infrastructure spending of one sort or another typically will have a similar carbon intensity.

Where assessment of embedded emissions *does* become important is in choosing among different design options for transportation projects and systemic improvements. In general, lower-carbon and more material-efficient design options should be preferred. This should be considered in identifying options for system-wide improvements.

CCAC Recommendation(s): We recommend modifying the definition provided by the Council its October 19th meeting to be:

Define sustainable transportation to mean an action related to transportation that is likely to contribute to a systemic reduction in greenhouse gas emissions, relative to a baseline scenario describing the most likely alternative(s) if the action is not implemented.

Council Request #2: CCAC could investigate and recommend options for estimating reduced VMT associated with projects, like new bicycle facilities, including identifying the resources needed to collect data specific to each project location and/or agree to a set of assumptions to complete those calculations.

Discussion: The Climate Action Plan established a goal of reducing vehicle miles traveled (VMT) per capita for the Island by 25% by 2030 and 50% by 20245. These goals are for the Island as a whole, not specific projects.

To better understand the different options for evaluating VMT and GHG reductions in general from transportation projects, we asked an intern working with Climate Action Bainbridge to do research on performance metrics used by other jurisdictions in Washington State.

He found several possible options for evaluating VMT reductions on a system level (see Appendix A for several examples). One option is to work with the Puget Sound Regional Council (PSRC) as they have a suite of data available for urban planning and modeling purposes.¹

VMT is estimated by the PSRC through their Puget Sound Trends project using the Activity-Based Travel Model: SoundCast,² which is a travel demand model designed for the Puget Sound region. PSRC also compares modeled data to observed data from the Washington State Department of Transportation's (WSDOT) Highway Performance Monitoring System (HPMS).^{3, 4} COBI's Climate Mitigation/Adaptation Officer has reached out to the PRSC to discuss the possibilities of working with COBI to assist in evaluating reductions in VMT.

Another area to explore is working with Google Environmental Insights Explorer (EIE). Several cities are starting to investigate whether Google EIE data could be an actionable surrogate data source for VMT.

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.⁵ In addition to large cities such as Seattle, Google has already generated EIE data for Kitsap County, Bremerton, and Jefferson County. EIE is free to use.

Unlike PSRC's transportation demand model, Google EIE data cannot be used to create projections on how VMT will change in the future based on land use decisions and project selections. Instead, this data can be used to get a clearer sense of current and recent VMT and transportation activity across different modes. This deeper understanding of current transportation conditions can be used to better inform municipal transportation decisions. Data

¹ <https://www.psrc.org/data-and-resources/data-psrc>

² <https://www.psrc.org/activity-based-travel-model-soundcast>

³ <https://wsdot.wa.gov/mapsdata/travel/hpms/annualmileage.htm>

⁴ <https://www.psrc.org/sites/default/files/trend-vmt-201911.pdf>

⁵ <https://insights.sustainability.google/>

is available starting in 2018 and is updated with current data periodically. EIE could possibly provide more high-resolution data on VMT, which could then inform VMT-reduction modeling. This assumes PSRC could plug the data into their model, for example.

In addition, it could be used to inform projects-specific calculations using "sketch model" approaches (e.g., how many people drive along a route where a bike lane is being proposed, and what are their origins & destinations, to estimate how many might switch to bicycling if they had the option.) EIE data could also be used to do a post evaluation of VMT reductions achieved and may be better than using current PSRC VMT estimates for that purpose. COBI's Climate Mitigation/Adaptation Officer has sent a request to Google for localized EIE data.⁶

When evaluating transportation projects both in the planning stage and the benchmarking stage, it will be important to consider performance metrics beyond VMT. For example, Access to Community Destinations is a good example of a metric that is not VMT, cannot be used to predict or measure VMT, but that nonetheless naturally favors projects that would reduce VMT. Using this metric, simply favor projects that connect the most people (residences) to the most oft-visited destinations (ferry terminal, schools, stores, parks).

Other common environmental transportation metrics include Land Consumption, Mode Split (proportion of total commute trips by transportation mode), Network Completeness, Pedestrian Connectivity (route directness), Safety Improvements, etc.

The Land Consumption performance metric measures the amount of land dedicated to development of various uses, including buildings and transportation infrastructure. Where traditional performance metrics such as Delay and Vehicle Capacity reward projects that contribute to sprawling growth, Land Consumption considers natural resource use and environmental impact. The metric relates to zoning laws as well. More dense zoning not only uses less land, but it also reduces VMT.

For estimating the VMT impacts of mixed-use developments, the EPA has the Mixed-Use Trip Generation Model, which seeks to capture the unique benefits of compact mixed-use development projects. Household surveys can also be used to estimate the VMT reduction that a project would have.

CCAC Recommendation(s): We recommended using VMT as a performance metric when evaluating and comparing long-term visions, end goals, and systemic changes. To do this we would recommend working with the PSRC to develop Island-specific VMT reduction estimates and to explore if Google EIE might be useful for providing data on the city's 2018-present VMT and mode share data. We also recommend using a host of other performance metrics to evaluate both long-term visions and specific projects.

⁶ <https://insights.sustainability.google/places/ChIJK4sSVjl8kFQRDpPwoERmqN8>

Council Request #3: CCAC could develop steps that should be taken to make infrastructure as sustainable as possible, which includes looking at environmental impacts, long-term durability and maintenance costs associated with different materials and methods of design/construction - potentially using existing certifications or other programmatic calculators.

Discussion:

To ensure projects are as sustainable as possible, the CCAC recommends developing a checklist for potential projects that will guide decision making towards the most sustainable choices.

To evaluate different methods of design and construction for infrastructure projects, CCAC recommends using the Climate Change Adaptation Certification Tool. We believe this tool could be a starting point for developing the checklist especially as it pertains to adapting to climate impacts and long-term durability and sustainability.

For evaluating different materials and how to measure the GHGs that can be attributed to different projects, comparisons will likely have to be made on a case-by-case basis to choose the lowest impact choices. However, it is important to consider the limitations of attributional carbon accounting, since the carbon costs of construction would likely have been otherwise spent on another project that may not be green infrastructure.

Where carbon calculations are necessary for projects, there are calculators that can be used. eTool is a web-based subscription service that offers to estimate the GHGs, costs, and resource use of infrastructure and construction: <https://etoolglobal.com/about-etoolcd/>.

There are some toolkits and ideas for making transportation infrastructure as green as possible. (STILL EXPLORING SO THESE WILL BE MODIFIED). One possibility is a toolkit from England, the Green Infrastructure Valuation Toolkit (GI-Val): <https://www.merseyforest.org.uk/services/gi-val/>. It can be used to evaluate and compare green infrastructure including pathways and generate cost/benefit analysis.

A tool on how to make bikeway infrastructure more green is from the National Association of City Transportation Officials: <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/green-infrastructure/>. This could be good for a checklist approach with items that make physical infrastructure more environmentally friendly, beyond transportation improvements and VMT reduction.

EPA has developed a tool for green infrastructure: <https://www.epa.gov/green-infrastructure/performance-green-infrastructure>. Some of these things might make sense on the checklist.

CCAC Recommendation(s): We believe the best path forward is to develop a “checklist” using the Climate Change Adaptation Certification Tool as a starting point to evaluate each project for the items mentioned above plus several other climate change related factors.

In addition, we would recommend that the City utilize for evaluating the type of materials used and methods for design and construction.

Council Request #4: The Committee will also want to consider thresholds for project sizes, types, materials, location, etc. to ensure a meaningful effort that is aligned with available staff and financial resources.

Discussion: As we have stated above, we believe it makes sense to evaluate systemic changes and not try to evaluate reductions in GHG emissions on a project level.

CCAC Recommendation: We believe the approaches suggested above would provide the information needed to determine if the project is aligned with the vision for system-wide improvements and evaluate if we are meeting the goals established in the Climate Action Plan.

We would be happy to discuss our recommendations with the Council if desired.

Appendix A: Selected section of the report “Sustainable Transportation Performance Metrics and Greenhouse Gas Impacts”

The PSRC has data available for urban planning and modeling purposes.⁷ VMT is estimated by the PSRC through their Puget Sound Trends project using the Activity-Based Travel Model: SoundCast,⁸ which is a travel demand model designed for the Puget Sound region. PSRC also compares modeled data to observed data from the Washington State Department of Transportation’s (WSDOT) Highway Performance Monitoring System (HPMS).^{9, 10}

SoundCast can be used to predict average trip distances and number of bicycle rides. It can also analyze how future changes to land use and the transportation system will impact driving, transit, and non-motorized transportation rates. SoundCast can be used to predict how proposed transportation projects would impact citizen transportation choices. Another way to utilize the activity-based model is choosing where to place electric vehicle charging stations and bike-share hubs. According to the PSRC, this model could be used to forecast Bainbridge Island’s 2030 and 2050 VMT under different land use and infrastructure projections and plans.⁵²



Kris Overby, Senior Data Modeler for the PSRC, says that the PSRC has used both models to estimate VMT for Washington jurisdictions like Bainbridge Island. Overby used their Activity-Based Travel Model to calculate an estimate for Bainbridge Island’s VMT for 2018. For an average weekday, the model estimates 233,000 VMT. Overby also ran the model for Kitsap County and found that the model was under-estimating the county’s VMT by about 9% when compared to HPMS data. HPMS is county-level observed data. However, SoundCast was over-estimating traffic volume at the Agate Pass Bridge by 7%.

Observed data is always more accurate than modeled data, but a travel model is needed to find Bainbridge Island’s VMT because HPMS only collects data at the county level. Since the model over and under-estimates Bainbridge Island VMT compared to different HPMS observations,

⁷ <https://www.psrc.org/data-and-resources/data-psrc>

⁸ <https://www.psrc.org/activity-based-travel-model-soundcast>

⁹ <https://wsdot.wa.gov/mapsdata/travel/hpms/annualmileage.htm>

¹⁰ <https://www.psrc.org/sites/default/files/trend-vmt-201911.pdf>

Overby recommends that the 233,000 VMT figure be viewed as more of a range from 220,000 to 255,000 VMT.

The 2018 estimate can then be scaled to other years from 2010 through 2020 using WSDOT's HPMS weekday data for Kitsap County. The 2018 activity-based model shows that 5% of Kitsap County's VMT took place on Bainbridge Island. Applying this ratio to other years assumes that Bainbridge Island's share of Kitsap County's VMT was constant at 5%. This exercise results in the following line graph.

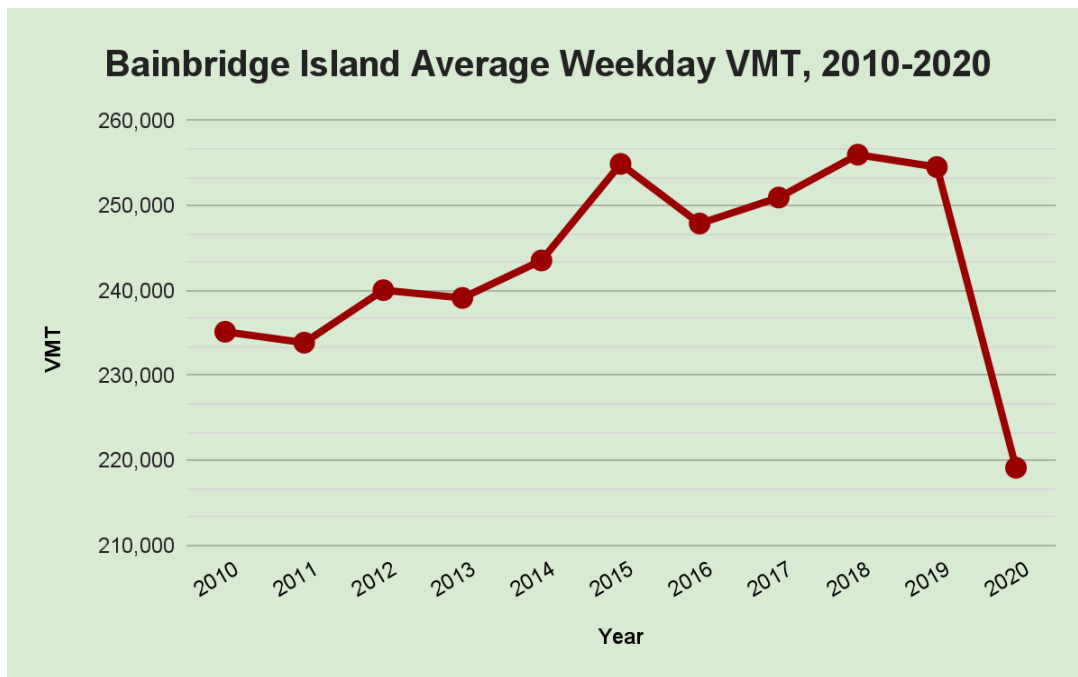


Figure #6: Vehicle miles traveled are based on the Puget Sound Regional Council's Activity-Based Model: SoundCast (2018) and WSDOT's Highway Performance Monitoring System (2010-2020).

The graph shows that VMT was steadily increasing before the coronavirus pandemic in 2020, when daily weekday VMT decreased by about 14% compared to the 2019 level. Overby also said that about half of Bainbridge Island's VMT takes place on SR-305. The VMT estimates from PSRC includes all vehicular traffic, including cut-through traffic and trips that begin or end off island. For example, this data includes Bainbridge Island residents driving between their home and their local post office, Port Angeles residents on their way to Seattle, and tourists driving over to spend an afternoon at Fay Bainbridge.

Prior to the travel demand model's update with 2018 data, the models used 2014 as their baseline year, and 2010 before that. In the 2014 model, Bainbridge Island also accounted for about 5% of Kitsap County's total. However, comparisons between model years can be difficult

because the models change, update, and recalibrate between editions. For a full list of caveats to this method, see Appendix A, Puget Sound Regional Council section (page 36).

Also note that since this model is estimating daily weekday VMT, these numbers cannot be extrapolated to weekly, monthly, or annual amounts. These estimates could be made, however, with different data that could be requested from the PSRC.

Oversby mentioned that smaller jurisdictions often hire a consultant to develop a travel model for their city. Bellevue and Snohomish County are currently developing localized versions of SoundCast, but they are only able to do that with dedicated modelers on staff. For a city like Bainbridge Island with more limited resources, a consultant could be used. Some smaller cities and towns must rely on statewide transportation demand models, so Bainbridge Island relying on a regional mode would not be out of the ordinary.

COP City Report

Because COP is so large, I was unable to cover it comprehensively. Thus, my views are personal and partial.

Cities Are Where It's at

Nation states are struggling to come to agreement. They cannot agree on basic parameters needed to truly implement the Paris Accords. The complicating issue appears to be political/economic opposition, not science. Since states have been unable to come to agreement on many fundamental issues, cities and other subdivisions must set the example. Cities have more capacity to overcome political opposition than do states. The UN has great need of exemplary cities that have set an example of what can be done.

While the focus of this effort has been on megacities, a city of our size is important because we are the *population* size of a megacity borough. In addition, key climate cities like Glasgow are organizing into “fifteen-minute neighborhoods” wherein all material needs (groceries, supplies, education, healthcare, and employment) can be addressed within a fifteen-minute travel radius.

Cities, whatever their size, are the hard problem because they are the greatest per square kilometer source of carbon expression, health risk, heat risk, food risk, flood risk, and water loss risk. Per UN-Habitat, cities consume 78 percent of the world's energy and express about 60 percent of its carbon. That number is not going down; in fact, it is going up as urban population is projected to increase by 2.5 billion by 2050 with nearly 90 percent of it occurring in Asia and Africa.¹

Complicating matters, the capacity of Asia and Africa to support this growing population without enhanced infrastructure is quite limited. By 2050, an estimated 200 million will be forced to migrate from Asia, Africa and Central America towards mostly Northern countries.

Cities also offer the greatest challenges due to vulnerability to heat islands, tidal rise, flooding, infrastructure failure, and pollution that harms child and adult health and development. For example, WHO notes that 93 percent of children breathe air every day that is so toxic that it puts their health at risk. In developed countries like ours this risk level is 52 percent.²

¹ <https://www.un.org/en/climatechange/climate-solutions/cities-pollution>

² <https://www.who.int/news/item/29-10-2018-more-than-90-of-the-world%e2%80%99s-children-breathe-toxic-air-every-day>

The estimated costs of effective mitigation are breathtaking: on the order of five trillion per year through 2035 and we cannot presently raise more than \$80 Bn. Nigeria alone was estimated to need \$500 Bn for present mitigation and loss and damage.

Stepping up in the United States

The world desperately needs examples of action: of doing more than declaring. It particularly needs action from the United States as our “doing” is in deep deficit. We led the charge in action for paying \$100 billion per annum by 2020, but we have broken our promise. Some have described the United States as politically schizoid, unable to decide whether it is a nation of makers or revokers of treaties and promises. Our failure to complete our part of the \$100 billion pledge in 2009 is the tip of the iceberg of our national reluctance to be bound by international covenants. All UN states and the Holy See have ratified the Convention for the Rights of the Child save one and that is us. The point is not to shame us but rather to note we have sizable cultural antipathy to binding ourselves to any authority other than our own and even that proves difficult with COVID vaccines. Our local climate work must be culture work.

Despite our deplorable vacillations, our nation is still looked to as a source of hope and example since, although we have one of the largest pollution loads, we also have the greatest economic capacity to address it. Looking out at the rain drumming on the River Clyde, a German colleague summed up the hope many had for the United States:

“If you could set the example, truly walk your talk, that would make a difference for the world. Like it or not you are relied upon and when you fall down from what you’ve promised you take the hopes of many with you.”

Still, the trust that once was strong is now frayed because the promises of one administration are repudiated by the next and because the epicenter of sophisticated climate disinformation and diversion seems to be among conservative think tanks or fossil fuel-funded think tanks that are US based. Michael Mann, amongst others, covered this well in his *The New Climate War; the fight to Take Back Our Planet*³. Significant progress by our fair city will threaten interested parties. The more success we have the more we are likely to be subject to distortion and disinformation attacks. Some are very sophisticated so we may be well advised to study the techniques so they can be nipped in the bud. One common tactic is to flood digital zones with negative

³ https://www.amazon.com/New-Climate-War-Fight-Planet/dp/1541758234/ref=sr_1_1?keywords=Michael+Mann&qid=1637212277&qsid=146-0487542-6318227&s=books&sr=1-1&sres=1541758234%2C208023689X%2C1107670640%2C1107635977%2C1465433643%2C0521538548%2CB00MU2J42Q%2C110745056X%2C1107610419%2C912413144X%2C0739120433%2C0521615186%2CB00J5V1DVU%2C0060576170%2CB071L71TVZ%2C1107655471&srpt=DOWNLOADABLE_MOVIE&asin=1541758234&revisionId=&format=4&depth=1

personal rumors against activists or to plant false information to pit activists against each other.

A Necessary Cultural Shift

The goal cannot be simply to get to net zero. It must also address the present and past inequities that create far greater climate harm for poor and BIPOC communities. One problem we face is that white culture folks rarely face the maltreatment experienced by many BIPOC or poor folks. Folks of my hue have not been taught (at least until recently) the mostly hidden history of harm. The vehicles of discrimination travel in our culture; they are structural not individual. An example of this structural bias is the differential COVID mortality between BIPOC and white communities.

Equity lenses are unlikely to succeed without equity history. This suggests that we need to provide profound educational opportunities to islanders about neglected racial/caste history to better understand the inequitable impacts of climate change.

Our sustained resistance to climate science and remedies for climate change reflects more than the efforts of fossil–fuel lobbying. Like it or not, we are, in many senses, a petroculture.⁴ Petroculture is a malignant normality that many are loathe to give up because it is what they have worked for, what they have earned, and what many still believe they need. Petroculture has caused us to believe that the level of comfort and convenience we have is normal even if not secured by fossil fuels. While critics assert that we must take the ascetic route of cutting down on comfort and convenience, the better course may be to remodel and reform what true comfort and convenience is.

Doing so requires creation of a culture that values and venerates this as a “new” form of “comfort and convenience” of superior value to the prior one. . We must create a new “style” and a new “fashion” (and a renewed faith) within climate justice that yields a new form of status for those that commit to it because *cultural change empowers personal change and personal change potentiates political change*.

How we live and consume in this nation is considered to be a definition of style and success globally. Since we have been given an outsized opportunity to create global consumer culture, we must take on the responsibility to reset that culture.

⁴ A helpful resource to understand petroculture studies can be found at <https://www.petrocultures.com/>

Given that the geophysical effects of our way of life are lethal and that our global promotion of our lifestyle⁵ perpetuates lethality, do we not share a profound duty to implement an enviable alternative?

This endeavor should become a new form of patriotism as it is, fundamentally, an effort to preserve our capacity to exercise our most fundamental freedoms. One of the problems of living in a liberal community is that scant attention is paid to values such as loyalty/patriotism and liberty. Per Jonathan Haidt⁶ and other Global Value researchers, such fundamental values are strong in conservative communities and weak in liberal communities. Per his careful global research using a standardized instrument, conservatives test out as relatively balanced in their support of Care, Liberty, Fairness, Loyalty, Authority, and Sanctity. Liberals are much stronger on Care, Fairness, and Liberty and much weaker on Loyalty/Patriotism, Authority, and Sanctity.

What Haidt effectively isolates in his research is that most people are unpersuaded by fact and logic, and they search first for whether a particular issue *feels right* to them. Reason and logic are often appended long after felt approval is secured. This fact should inform our implementation strategy.

If we wish to get broad community buy-in around fighting climate change, we must find a way to portray the problem in terms of shared values. Consider these examples:

- Loyalty/Patriotism can be evoked by noting that climate change is a threat to our country because it is hobbling our country's security, productivity, homes and property.
- Sanctity can be invoked as climate change has degraded our natural systems. "Degradation" of our shared creation is a repudiation of sanctity.
- Acceptance of science can be dressed in conservative clothing by casting it as failing to respect Authority. Failing to accept the authority of science can be portrayed as *subversion* of Authority, a very negative value for conservatives.

Given our tight eight-year time frame to 2030, I suggest that no moral, ethical, social, or spiritual bell can remain unringed. That certainly was the sentiment at COP. If we fail to hit our 2030 goals, then it will be impossible to hit our 2050 goals because 2030 is the "make or break" date.

City-Based Initiatives That Could be Relevant to Bainbridge Island

I was able to have brief conversations with the following people: John Tory (Mayor of Toronto, Canada), Andy Burnham (Mayor of Manchester, UK), Philip Brast (Lord

⁵ This is promoted through culture industries such as film and TV and now increasingly by Youtube and other digital media.

⁶ Haidt, Jonathan, *The Righteous Mind: Why Good People are Divided by Politics and Religion*, 2013. A few years ago, Professor Haidt gave me consent to use his values questionnaire, which locates users on value constellations. It is an interesting instrument to get past political differences in community implementation as the survey digs beneath political differences, which is exactly where we need to position climate justice.

Provost of the City of Glasgow, Scotland), and Dr. Marcus Gehring (Councillor, Cambridge City Council, UK).

All four individuals agreed that cities have autonomy to implement measures that states do not. None wished to discuss programs that did not work because “not working” was so difficult to define and measure.

Mayor Tory noted the LiveGreen Toronto website, which promotes “greening” to address extreme weather events, food choices, commuting, and home construction:

- Toronto's HELP (Home Energy Loan Program) lends up to \$75,000 at rates from 2 percent (5 years) to 5 percent (20 years) for installing heat pumps, solar panels, and the like. The loans are paid through property tax bills.
- To organize neighborhoods, Toronto offers grants of \$10,000 to engage community members on climate action and to strengthen local agency systems. Additional funds are granted to communities that are less resourced.
- To address commercial buildings, Toronto offers a Better Buildings Project that secures loans for 100 percent of the cost for energy retrofit construction (bbp@toronto.ca).

Dr. Gehring asserted that Manchester was doing well on climate given its old manufacturing history and 3.7 million population. It declared a climate emergency and dug in. Now the progress is profound with Manchester set to achieve carbon neutrality by 2038, well over a decade ahead of the UK schedule. Manchester contributes about 3.7 percent of UK carbon, but it reduced its contribution by 39 percent between 1990 and 2015. This city may be worth a closer look.

Mayor Burnam was pleased with progress on the cycling/walking network and working with local businesses to decarbonize. He claimed that the Low Carbon Goods and Services Sector was the third largest in the UK. It is so fun to see climate change skillfully rebranded as a job creator!

I've been interested in business pledging in return for city support, and Manchester has a good example of this in its Green Growth Pledge.⁷ While we do not need anything so elaborate, a scaled-down version could be effective. Pledging opens the door to consultative resources and moving businesses toward qualifying for the coveted “Low Carbon Network,” which promotes the business to others.⁸

When asked what consultative group they favored, the Manchester folks endorsed ENWORKS, a specialist in transitioning businesses into low carbon profitability.⁹ I

⁷ <https://www.green-growth.org.uk/pledge/signup>

⁸ <https://www.green-growth.org.uk/network>

⁹ <http://enworks.com/>

suggest a review of their website to note the services provided. Maybe they could lend value or maybe not. You all know more than I.

My most detailed interview was with Julie Montgomery who is perhaps the Glasgow equivalent of Autumn. She noted that efficacy measurement was difficult to do well in regard to transportation and other sectors, so she could not say which programs were not doing as well as expected.

As to programs that worked well, she noted that she began a Resilient Cities program a decade ago and that it ran its course so they transitioned to the Thriving Cities initiative (C 40) that was supported by IKEM (Institute for Climate Protection Energy and Mobility in Germany).

She reported that getting public opinion by surveys was not as helpful as their Citizen Assembly Project, which sent out 10,000 letters to stakeholders and random letters to others. They then picked fifty representatives for the municipality. The representatives were then urged meet and deliberate about Glasgow's climate future and then write up their results.

One side benefit of this process is that most of the parties interested in climate change identify themselves, which means that the municipality was able to identify a new (and younger) cohort of future neighborhood or locality leaders. The final report will be issued soon. We should consider doing a citizen assembly project here (that has a parallel youth assembly) as it could create a base of helpful citizen support for implementation and allow us to identify how key issues are understood. It would be like a Capstone project on espresso. We could recruit new folks willing to work the neighborhoods and island groups.

All of the cities noted appear to have begun implementation of plans following a declaration of climate emergency. The Glasgow Climate Emergency Implementation Plan was based upon the 2018 IPCC warning that led to a citywide declaration of a climate emergency in 2019 and ensuing resolution to get to net zero by 2030.¹⁰ This effort began in 2010 when a goal was set for carbon reduction of 30 percent by 2020. That goal was met early, setting the 2030 goal.

Selling a No Growth Economy to the Business Community

One of the questions I brought with me was how to view the economy we need to transition to. Demands that capitalism must go shut down the conversation for the business community. So, we have to find new ways to talk about it. This economy must

¹⁰ Please note the intelligent use of graphics in this report. This supports Autumn's decision to secure assistance from a graphic designer.

<https://www.glasgowconsult.co.uk/UploadedFiles/ClimateEmergencyImplementationPlan10.11.20.pdf>

The thermometer graphic is wise as it has an emotional impact and can be varied over time to note levels of emergency. The success icons work with school kids and adults. I suggest we adopt graphics and allow clear identification of the size of the problem allowing for goals to be met and noted. Please also note the further discussion of equity rights and circular economy.

have resilience, nurture, and justice in its center and it must not allow the books to be balanced until climate needs are included. To legitimate needs is should be based upon some subset of the UN sustainable development goals.¹¹

Glasgow and a number of other cities have retrofitted the idea of a doughnut economy, which was initially developed by Kate Raworth.¹² The basic idea is that the doughnut itself represents the ideal balance for humanity, the space where human needs are met. The doughnut hole represents the basic societal needs that should be met (and the failure to do so). The exterior of the doughnut represents the boundaries of our planet's resources, boundaries that must not be exceeded. I like this model for its clarity and lack of mumbo jumbo about what the market "wants" or "feels". . At base, a climate healthy economy should be designed to *thrive*, not *grow*. For more information on the doughnut concept, visit DEAL (doughnut economics action lab), a nicely done website with a good TED intro.

https://www.youtube.com/results?search_query=raworth+ted+talk. Interestingly, of the 7500 plus members of DEAL, only about twenty-eight are from the United States and only one is from Washington (I don't count me).

Raworth's work has been repackaged into the Circular Economy model now implemented in Glasgow, Amsterdam, and a number of other European cities. I suggest it as a possible good fit for Bainbridge as it puts Zero Waste and Buy Nothing Bainbridge in the center of the economic model and gives business owners something they can plan to convert into.

This allows us to consider using *BainbridgeThrive* as a motto (and a URL for our CCS website) that the Chamber of Commerce could embrace. A nicely articulated website on the Circular Economy can be found at Sustainable Glasgow <https://sustainableglasgow.org.uk/> . The summaries are succinct and feature a social equity foundation with an ecological ceiling that should not be exceeded. It appears to be a more appealing graphic for thriving in a non-capitalist way.

¹¹ While this is a somewhat technical task, future climate grants are very likely to be based on meeting or improving upon various SDG's (sustainable development goals).

¹² <https://doughnuteconomics.org/about-doughnut-economics>

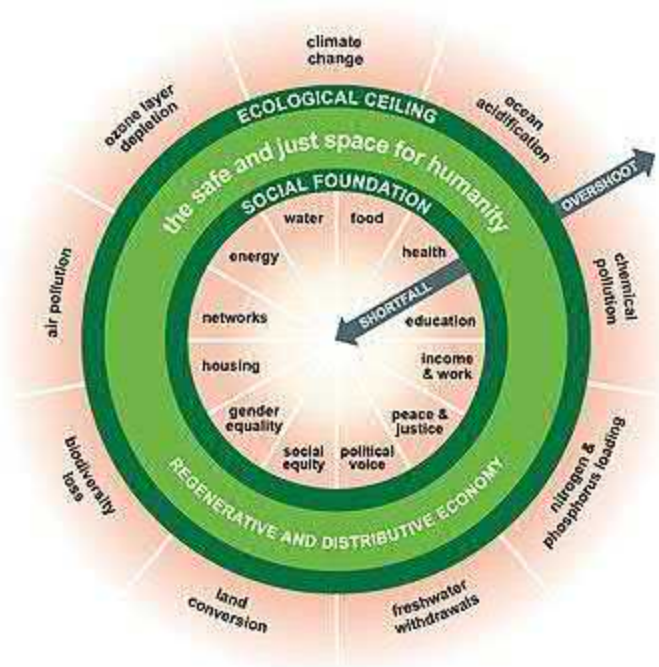


Figure 1 Glasgow's Doughnut Model (Kate Raworth)

- The nine Ecological Ceilings are noted in the periphery. These are adapted from the planetary boundaries put forward by a group of Earth-system scientists led by Johan Rockström and Will Steffen (as noted by Raworth in her book): **Climate change:** The human-caused emissions of greenhouse gasses such as carbon dioxide and methane trap heat in the atmosphere, changing the Earth's climate. These emissions are the atmospheric register of climate change. **All of you are very familiar with these.**
- **Ocean acidification:** When human-emitted carbon dioxide is absorbed into the oceans, it makes the water more acidic, lowering the ability of marine life to grow skeletons and shells. Acidification is an aquatic manifestation of climate change.
- **Chemical pollution:** Releasing toxic materials into nature decreases biodiversity and lowers the fertility of animals (including humans).
- **Nitrogen and phosphorus loading:** Inefficient or excessive use of fertilizer leads to the fertilizer running off to water bodies, where it cause algae blooms that kill underwater life.

- **Freshwater withdrawals:** Using too much freshwater dries up the source, which may damage the ecosystem, making it unusable after.
- **Land conversion:** Converting land for economic activity (such as creating roads and farmland) damages or removes the habitat for wildlife, removes carbon sinks, and disrupts natural cycles.
- **Biodiversity loss:** Economic activity may cause a reduction in the number and variety of species. This loss makes ecosystems more vulnerable and may lower their capacity for sustaining life and providing ecosystem services.
- **Air pollution:** The emission of aerosols (small particles) has a negative impact on the health of species. It can also affect precipitation and cloud formation. Air pollution does not include CO₂.
- **Ozone layer depletion:** Some economic activity emits gases that damage the Earth's ozone layer. Because the ozone layer shields Earth from harmful radiation, its depletion results in skin cancer in animals and other problems.

Current overshoot of ceilings is noted in red on the diagram's outer circle. Shortfall on the social foundations is noted in red in the inner circle.

Red coloration quickly conveys the sense of being out of balance.

Note that the nine ceilings and twelve social foundations are further broken down into subcategories. The social foundations are related to sustainable development goals. Acknowledging the subcategories facilitates addressing related equity issues. We can redo the categories for our island needs.

Below please find a diagram of the circular economy showing are presently dire circumstance. I think it contains both urgency and possibility of addressing it. The circle format also can hold indigenous wisdom parameters more than a linear flow chart.

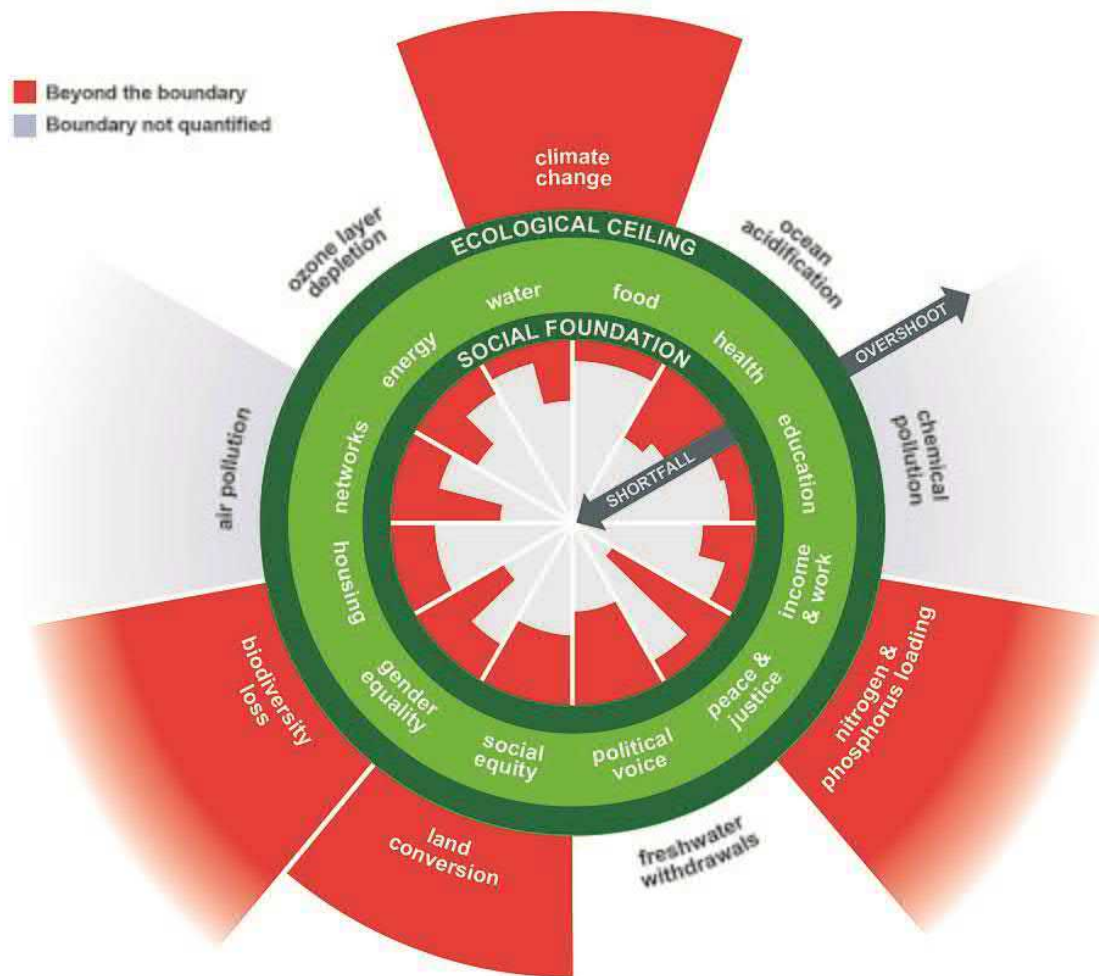


Figure 2 The Circular Economy Model (Ellen MacArthur Foundation)

One of the leading supporters of the Circular Economy, the Ellen MacArthur Foundation, created a related butterfly diagram that shows the flow of technical and biological materials as part of the system (see Figure 3). Check out the intro presentation here: <https://ellenmacarthurfoundation.org/circular-economy-diagram>

As you tour this website, note the presentations from past CE summits. In the “On system change” presentation, the CEO of Coca Cola addresses how the company could shift off its plastic bottles, which are not easily recyclable (<https://ellenmacarthurfoundation.org/videos/video-summit-2021-shifting-the-system>). While I am not a Cola fan, I did enjoy the candor and clarity of his systems thinking. Implementation here has much to do with identifying and changing island systems.

There are seventeen sustainable development goals.¹³ The 149 subgoals are clearer and more measurable. They create a mission-oriented economy.

The application of doughnut economics and the circular economy in Glasgow led to the “Thriving Cities Initiative.” Glasgow has planned through this initiative to cease allowing fabrics into landfill by 2025.

A Different Visual for Reducing Waste by 90%

What follows below are two examples of the “butterfly” model that drives the waste stream close to 10%. The butterfly models (Figures 3 and 4) were created by The Ellen MacArthur Foundation. Unlike our present economy, this circular economy does not hide most negative externalities and instead recognizes and deals with them explicitly. It also graphically shows the new realms of profitable commerce possible from locally maintaining, repairing, refurbishing, remanufacturing, and recycling items. Our community's proposed biodigester fits well into this model.

¹³ The seventeen goals are (1) No Poverty; (2) Zero Hunger; (3) Good Health and Well-Being; (4) Quality Education; (5) Gender Equality; (6) Clean Water and Sanitation; (7) Affordable and Clean Energy; (8) Decent Work and Economic Growth; (9) Industry, Innovation, and Infrastructure; (10) Reducing Inequality; (11) Sustainable Cities and Communities; (12) Responsible Consumption and Production; (13) Climate Action; (14) Life Below Water; (15) Life on Land; (16) Peace, Justice, and Strong Institutions; and (17) Partnership for the Goals.

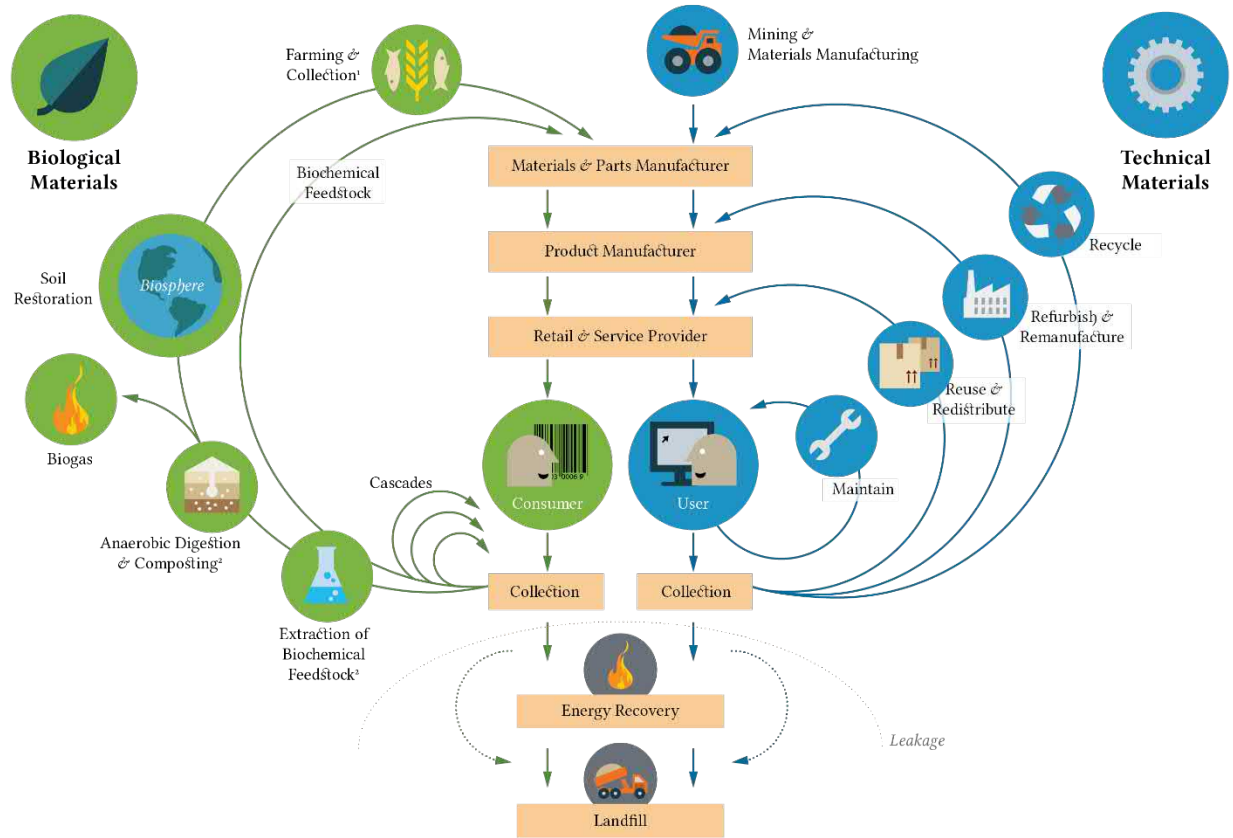


Figure 3 Flow of Technological and Biological Materials (Ellen MacArthur Foundation)

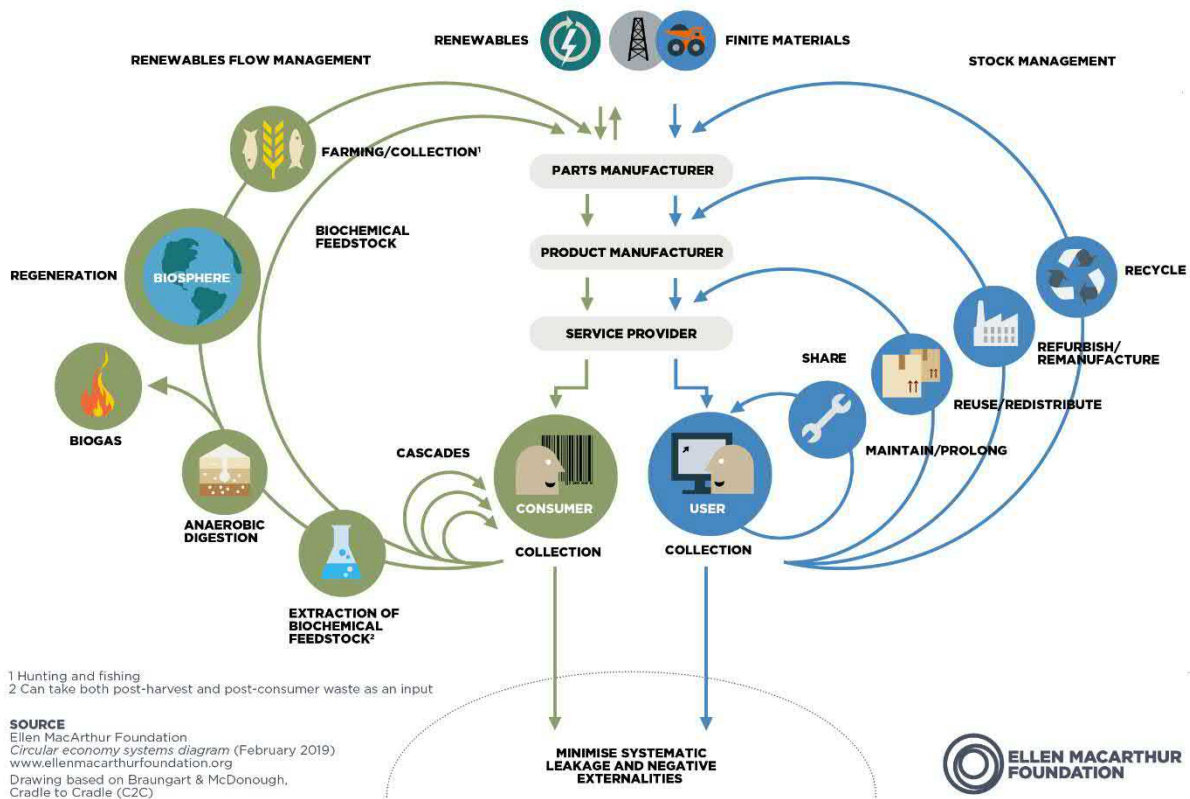


Figure 4 Flow of Renewable and Finite Materials (Ellen MacArthur Foundation)

I found out that scientists are looking for ways to move from petroleum-based polymers to plant-based polymers (bio polymers such as chiton). For example, MIT is working to enhance a plant's capacity to generate light. One day, we could grow a lower level booklight that fixes carbon as it grows and emits light!

As for waste management, one of the Climate Champions at COP was Gonzalo Muñoz from Chile who has an impressive record of recycling 90 percent of garbage (<https://believe.earth/en/gonzalo-munoz-disrupting-trash/>).

POSSIBLE BBI INITIATIVES

Carbon Footprint Product Labeling

As a relatively affluent island our buying power is influential. For this reason, we should consider a campaign requiring carbon footprint labeling of products. The Carbon Trust is one of the organizations providing such labelling, which can easily be put on packages. A store would have the duty of noting how far a product travelled by using a green, yellow, or pink label or a circled number on the price label. (Here is a URL for a consumer guide to product carbon footprint labelling:

<https://www.carbontrust.com/resources/product-carbon-footprint-labelling-consumer-research-2020>).

Real Estate Carbon Footprint Listing

To incentivize reduction of energy imports for homes and to increase solar panel installs, we should consider requiring all homes listed for sale to note their annual electricity and fossil fuel use and the offsets on the premises.

Although some homeowners will balk, I think it will become a sales point to stimulate low carbon footprints as a selling point for bigger homes. We need to redefine luxury to include a low carbon footprint,

Vacation and Cruise Carbon Footprint Listing

Folks on Bainbridge Island do go on cruises. I like the “myclimate” calculator because it also calculates offsets: https://co2.myclimate.org/en/cruise_calculators/new. The site also calculates carbon footprint for flights and driving and offers offsets for them.

City Based Carbon Offset Program

Since Bainbridge Islanders travel, we should create a city-based carbon offset program to fund reforestation, home energy decarbonization, and other worthy causes. This way we could subsidize private forest preservation and earn money for future decarbonization efforts. Those purchasing credits would know they were benefitting the Island.

City Based Household Decarbonization Loans

Since these loan programs have been successful in other cities they should be considered here. Given that there may be state and federal subsidies, the loans should be popular and should be limited to those projects where failure to pay could be remedied by retrieval of the installed materials. The City would interview local banks and credit unions to see who is willing to provide the best terms.

In exchange for being awarded the loan stream, the bank would agree to a two-point (0.5 percent) discount from their normal loan rate. The bank would receive valuable publicity.

In exchange for receiving this assistance, the homeowner would agree to report on their total home electric usage for the next five years so the city can verify the savings results of the loan program.

Involving Our Youth

YOUNGO is a recognized global network of youth given observer status at COP and submitting detailed proposals. An example of their pre-conference presentation can be found at <https://artsandculture.google.com/asset/climate-change-action-youngo-approach-cop26/CQGBZPkfJYg6Mg>. It is embarrassing to note that only 4.8% of YOUNGO are from the US. We owe our youth literacy in global youth climate affairs because that will be an important future skill set. Part of implementation should be promoting youth involvement in youth demands globally. This increases island knowledge and buy in.

We cannot properly prepare youth by educating them solely about climate here. They must meet and know the reality of climate change abroad where the effects are greater. Since their future will depend far more upon global understanding and global cultural literacy than ours, we should consider programs in which schools from many countries join together for an academic year to explore global climate change and the need for energy-just futures. One example of such a program is IYDEF (International Youth Deliberation on Energy Futures), which brings together online a few hundred talented youth from twenty countries to understand each other's circumstances and to create a collaborative essay (good practice for a COP future), a video and hundreds of blogposts, mind maps, and art projects to understand what a just energy future should be. (See <https://www.petrocultures.com/2021/09/12/the-international-youth-deliberation-on-energy-futures/>)

A course on energy justice here on Bainbridge could have students, in consultation with CCAC and community groups, make an annual presentation about what should be done here. High schoolers could vote on resolutions so they become familiar with the challenges of creating policy and enhancing their skills. If this takes hold, then thought should be given to creating an SCCAC (Student Climate Change Advisory Committee) with elected positions (or positions appointed by the AP Environment teacher if elections are not favored). Elected or appointed rising seniors would meet over the summer. Youth could continue to serve on the SCCAC through college. Their voice should be heard.

Involving Elders

This is a key trend. I've been slowly seeking to organize elders in churches. We should do so outside of churches. Bill McKibben emailed me that if we managed to get a good group of elders together, he was willing to speak to us if that would be of interest.

Elders can also be listening ears to discouraged youth and prevent some burnout. We must enhance our political capacity to get the needed national commitments. Elders

have superior access to politicians and to capital and could threaten transfer of funds from less than progressive banks and credit unions.

When I was at Line 3 protest one youth trainer approached me and said, “Sure glad you elders are here, it makes a big difference, this work is lonely”. Elders provide psychological validation to youth and particularly when they join them in protest. I’ve seen it work.

Climate Reality Climate Education

One of the difficulties in outreach is the highly variant knowledge of Climate Change and the attendant self-consciousness about not being able to admit not knowing much. As a city I think we need a go to trainer for all interested in doing climate work to equip them and bring them up to speed. In return for free training, they should volunteer to do say 40 hours of volunteer time per year.

I approached Climate Reality and they are willing to take on groups from BBI. Climate Reality trained folks here may wish to be their group leaders. By going through together, we will secure better peer bonding amongst trainees and that will enhance longevity of political action. Perhaps CCL has a bootcamp of sorts. I found CR has the best global hub of resources but my knowledge is limited.

Community Organizing Education

Simply doing speeches and workshops, however earnestly, is unlikely to move the political needle. What is needed is a retrofit of union organizing techniques. We need to bring people together not simply to awareness but also to a sense of kinship; that they are an identifiable “us” that like a union, looks out for each other. In this case the “union” is a square deal for the planet. I find that basic union organizing on climate issues is being taught in Greenfaith and XR Europe.

It has to do with strategic listening in “one on ones” and endeavoring to build a “circle” of five or so who become bonded and devoted to the work and then, in turn, bring others on board in additional circles. Such circle work was evident in Glasgow in the side seminars, creative demonstrations and other initiatives. A sizable majority of them were women over 40 who quite evidently had had “enough” and were enjoying going out together and creatively protesting. Some were quite effective.

Speaking with Bill McKibbin and others the consensus is that household change will not get us to 2030. We need household change and political change. Implementation cannot direct specific political action but it can enhance political capacity. May we discuss this someday?

Equity Education

Subject to comments and advice of the Race Equity Advisory Committee, I think we should approve one or more digital training programs for islanders to take. One option for this would be the Sacred Ground program. Although this is presently in an Episcopal mode, the program can be edited for use in the secular communities. Education about historical discrimination is an important first step in remedying inequity.

Combined with local history, this could be an effective first step in equity literacy that climate justice sorely needs. This program could be offered on our carbon footprint website and coordinated by local volunteer counselors to run on a group basis online. If digital access is limited it could be accessed through the library computers.

Revamping CCS website to include points for training and political action

If we wish to be a model city then we should pioneer a change in the CCS website to give points for more than just reducing carbon footprint. Points should be given for completing certain climate trainings like Climate Reality and equity trainings like Sacred Ground and for taking significant political actions. Youth on the island are doing this now and they deserve more appreciation. Elders who do so deserve notice and groups do as well. To avoid messing up the carbon count algorithms, the points for training and taking action should be separate. I am willing to chat with Lisa Altieri about it but need your support first.

When creating our community carbon footprint website, we should consider the URL carefully to ensure it conveys the cultural and economic change we seek here. One term we could use is “green.” The “GreenBainbridge” URL is available. Businesses committing to change could be GreenBainbridge businesses, and churches and schools complying could be given the same status. As mentioned before BainbridgeThrive may be better. The URL is a key branding decision.

Given the size of this paper, I have not chosen to go into other realms. I will just mention them briefly here so you may consider if they are worthy of future exploration.

1. Negotiating with local banks and credit unions to insure that loans do not support environmental degradation. This can be done. The city would then honor them publicly.
2. Recognizing all island-based corporations who amend their articles of incorporation to incorporate climate duties.
3. Considering creation of local financial instruments that could fund climate work such as “Green Derivatives” or “Green Bonds”.
4. Considering giving legal standing to various island forests, lakes, estuaries and riparian systems. This would only be done under municipal law and could be set

aside by the State but I doubt if Gov Inslee would do so. Other cities have done this. This expands in a very small way, the rights of nature. May we be a model city.

Forgive me for not knowing much of the CCAC history. I may be plowing old fields. I hope to learn.

Best,

John Kydd