

Climate Change Advisory Committee
Meeting Minutes
Wednesday December 15, 2021

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

Council Liaison: Kirsten Hytopolous

City staff: Autumn Salamack

No conflict of interest.

Approval of November minutes: John Kydd moved to approved, Steve seconded, motion passed. Steve mentioned adding to minutes a note that Autumn asked for feedback on the draft workplan by Nov 29.

Autumn mentioned people just calling in can hit *6 to unmute/mute or *9 to raise their hand and that we can mention that whenever public does call in.

Public Comment: Peter Harris, David had forwarded his email from earlier this week (include in these minutes at the end). The committee thanked him for his comments. Mike asked if he had engaged with the STTF, and he has submitted comments to them.

Discussion:

2022 Climate Officer Check-in– Autumn

- Good conversation on draft work plan with City Manager
- Educational materials for plastic waste reduction ordinance, will be distributed to local businesses by end of year, and will be working on materials for 2023 regarding home compostable materials. Waiting to hear back from the state on a grant application to support that transition.
- Next steps to develop Island-wide climate challenge, formalizing outreach liaison position in early 2022.
- Getting ready to send out request for on-call graphic designers to support outreach with consistent imagery.
- Continuing to meet with community groups, program leaders.
- Have met with Kira and Andy from PSE, hopeful to have monthly conversations as there is a long list of items in the CAP relevant to PSE in both mitigation and adaptation. Is looking at community disaster hubs and identifying good candidates for solar installation. Franchise agreement is a priority for first quarter.
- Steve asked about top of the list on the policy and ordinance side. Nothing immediate, but second quarter municipal operations to look at electrification of landscaping equipment, and then looking at fleet electrification. Met with UW liaison, for thinking about public-private partnerships in charging stations. PCD staff is a limiting factor around electrification code revisions, but it is on the list.

- David was in a meeting with Shift Zero, there are several bills in the coming session including stretch codes. May be opportunities to capitalize on state budget recommendations around solar. Kirsten mentioned that the city is still thinking about hiring a lobbyist to work on COBIs behalf around some of these initiatives.
- Cost for the community climate solutions? 2500 and 500 annual license fee. Currently discussing naming goals, trying to figure out how comprehensive it needs to be. Hope to come back in January to us and get some feedback.
- Mike asked about status of sustainable transportation committee. Autumn unsure of status of committee but they do have a council agenda item early 2022. She will ask Mark- he had mentioned a presentation to council in Feb.

Draft recommendations to council on COBI waste management program and biodigester

-Memo is in minutes, focus on broader waste management and also outlines possibilities for the benefits of biodigester. Articulates linking waste management with emissions reductions. Kirsten said she is happy to champion but that it could go directly through autumn. John mentioned it's important to recognize that we do have beneficial uses already in place for some products, like T&C produce that goes to local farmers. Committee noted that they want to hear from John if he has contacts that can help us assemble data on quantities.

John moved to approve, Mike seconded, all approved moving the memo forward to council. Autumn to tell us how to move forward to council.

Draft recommendations to council on Evaluating GHG emissions impacts from sustainable transportation projects

Memo is in the packet, Derik reviewed. Feedback from group included simplifying and creating an executive summary for council. Steve and John both offered to assist with document editing. Discussed the exciting opportunity of EIE data from Google, though this isn't yet available for our community. Recommendation from group that this information should also go to COBI staff and STTF.

John Kydd discussed his trip to COP 26 and his findings from meeting with various mayors and other delegates. He discussed possible actions we could take on Bainbridge such as working to develop climate pledge programs with businesses and the faith community. Her discussed the potential to develop mechanism to provide financing to help in the transition to a more sustainable future.

EcoCity World Summit: Will discuss at the next CCAC meeting.

Groundwater Management Plan: Will discuss at the next CCAC meeting.

Capstone Student: Jackie, Autumn, John, and Mike will be meeting with the Executive Director of the Senior Center to discuss a potential focus group with the Senior Center on climate change.

Meeting adjourned at 7:27 PM.

From: Peter Harris <peter.k.harris.98110@gmail.com>
Sent: Wednesday, December 8, 2021 8:46 PM
To: David McCaughey <David.McCaughey@cobicommittee.email>
Subject: Re: CCAC review of Sustainable Transportation projects

David,

Thanks again for the opportunity to talk on Friday. Here are my initial thoughts on evaluating the impacts of non-motorized infrastructure improvements on VMT. Comments and questions are welcome. I look forward to your views on these observations and their implications.

Peter

1. Sooner is better.

Lara Hansen said it just fine. “We need to reduce greenhouse gas emissions dramatically to avoid the dire impacts of climate change, and we need to take those actions now. . . Our community has a Climate Action Plan to help us achieve emissions reductions, but we are not implementing those actions quickly enough. . . What could we be doing now? . . . Lower emissions from transportation. . . This includes increasing use of nonmotorized travel by foot and bike, and mass public transit. . .”

2. The more routes there are for non-moto travel, and the more connected they are, the better.

Non-moto infrastructure is effective to the degree it connects where people are coming from to where they are going. The ferry and downtown Winslow are big destinations. There are many midsize destinations. Everyone’s home is a small one.

3. Funding is limited.

The lower the cost of non-moto infrastructure, the more complete routes we can make and the sooner we can make them.

4. The more tree cutting and creek crossing a route requires, the greater the environmental cost.

5. Existing public rights-of-way can provide non-moto connections.

Rights-of-way already connect our locations. New road shoulders in rights-of-way are generally less expensive than new outside routes, in land, construction and environmental cost.

6. High-mileage cyclists replace more VMT than low-mileage cyclists.

For starters, the more commuters, the better.

7. E-bikes are dramatically increasing cycling by commuters, teenage students and seniors.

E-bikes save human energy and are good at handling traffic on low-speed streets. Before COVID there were hundreds of cycling commuters on rush hour ferries. Teenagers apparently love e-bikes. More than 25% of islanders are seniors.

8. Road safety can be a combination of shoulders and auto speed.

The safety and comfort of shoulders are high when the auto speeds are low. Infrastructure can combine well with regulation.