CITY OF BAINBRIDGE ISLAND

CLIMATE CHANGE
ADVISORY COMMITTEE
SPECIAL MEETING
MONDAY, MARCH 13, 2023
5:30 PM
COUNCIL CONFERENCE ROOM
280 MADISON AVENUE N
+ ZOOM WEBINAR

THE CLIMATE CHANGE ADVISORY COMMITTEE WILL HOLD THIS MEETING IN PERSON AND USING A VIRTUAL, ZOOM WEBINAR PLATFORM

MEMBERS OF THE PUBLIC WILL BE ABLE TO ATTEND AT CITY HALL OR CALL IN TO THE ZOOM WEBINAR

PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:
HTTPS://BAINBRIDGEWA.ZOOM.US/J/87611707173
TELEPHONE: 1-253-215-8782
WEBINAR ID: 876 1170 7173
AGENDA

5:30 Call meeting to Order/Roll Call/Accept of Modify Agenda/Conflict of Interest Disclosure

5:35 Approve Minutes from February 15, 2023

5:40 Public Comment

5:45 Climate Officer Updates (Autumn Salamack)
- CCAC sponsorship of EV Expo.
- CCAC workplan review by Council.
- Police/Court building carbon offset options (see attachment)
- Heat pump pilot program – subcommittee update
- COBI Grant applications:
  - Electrification of transportation systems – DC fast charger at Police/Court building (initial pre-app submitted March 6th)
  - Solar plus storage for resilient communities (due March 23rd)
- General Climate Officer updates (see attachment on Climate Smart Challenge Ad)

6:15 2022 Progress Report and 2023 Workplan (Mike)

6:30 Elect Vice-Chair (David)

6:45 Updates
- May 20th EV Fair (Mike)
- March 21st March (Mike)
- PSE Study Session follow-up (Mike)
- Other (All)

7:00 Adjourn

Materials
1. February minutes
2. Police/Court Building offsets
3. Climate Smart Challenge Ad
4. 2022 Progress Report and 2023 Workplan
5. PSE Study Session Answers and Follow-up Questions
6. PSE Study Session PowerPoint
7. PSE Study Session Solar Siting Considerations

Climate Change Advisory Committee
Meeting Minutes
February 15, 2023

Meeting called to order at 5:31 PM by David.

Roll call: David McCaughey, Kevin Thomas, Mike Cox, Deb Rudnick, Julie Matthews, Steve Richards, Derik Broekhoff, John Kydd, Autumn Salamack, and Blair King

Agenda: No additions

Conflict of Interest: Deb indicated she does contract work for EcoAdapt.

Minutes: Minor change to minutes for January 18: James Rufo-Hill is a *former* member of the CCAC. Richard moved to approve. David seconded. Unanimously approved.

Public comments: John Gregoire (member of the public) indicated he would listen in; no comments.

Blair King (City Manager) addressed the Committee on the city's decision to terminate a contract with EcoAdapt, under which EcoAdapt would advise city staff on applying a tool (developed by EcoAdapt and offered free of charge) for evaluating city projects with respect to climate change mitigation and adaptation objectives, in line with the city's Climate Action Plan. Committee members expressed frustration with the decision and discussed alternatives for providing city staff with the support they need to use the tool, in ways that avoid perceived conflicts of interest.

Action items: Committee members Kevin Thomas, Mike Cox, Julie Matthews, and John Kydd agreed to form a subcommittee to explore whether CCAC members could provide needed support on an ongoing basis. The subcommittee will also look to identify other cities using the tool, who may also be able to provide either training or support on its application.

Note: CCAC member Deb Rudnick departed after the public comment session.

Climate Officer Updates:

Climate smart challenge update: Autumn indicated there will be a push through may to sign up more households, targeting 550 total (from a current number of 217). Current households have collectively reduced 96 tons of CO_2-equivalent emissions; the goal is to double this to 200 tons. The current campaign will include to get more schools signed up through climate smart youth.

Action item: Autumn solicited volunteers for doing outreach about the program on ferry runs (timing TBD). Committee members offered to help amplify other outreach efforts.

Carbon offsets for the police building: Autumn updated the committee on efforts to identify carbon offset options for the new police building. A consultant was hired to evaluate a short list of options. Committee members discussed several options, including expansion of a heat pump pilot program as well as solar farm options. The review is now being considered by the city manager who will decide next steps, which could include further consultation with the Committee and/or forwarding to City Council for consideration.

Sustainable transportation analyst position: Committee members were provided with a draft job description for a new sustainable transportation analyst position. Part of larger discussion around how to implement the city's sustainable transportation plan, including whether and how to form sustainable transportation committee (separately on as part of CCAC). Plan is to hire someone to start by June or July.

Action item: Autumn asked committee members for comments on the draft job description by the following week.

Key CCAC workplan items: Autumn identified 5 key areas where the Committee could assist the city to implement its Climate Action Plan, and asked for (confirmation of) volunteers to work on these items.

- Heat pump pilot project: volunteers include Steve, Kevin, and David
- ETIPP program: volunteers include Derik, Steve, and Jens
- Education outreach for climate smart challenge: volunteers include David, John
- Annual report on CAP implementation: TBD, but would like to start now
- Applying climate lens to city projects: TBD

ETIPP: Autumn updated the Committee on the progress of the ETIPP program. To inform the process, they have several questions / data requests: (1) whether marine energy should be within scope; (2) have there been any past studies of renewable energy potential on the island; (3) are Committee members aware of good candidate land areas for siting renewable energy capacity? Committee members brainstormed possible options for land areas.

Action item: Autumn seeking input on who to follow up with to identify options.

Fehr & Peers project: Autumn updated the Committee on the status of the Fehr & Peers project to evaluate greenhouse gas reduction potential of transportation options on the island and collect data for this purpose. A study session related to this is coming up on May 16. A study session specifically on impact fees will take place in March.

Resident question for CCAC regarding plans to help property owners in response to future king tides and flooding impacts: Autumn noted the city received an inquiry for the CCAC about plans for helping property owners with future flooding impacts. Expects these inquiries to continue. What should the city be doing and what are plans? Committee member discussed some initial ideas, including disaster preparedness plans.

Action item: Mike will reach out to Lara Hansen for input. Committee may continue to discuss.

2022 Progress report and 2023 workplan: Mike solicited input and feedback on the 2022 progress report and 2023 workplan for the Committee. Steve suggested there should be more included on transportation, including the Fehr & Peers project. Mike agreed to add this, along with mention of data gathering effort by previous intern. Julie noted that Autumn does progress report on CAP implementation; in future we could focus on supporting that effort (and avoid duplicating effort). Steve noted it would help to have list of who has signed up for what, for internal tracking.

Dave offered to send around a tracking list that he has maintained for this purpose. Autumn noted the city's top five priorities are the items identified above (key CCAC workplan items). She noted some ideas that the city would not be able to support (despite being good ideas), including:

- Dashboard – would love to think about for next year
- Island-wide weed management plan (not working on with city)
- Sustainable transportation plan / subcommittee – unknown & in flux (still hot topic, but up in air)

Steve noted that the workplan is still a bit of a laundry list; suggested making it a bit more goal oriented if presented to City Council (e.g., indicating what action items are intended to achieve in terms of the larger goals of the CAP). Kevin offered to review along these lines.

Action item: Committee members were encouraged to send further comments.

Other items:

- Mike gave a brief update on the upcoming study session with Puget Sound Energy (February 21)
- Autumn noted that she would invite anyone interested to join meeting to consider a waste-to-energy facility under the ETIPP program, occurring February 27 at 10 am
- Autumn noted that she will not be able to join the next CCAC meeting in March, but Hannah may join
- Upcoming EV fair: Mike asked folks who are interested to let him know
- John gave a brief preview of his doughnut economics talk

Election of a new vice chair: Mike indicated he would like to step down as Vice Chair of the Committee, and invited others to volunteer for the position. Kevin expressed interest. Others were tentative.

Steve moved to adjourn; Kevin seconded. Meeting was adjourned at 7:33 PM.

_____

Co-Chair Date

CITY OF
BAINBRIDGE ISLAND

EXECUTIVE DEPARTMENT MEMORANDUM

OPTIONS FOR REDUCING 64 METRIC TONS OF GHG EMISSIONS: Police/Court Building Offset Project

3/9/23

The following projects are presented to CCAC for review and feedback as a means to reduce 64 metric tons CO_2e/year as a carbon offset for the Police/Court building remodel project. These options were identified based on an analysis by the City's Management Analyst, per the draft memo shared at the February CCAC meeting, and further staff discussions.

Note that no funding has been allocated for this project. Staff seeks to develop a proposed recommendation and estimated cost to present to the City Manager and Council for review.

Option		Cost Estimate	Notes/Requirements
1	Add solar panels to Police/Court building	TBD	25kW system likely; compare w/71 kW system at City Hall, which delivers 20% of building energy needs
2	Convert Propane Furnaces to Heat Pumps	$170,500 per year*	Estimate need to transition 31 households per year: 2.1 metric tons CO_2e/household*
3	Installation of 8kW Solar Roofs	$2,974,400 per year*	Add solar to 169 solar roofs: 0.38 metric tons CO_2e/household*
4	Replace Gasoline Lawn Mowers with Electric (or Equivalent)	$64,000* (assuming a flat $50 rebate)	Conversion of 1,280 lawn mowers per year: 0.05 metric tons CO_2e /lawn mower (or equivalent) *

*See draft memo shared at February 15, 2023 CCAC meeting for references

Option 1: currently in review to see what is feasible; system size would likely provide a very small portion of total building energy use.

Option 2: potential to add funding to a community pilot program that targets lower income homeowners and/or housing authority properties to transition propane, fuel oil and/or inefficient electric heating systems to electric heat pumps.

Option 3: may not be feasible for staff to administer given the significant administrative requirements to administer rebates or funding for more than 100 private property owners; may also take a long period of time to identify eligible buildings and address legal/liability issues.

Option 4: unclear what need is (in terms of volume and a meaningful rebate amount) and may be difficult for staff to administer with over 1,000 rebates proposed.

BACKGROUND: *from draft memo shared at February 15, 2023 CCAC meeting*

In January 2020, the City Council discussed the option of whether to pursue LEED Certification for the new Police/Court Facility. In February 2020, they signed a contract amendment with O'Brien360 to determine the feasibility and alternatives of pursuing LEED Silver certification. Results from that study were returned in June 2020 to the City Council. The City Council decided not to move forward with the LEED Silver certification and instructed the Climate Change Advisory Committee (CCAC) to review and provide recommendations on alternatives for closing the gap between what LEED Silver would have produced in terms of metric tons of carbon dioxide, and what the new Police/Court building would produce without certification. This gap was approximately 64 metric tons of carbon per year. The following matrix summarizes recommendations from both O'Brien360 and the CCAC.

Option	Description	Cost Estimate
O'Brien360 Recommendations (2020)		
Solar Farm	Install 120 kW photovoltaic system elsewhere on Bainbridge Island	$415,000
Purchase Carbon Offsets	Purchase carbon offsets from projects in Washington state	$205 per year; $4,100 for 20-year useful life
CCAC Recommendations (2020)		
Acknowledgment of Existing Structure	The new Police/Court building is an existing building and thus used less carbon to produce the new facility than if built from scratch	N/A
Establish New GBTF* Standard to Compare Baseline	Use a Zero Carbon Certification standard created by the GBTF to compare future building capital projects in the future instead of LEED Silver	N/A
Investment in Energy Efficiency for Low-Income Housing	Work with local utilities to apply City funds to achieve carbon reduction via system conversion and/or improving energy efficiency for low-income community members.	Not identified
Invest in Community Solar Projects	Invest in Community projects long term as well as with the current Police/Court Project. Offer this energy source to low-income individuals to use	Not identified
Hire Consultant to Implement CCAC Recommendations	Hire a consultant to help establish the carbon reduction needed if the GBTF standard is used as a baseline standard; carbon reduction created by upgrading low-income housing systems; carbon reduction, costs, and community benefits of more Community Solar Projects	Not identified

**Green Building Task Force (GBTF) is no longer active*

CITY OF BAINBRIDGE ISLAND

Earn points in the BAINBRIDGE ISLAND CLIMATE SMART CHALLENGE and you could win a HOME COMPOSTING BIN

CLIMATE SMART BAINBRIDGE

The City of Bainbridge Island is working to reduce greenhouse gas emissions 25% by 2025 and needs your help!

The Climate Smart Challenge makes it easy to fight climate change and earn points for every action you complete.

Participants who earn at least 10,000 points in the Challenge by the end of May will be entered to win one of five outdoor or indoor composting bins!

CHALLENGE GOALS FOR MAY 31, 2023

200 TONS OF CO_2* REDUCED

550 HOUSEHOLDS SIGNED UP

*Carbon dioxide

HOW BIG OF AN IMPACT WILL THAT MAKE?

Reducing 200 tons of CO2 is equivalent to the **ANNUAL ELECTRICITY USE FOR 39 HOMES!**

COMMIT TO NEW ACTIONS! EARN POINTS!

Upcoming Climate Smart Events

- **April 12th Community Workshop**: Climate Smart Cooking Demo
- **May 11th Community Webinar:** Save Energy with PSE's Peak Energy Rewards Program
- **May 20th Community Event:** Kitsap Electric Vehicle and Bike Expo

SCAN

to learn more

INCREASE YOUR CLIMATE IQ! EARN POINTS!

JOIN THE CHALLENGE!

Sign up at www.ClimateSmartBainbridge.org

Climate Change Advisory Committee
2022 Progress Report Summary and 2023 Workplan (March 8th, 2023)

2022 Progress Report

2022 was a transition year for the CCAC with the hiring of two staff to implement the Climate Action Plan (CAP). The CCAC was in the process of trying to better define our role and that will continue in 2023.

The progress in implementing the CAP would not have happened without the outstanding work of Autumn Salamack (Climate Mitigation and Adaptation Officer), and Hannan Ljunggren (Climate Action Outreach Coordinator). Without the two of them, and other City staff, the implementation of the Climate Action Plan (CAP) would be much further behind.

The Climate Officer did an excellent job of summarizing the achievements of 2022 of implementing the CAP in her 2022 Annual Progress Report. Hence, we will not duplicate that report but try to highlight those areas where we were the most involved.

Communication/Outreach/Implementation

- Participated in several farmers markets and other Community events with the Climate Officer to help inform the community about the Climate Smart Challenge and ways to reduce individual greenhouse gas (GHG) emissions.
- Participated in meetings with the School District and Parks Boards to explore them developing Climate Action Plans.
- Initiated a relationship with REAC to discuss opportunities to exchange information and collaborate.

Energy

- Provided input into COBI's successful Energy Transitions Initiative Partnership Project (ETIPP) grant application and participated in the ETIPP workgroup.
- Provided input into the PSE Partnership Agreement.
- Convened a Clean Energy and Building subgroup to work on developing a Clean Energy and Building Fund.

Transportation

- Participated in Sustainable Transportation Technical Workgroup.
- Worked with an intern to develop a catalog of potential grants for sustainable transportation projects and performance metrics for sustainable transportation.

Waste

- A waste subgroup was formed, and they had several meetings with Impact Bioenergy, CCAC members, Council, and City Manager on potential biodigester. They sent a memo to the City Council and City on the need to develop a comprehensive waste management plan.

Environment/Natural Resources

- Participated in the Groundwater Management working group.

2023 Workplan

The CCAC 2023 work plan attempts to identify those areas where the CCAC can support the activities of the Climate Officer and Climate Action Outreach Coordinator and City staff. As with 2022, most of the work will be accomplished by Autumn and Hannah. The activities below are those we believe we can have the largest impact in supporting the implementation of the CAP.

Activities with an asterisk (*) are those indicated by the Climate Officer that may be a good fit for CCAC input or assistance.

Energy

Goal: Reduce greenhouse gas emissions by decreasing energy demand and increasing supply of renewable energy.

* CCAC will provide advice and support for the Pilot Home Energy Heat Pump Program.

* CCAC will provide advice and input on potential ordinance and incentive programs for zero emission hand tools.

* CCAC will support the City on the Energy Transitions Initiative Partnership Project (ETIPP) by attending meetings and providing any support needed to help scope out the project, develop options, and review reports.

* CCAC will help Identify code updates for buildings recommended in the CAP.

* CCAC will help complete research on best practices and current state law related to recommended updates to building codes.

CCAC will provide input into the PSE Partnership Agreement as requested by the City.

CCAC will work with City staff and elected officials to better understand opportunities for the City related to the Inflation Reduction Act.

Transportation

Goal: Reduce greenhouse gas emissions by increasing electric vehicle and bike infrastructure, increasing use of public transportation, and decreasing vehicle miles traveled per capita.

* CCAC will work to help implement the Sustainable Transportation Plan.

* CCAC will review the Fehr and Peers report.

* CCAC Subgroup will provide assistance and support for the City Thread Program.

* CCAC will help support the launch of the EV car share program.

Waste

Goal: Assist in developing a comprehensive waste management program for Bainbridge Island and potentially develop a waste to energy project for the Island (e.g., biodigester).

CCAC will provide support to the City, as requested, to explore the possibility of establishing a comprehensive waste management system for the Island.

Adaptation/Natural Environment

Goal: Assist to help the Island become more prepared from the impacts of climate change.

* Continue to work with the City on the Shoreline Management Program and sea level rise evaluation.

Continue to serve on the groundwater management plan working group.

Support development of an Island-Wide weed management plan.

Assist Drue Morris on her plans to address climate-ready plants as needed, following up on the webinar given last fall.

Education and Outreach

Goal: Provide forums for people to learn about what they can do to reduce their greenhouse gas emissions and prepare our Community from the impacts of climate change.

* CCAC members will work with Climate Officer and other organizations to develop Community events to reduce GHG emissions and prepare our Island for climate change (e.g., Kitsap Electric Vehicle and Bike Expo).

* CCAC will provide support to the Climate Smart Challenge.

* CCAC will provide support to the Climate Officer to develop the 2023 Annual Progress Report.

CCAC will support the Climate Officer and City staff when requested to provide information and support in implementation of specific CAP actions.

CCAC will provide support as requested on developing a climate/equity lens for the Island.

CCAC will respond to City Council requests for advice and support.

CCAC will continue to serve on City lead teams (e.g., Ground Water Management Program; PSE Franchise/Partnership Agreement; Solid Waste Management; Sustainable Transportation; and issues related to sea level rise).

If you have questions, please contact David McCaughey (David.McCaughey@cobicommittee.email).

Bainbridge Island City Study Session with PSE
Tuesday, February 21st, 2023 from 6:30-7:30pm

PSE Virtual Presenters:
Danielle Kievit (KIH-VIT), Clean Energy Product Manager
Kate Hartgering (HART-JER-ING), Community Projects Manager

PSE In-person Attendees:
Christine Nhan, Local Government Affairs Manager
Karen Brubeck, Senior Community Engagement Representative

EV Charging Stations Program

- Status of PSE's EV charging station program on BI?
  - There are five charging stations in the multifamily and workplace pilots and 15 chargers in the residential pilot, which provided over 54,000 kWh to electric vehicles in 2022. This equates to almost 5,406 gallons of gasoline saved and nearly 53 tons of CO2 avoided.
  - The Transportation Electrification Plan (TEP) is a five-year strategic framework for electric vehicle (EV) products and services that will allow PSE to drive the transition to a cleaner energy future by advancing electrified transportation in Washington State. The TEP was filed with the Washington Utilities and Transportation Commission (UTC) in March 2021. The UTC acknowledged the TEP in August 2021.
  - Products described in the TEP are being released in phases. Expansions of the Education & Outreach service and Multifamily charging products have launched to customers. A new Fleet charging product will be available in Q2 of this year, followed by an expansion of the Workplace charging product in late Q3. Remaining products and services – single family residential, public, and alternative technology demonstrations – will be launched in 2024.
  - All programs under the TEP include equity-focused components, and PSE has committed to allocating 30 percent of the TEP budget toward equity-focused programs that support electrification among low-income customers, BIPOC communities and the community-based organizations, government agencies and tribal entities that serve them.
  - Information and links to apply for all new products are accessible via our main transportation electrification page – www.pse.com/upandgo.
- Number of public and in-house private charging?
  - Through the Up & Go Electric pilots, PSE installed chargers in 20 locations on Bainbridge Island, providing charging to those at multifamily properties, workplaces, and at their home.
- What PSE rebate programs are available?
  - Up & Go Electric for Multifamily is opened for enrollment in January 2023 and a link is available at www.pse.com/multifamilycharging
  - Up & Go Electric for Fleets is opening to all for enrollment in Q2 of 2023 and a link will be available at www.pse.com/evfleet.
- What are the opportunities for PSE-hosted public charging stations on BI?
  - PSE is currently completing projects under the Up & Go Electric public pilot which launched in 2019. We plan to introduce a new program in 2024 that would provide additional opportunities for properties to host PSE-owned/operated/maintained public charging stations, or install and operate their own public charging stations with the

support of PSE incentives. More details will become available as the tariffs are finalized and approved by the Utilities and Transportation Commission.

- What is the role of PSE for installing chargers at commercial properties?
    - All properties interested in installing chargers should contact PSE early in the process to make sure the infrastructure serving the property can support the additional power needed, even for a relatively low-kW charger.
- How will PSE manage the additional load with more EVs charging on the island?
    - Customers participating in TEP programs that involve EV charging will be automatically enrolled in a corresponding load management program. These programs are designed entirely as a benefit to customers at no cost and can be opted out of at any time.
    - These load management programs are designed to mitigate peak impacts from EV charging while still promoting equitable access to EV charging. They will include both financial and educational incentives to encourage customers to shift their charging outside of peak windows.
    - PSE is also exploring other load management alternatives such as voluntary demand response and EV time varying rates.
    - In addition to load management efforts, PSE continually forecasts the impacts of transportation electrification and accounts for these increases in its system and grid planning.
- Can PSE help the City as they electrify their vehicle fleet?
    - Up & Go Electric for Fleets is opening to all for enrollment in Q2 of 2023 and a link will be available at www.pse.com/evfleet.

Community Solar

- Are there any Community Solar projects in the pipeline for BI?
    - There are currently no Community Solar projects in the pipeline on Bainbridge. PSE is currently developing a web-based platform to allow interested sites/organizations to submit an application online; more information will be coming soon on that.
- What criteria does PSE use when evaluating potential Community Solar sites?
    - A minimum of 20,000 square feet available is needed for the installation of solar panels. This could be a rooftop, or ground level location. For ground mounted systems, either Greenfield (undisturbed) land, or Brownfield (previously used for industrial purposes) could be ideal, with special considerations for Brownfield.
    - The area should be clear of equipment and other types of obstructions. A site is not in an ideal location if there are competing uses or intentions for future use of the space.
    - Southern exposure that is unshaded for the majority of daylight hours throughout the year is ideal. The site needs to be free of walls, trees, buildings, poles and other obstructions, as well as of any potential future obstructions including tree growth and planned neighboring development.
- How can BI work with PSE to create community solar opportunities?
    - PSE will inform the BI team when the web application is ready, which will also include further guidance on what makes a good site.
- What suggestions does PSE have to ensure BI taxing districts (e.g., City, school, parks, and fire district) are competitive in developing proposals for Community Solar projects?
    - PSE's new application process will allow sites to be submitted on a continuous basis, so process will no longer be competitive. We encourage the BI taxing districts to submit sites that meet our site guidelines as soon as our new website launches.

Clean Energy Transformation Act (CETA - written only no presentation)

- What are PSE's plans to meet the CETA goals? What is the timeline?
    - PSE submitted our first Clean Energy Implementation Plan (CEIP) to implement CETA in 2021, which charts new directions in our electric supply and moves us forward to 63% clean electricity by the end of 2025. While this plan is still undergoing a formal review process by the Washington Utilities and Transportation Commission, we must continue to make progress. We published a draft of Chapter 3: Resource Plan from our first Electric Progress Report on Jan. 24. This chapter builds upon the 2021 IRP and CEIP and describes our plan to meet our CETA obligations.
    - Visit our website for more information about the CEIP.
- What challenges does PSE see in meeting the goals of CETA?
    - As we work to create a new clean energy future and the urgent need to address climate change, we must do so in a way that ensures all of our customers, especially those who shoulder an outsized share of the climate burden, have a voice in and benefit from the transition to clean energy.
    - In 2021, PSE also convened an inaugural Equity Advisory Group (EAG) to help seek perspectives from and broaden engagement with communities we serve, including frontline communities of low-income people and Black, Indigenous, and People of Color (BIPOC). The members of the EAG share perspectives from their lived or working experiences related to environmental justice, Tribal interests, highly impacted communities, vulnerable populations, social services and affordable housing.
    - In early 2022, we welcomed several new members to the EAG for 2022 and 2023. Alongside our new members, several inaugural EAG members returned for a second year. Together, our new and returning members our helping to deepen and expand our perspectives in the clean electricity transition.
- What can Bainbridge Island do to help PSE meet the CETA goals?
    - We know that it will take a diverse set of solutions to reach our clean energy goals and that we cannot do this on our own. In addition to ramping up utility-scale clean energy resources like large-scale wind and solar generation, our CEIP also outlines targets for collaborating with customers to significantly increase installation of Distributed Energy Resources (DERs) such as rooftop solar and battery storage programs. It also creates more ways for customers to save energy and reduce costs through energy efficiency improvements, and introduces new programs and incentives to reduce or shift energy use during peak times (also known as Demand Response and Peak Energy Rewards).
    - We look forward to continuing to work with the City of Bainbridge Island and our customers towards meeting CETA and our CEIP goals!
- What are PSE's plans regarding Colstrip? What about the transmission infrastructure that could be re-utilized for renewable resources?
    - As part of its pathway to complying with CETA, PSE has signed an agreement to transfer its ownership in Units 3 and 4 of the Colstrip Generating Station in Eastern Montana to Talen Energy effective December 31, 2025. Under CETA, the state's electric utilities are required to eliminate coal-fired generation serving Washington State customers by the end of 2025. PSE is one of six owners in Unit 3 and 4, holding a 25% interest in each unit. There is no transfer of the Colstrip transmission system as part of this assumption of PSE's interests in the generating assets.
    - PSE continues to invest in the diverse resources of Montana, including through power purchase agreements from the Clearwater Wind Farm and Selis Ksanka Qlispe

hydroelectric project. Additionally, PSE will remain in Colstrip for years to come for decommissioning and remediation work. In 2017, PSE contributed $10 million to the Colstrip Impacts Foundation to support the community's transition planning efforts.

February 21st City Council Study Session with PSE: Follow-up questions (February 27th, 2023)

I have included several follow-up questions from City Council members, City staff, and Climate Change Advisory and Utility Advisory Committee members from the meeting on Tuesday February 21st.

I would like to thank you again for working to organize the study session and providing detailed responses to our questions. We look forward to working with you to achieve the goals of our Communities Climate Action Plan.

Clean Energy Transformation Act (CETA)

- Could you explain further how the Community Solar program contributes to the CETA goals (does it contribute or are they separate)?

Electric Vehicle Programs

- Where can we find information about each of the Phase 1 Transportation Electrification Plan (TEP) programs highlighted in the presentation?
- What are the criteria for the Phase 1 TEP fleet services program (i.e., does the City's fleet qualify for that assistance)?
- Who can we talk with to learn more about the options for installing PSE- or City-owned EV chargers for both the City fleet and public use?
- Currently individuals with the help of their auto dealer and electricians are installing charging stations for their EVs at their single-family homes. I understand that PSE does a load assessment and COBI, or L&I signs off on the installation.
    - Since PSE is involved in approving them, how many home car chargers are installed on the island now, and at what charging level? This would be a good metric for the community to track.
    - Will you be working with the auto dealers to get into this loop, or will this be just an alternate path for homeowners to take?
    - For those who are already charging EVs at home, will homeowners be able to access lower rates for off peak charging through Up & Go?

Solar Energy Systems on BI

- Bainbridge Island has for years had an outsized number of installed solar energy systems when compared to other communities, and I am curious if that trend is still holding up. Could you provide us with the number of installed PV systems on the Island with their aggerate kilowatt capacity?
- For PV systems that also have a battery system, could you provide information on the number of those systems with their aggregate battery capacity?

Community Solar

- We would like to know the reason(s) why the BI Fire Department withdrew the Station 21 project? And if it is possible for them to reapply to PSE? Some background, I believe the east

- roof to be a viable site, as I had estimated the Total Solar Resource Fraction (TSRF) would meet or exceed the 75% minimum level of efficiency.
- Could you explain in more detail why the Vincent Road Transfer Station Community Solar project was cancelled?
- Could you provide more information on the Green Power Community Solar program for places of worship and other non-profits?
- How is PSE marketing the ability of community solar site hosts to subscribe to renewable energy credits? Are the site hosts given priority for signing up for those subscriptions?
- What are the net metering program options that we can help communicate/market to residents?
- What is the rent calculation that PSE uses for its Community Solar hosts?
- When the new application process for Community Solar is released, would PSE be available for an information session with Bainbridge's different taxing districts (i.e., City, Schools, Parks, and Fire)?
- Could you explain in more detail why the current program does not provide for sites to utilize the energy from the solar arrays directly for the site?

Green Power

- Hearing about the Green Power grant process last night I would like to know some more details.
- Specifically, what is its net benefit to Bainbridge Island?
- Where does money go and why doesn't it come back to projects on the island?
- What is the annual dollar amount of aggregate contributions that Islanders give to Green Power (which I have understood to be around $100k annually), with the annual dollar amount of Green Power grants that go to projects on the Island?

Expanding the EV ecosystem with PSE Up & Go Electric

February 2023

UP & GO ELECTRIC

PSE PUGET SOUND ENERGY

Up & Go Electric Pilot Results

Bainbridge Island

- Completed installations for open enrollment pilots in 2021
- **3 properties** participating in the multifamily charging pilot
- **2 properties** participating in the workplace charging pilot
- **14 customers** participated in the residential charging and off-peak load shifting study
- Those active chargers provided **54,078.8 kWh** to electric vehicles in 2022. This equates to:
  - Nearly **5,406 gallons** of gasoline saved
  - Nearly **53 tons** of CO2 avoided

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PSE's Transportation Electrification Plan

- A five-year strategic framework for EV products and services with four primary objectives:
  - Advance Clean Mobility and enable market transformation
  - Address charging infrastructure gaps
  - Plan for and manage electric loads
  - Further energy equity and inclusion

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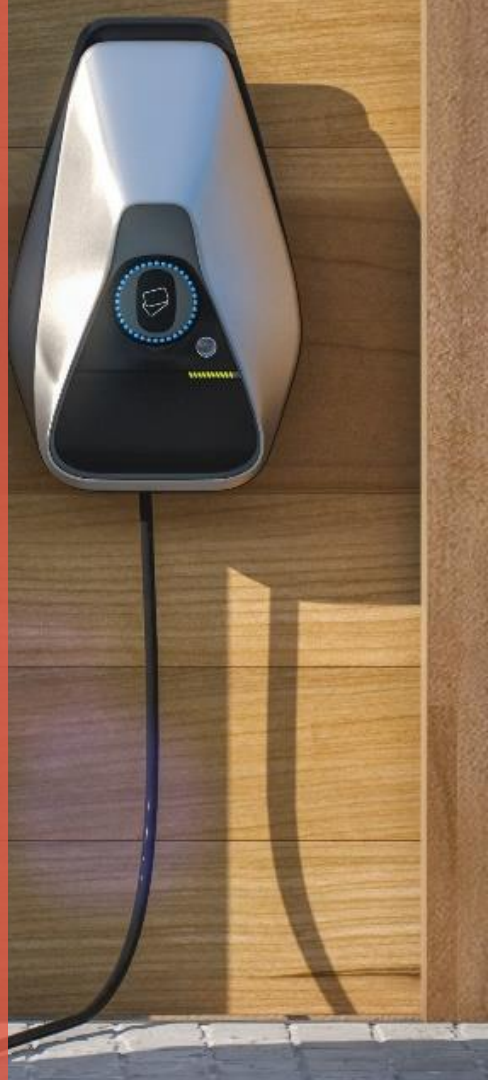
Fostering equitable access to electric mobility



- Input from community engagement efforts for all future programs and services has directly informed our tariffs
- All programs under the TEP include equity-focused components
- At least 30% of the TEP budget is allocated to equity-focused programs supporting electrification among Named Communities and their service providers

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Tariffs for PSE's TE programs addressed in two phases

Phase I

Approved 5.26.22

- Residential Multi-Family
- Education & Outreach
- Fleet & Commercial
- Load Management

Phase II

(Q2 2023)

- Residential Single-Family
- Public Charging
- Workplace
- Technology Demonstrations

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Education and Outreach

- Expand awareness of electric vehicles, charging options, and the cost and benefits of switching to electric vehicles.
- Support PSE's fleet customers through fleet advisory services, digital cost-of-ownership calculators, commercial vehicle databases, and incentive databases.
- Engage customers who face significant barriers to EV ownership and participation in transportation electrification with;
  - co-created, culturally relevant education and materials
  - hands-on experience with EVs
  - share information through trusted messengers
  - connect audiences to available grants and incentives, and provide application and enrollment assistance.

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Up & Go Electric for Multifamily

- Expands on the multifamily charging program piloted through Up & Go Electric
- Supports the installation of charging infrastructure at multifamily properties
- Level 2 smart chargers for tenant use by installing with a trusted PSE service partner
- Flexible ownership structure
- Incentives for both EVs and charging equipment to benefit Named Communities and their service providers
- **Open for applications**

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Up & Go Electric for Fleets

- New program to empower businesses, municipalities, community-based service providers and organizations with electrifying their fleets
- Includes fleet advisory services and incentives to help offset costs of transitioning to an electric fleet
- Flexible ownership structure for Level 2 and DCFC smart chargers
- Additional charger and EV incentives for customers in Named Communities and their service providers
- Participants are automatically enrolled in an optional, incentive-based load management program
- Open for applications on **March 31**

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Phase 2
TEP Programs

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Up & Go Electric for Workplaces

- Expands on the Workplace charging program piloted through Up & Go Electric
- Supports the installation of charging infrastructure for employee use at Workplace properties such as businesses, municipalities, community-based service providers and other organizations via a trusted PSE service partner
- Encourages employee empowerment and supports PSE's Beyond Net Carbon Zero objectives by enhancing equitable access to EV charging
- Additional charger and installation incentives for Equity-Focused Customers (e.g. Tribal entities, organizations primarily serving or employing named communities)

PUGET SOUND ENERGY

Up & Go Electric for Single-Family Residential Charging

- Expands on the single-family charging program piloted through Up & Go Electric
- Supports the installation of Level 2 charging infrastructure at single-family properties
- On bill credit for demand response events
- Additional charger and installation incentives for Equity-Focused Customers (e.g. limited income households, Tribal communities)

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Up & Go Electric for the Public

- Expands on the Public charging program piloted through Up & Go Electric
- Increase charging accessibility to EV drivers that do not have access to dedicated residential charging and reduce range anxiety by installing charging options while customers are away from home.
- Allow for a more diversified installations (e.g. Curbside Level 2 Charging) and ownership models to serve multiple varieties of Public Charging use cases.
- Additional charger and installation incentives for Equity-Focused Customers (e.g. Tribal entities, municipalities that can show benefits to named communities, community based organizations that want to provide charging to both employees and the public)

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Community Solar

Overview

February 2023

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Program overview

- **Community Solar** is a way for PSE electric customers to share the benefits of 100% local solar power.
- Customers **subscribe to shares** of a local solar array and receive credits on their electric bills for energy produced.
- **Partnerships with site hosts** make it possible for PSE to build solar installations in the communities we serve.
- 5 sites are currently operational.

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Site Host Application

- An application will be available on PSE.com to submit sites for Community Solar, distributed solar, or battery storage projects
- Applications will be reviewed on a continuous basis
- Public entities interested in Community Solar are welcome to apply
- We will also be reviewing other types of properties, including commercial or privately owned

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Site Evaluation Criteria

- Rooftop or ground space
- Ideal space/size is 20,000 square feet or above (min. of 10,000 square feet)
- Southern exposure that is unshaded
- Rooftop must have a minimum of 25 years of useable life remaining
- Site must be within 300 feet of PSE's distribution system (utility transformer, pole, vault, etc.)
- Accessible to PSE equipment and system 24/7
- More detail included in the Community Solar Site Considerations document

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Questions

Thank you!

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Community Solar Site Considerations

PSE's Community Solar program is looking for sites at which to develop and install large solar arrays. Site selection is an important element to a smooth design process, keeping construction on budget, and minimizing delays. This document outlines location characteristics that factor into the selection, design, and construction of Community Solar sites. While sites may share common characteristics, we recognize that some sites may have unique qualities.

It is important to note that with the Community Solar approach, PSE owns the solar array and pays the property owner (Site Host) a yearly lease amount for the use of their roof or ground space. The energy generated by the solar array is not directly used by the Site Host and does not offset the property's conventional electricity use. Instead, the energy generated by the solar array benefits everyone by replacing a portion of conventional electricity in PSE's power supply.

Size and Space

A **minimum of 20,000 square feet** available is needed for the installation of solar panels. This could be a rooftop, or ground level location. For ground mounted systems, either Greenfield (undisturbed) land, or Brownfield (previously used for industrial purposes) could be ideal, with special considerations for Brownfield.

The area should be clear of equipment and other types of obstructions. **A site is not in an ideal location if there are competing uses or intentions for future use of the space including:**

- Construction
- Agriculture production
- Habitat for protected species
- Public use spaces
- Siting a solar array to meet the building's energy needs

Solar Access

Southern exposure that is unshaded for the majority of daylight hours throughout the year is ideal. The site needs to be free of walls, trees, buildings, poles and other obstructions, as well as of any potential future obstructions including tree growth and planned neighboring development.

It can be hard to assess a rooftop's solar access without professional tools. Google's Project Sunroof offers a quick and easy initial solar site analysis: https://sunroof.withgoogle.com/

Structural integrity

A rooftop site must have a **minimum of 25 years** of useable life remaining, with the structural integrity to support the weight of solar panels. As an example, standard rack mount rooftop installations require 3 to 4 pounds of excess load capacity; ballast systems require 4 to 6 pounds; and pitched flush mount which are typically installed on metal awnings only require 2.75 pounds per square feet. PSE will need engineering drawings for the structure proposed and/or physical access to the building to visually inspect construction and condition of materials.

Interconnection

The site will need to easily connect to PSE's grid infrastructure. The grid connection cannot take place within the property's electrical system, it must connect on the PSE side of the site's meter. This means connecting the solar array to a building's existing electrical panel is not an option.

The site must be **within 300 feet** of PSE distribution system infrastructure (utility transformer, pole, vault, etc.) that provides 3 phase electricity.

The site should be located such that the path to the utility interconnection point is free of street/rail/water crossings, wetlands, public use areas, or protected areas - anything that would make it difficult or disruptive to lay conduit.

PSE will need to maintain the project and will require 24/7/365 access to meters and other equipment, especially during a power outage.