

THE ETHICS BOARD 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:

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OR TELEPHONE: 1-253-205-0468

WEBINAR ID: 863 6576 2700

AGENDA

- 1) CALL TO ORDER – 6:30 PM
- 2) DISCLOSURE OF CONFLICTS OF INTEREST
- 3) APPROVAL OF THE AGENDA
- 4) MEETING MINUTES – January 23, 2023, Special Meeting
February 13, 2023, Special Meeting
- 5) REVIEW STATUS OF PENDING COMPLAINTS
- 6) PUBLIC COMMENT (Please limit comments to items other than those under consideration and under 2 minutes. Board Members may elect to refrain from responding.)
- 7) TRAINING SUB-COMMITTEE - Report/Recap of Council Training presentation
- 8) NEW BUSINESS
 - a) New Complaint – EB2023-01
 - b) Incomplete Complaint
 - c) Next Steps - Recording Training
- 9) AGENDA FOR NEXT MEETING
- 10) NEXT MEETING DATE: April 17, 2023 (6:30 – 8:00 PM)
- 11) ADJOURNMENT

COBI ETHICS BOARD

Regular Meeting
Monday, January 23, 2023
6:30 PM – 8:00 PM
In-person and Via Zoom
Minutes

1. Call to Order - Meeting was called to order at 6:30 pm. Present were: Rafael Escandon (Deputy Chair), Donna Davison, Rosemary Hollinger, Doña Keating, Ben Woodruff, Andrew Tsoming (legal counsel to Ethics Board), and Peggy Nimb (City Staff). Absent: Jim Cash (Chair).
2. Disclosures of Conflict of Interest – None.
3. Approval of the Agenda - Motion to approve the agenda as presented made by Donna Davidson; seconded by Doña Keating, and passed unanimously.
4. Acceptance of meeting minutes – Motion to accept the minutes of December 19, 2022 made by Doña Keating, seconded by Ben Woodruff and passed unanimously.
5. The Ethics Board acknowledged the departure of BI City Attorney Joe Levan, effective in January, 2023. Interim plan for Joe's replacement and legal coverage will be covered by Jim Haney (Ogden Murphy Wallace) in the interim. Additional questions to be discussed on a needs basis and as details develop.
6. Review Status of Pending Complaints - No change in status of pending complaints. No new complaints.
7. Public Comment -

One member of the public commented both live (via Zoom) and then, as a follow-up point, included comments into Zoom's Q&A feature. The latter written comment was read into the meeting recording by Ben Woodruff.

Summarizing the general topic of the citizen's comments related to their review of the Ethics Board's Draft 2022 Annual Report, and the Board's report that no complaints had been rendered during that year by the public. Based on the absence of complaints in 2022, the citizen asked that consideration be given to whether the Ethics Board was viewed as being "quite hard" on complainants; based on elements experienced in 2021 (example of article written by a former City Council member was given). In light of that experience, the citizen asked whether the Ethics Board could reflect upon that and consider whether the public sees it as a relevant, impartial, effective public option, or if the Board was viewed as otherwise.

The written comment referenced as a potential example of reluctance/or a barrier to render complaints to the ethics board, a recent City Council meeting where a behavior occurred that they felt violated ethics policy, yet no one reported this incident to the Ethics Board.

7a. Response to Public Comment –

Summarizing Ethics Board's discussion of the spoken comment - David Mallon expressed acknowledgement of the comment, appreciation on behalf of the Ethics Board, and a commitment that the Board would give the comment/sentiments due consideration. Doña Keating reiterated the sentiment/goal is that the Ethics Board be educational in nature with an aspiration that partnership with the public includes transparency in the process with a desire to reach mutual resolution and/or modeling ethical conduct through learning. Allowing the public a non-punitive avenue with which to express concerns is the goal, and ultimately, if the partnership between the Board, the public and elected officials functions well, a reduction in the number of ethics complaints may be construed as a positive.

To the written Q&A comment - Doña Keating responded, being familiar with the meeting/incident referenced and reiterated the educational function of the Ethics Board. Doña also provided a personal example illustrating her experience in such circumstances. Ben and Rafael reiterated the desire, as members of the ethics board, for the community to have confidence in the objectivity and integrity of the board and to view it as a community resource without barriers to access or biases in its deliberations.

The citizen expressed thanks in the written chat.

8. Training Sub-Committee Report – With respect to the 2023 Working Plan - At the time of this meeting, the board was still awaiting the commitment of City Council on training date(s) and details of virtual vs in-person and which ethics board members would be available in a live vs. a hybrid scenario

Re: scheduling with City Council - Because Joe Le an was coordinating the logistics of training with City Council, request was made to follow up with City Manager to arrange; as Ethics Board wishes to comply with proposed deadline of 2/14/2023. It was confirmed by Peggy Nimb that the training was on the Council's agenda for 2/14/2023, with the caveat that it could change.

9. Review Draft of Annual Report – Several comments made re: missing details in Sections IV (Requests and Recommendations) and Section V (2023 Work Plan). Omissions and typos likely due to prior document versioning/inadvertent loss of edits in the iterative process. Ben Woodruff volunteered to be the editor of the original document, to receive edits and issue the new version for the next meeting. Edits were requested to be to Ben by February 1.

10. New Business - None

11. Agenda for next Meeting – Finalization of 2022 Annual Report; provision to BI City Council, and finalization of training details.

12. Next Meeting Date: Monday 20 Feb 2023 is President's Day Holiday. Peggy Nimb noted that conference room is available Monday Feb 13, 2023 at 6pm. Rafael Escandon moved to accept that date and time for next meeting, seconded by Ben Woodruff, passed unanimously.

12. Adjournment – Motion to adjourn proposed by Rosemary Hollinger, seconded by Donna Davidson and passed unanimously. Adjournment at 7:06 p.m.

COBI ETHICS BOARD

Regular Meeting
Monday, Feb 13, 2023
6:30 PM – 7:00 PM
In-person and Via Zoom
Minutes

1. Call to Order - Meeting was called to order at 6:31 pm. Present were: Jim Cash (Chair), Rafael Escandon (Deputy Chair), Donna Davidson, Rosemary Hollinger, Doña Keating, Ben Woodruff, Andrew Tsoming (legal counsel to Ethics Board), David Mallon and Peggy Nimb (City Staff).

2. Disclosures of Conflict of Interest – None.

3. Approval of the Agenda - Motion to approve the agenda as presented by Donna Davison, seconded by Doña Keating, and passed unanimously.

4. Acceptance of meeting minutes – Minutes of 1/23 2023 were not available prior to this meeting due to a technical issue. Rafael rendered his apologies for this and agreed that these minutes will be included in the packet (in addition to the 2/13/2023 minutes) and distributed in advance of the Ethics Board's next scheduled meeting on 3/20/2023.

5. Review Status of Pending Complaints - No change in status of the 2 previously reported complaints. Two new complaints were received since the December 2022 meeting. Neither was presented to the Board by the Chair because one was incomplete on submission, and the other complaint requires a response from the submitting party. Presentation, if complete and appropriate would occur at next scheduled Ethics Board meeting.

6. Public Comment – No comments from the public were made.

7. Training Sub-Committee Report

Original plan was for a live training of the BI City Council to occur at the 2/14/2023 meeting. BI City Council could not accommodate that time and therefore, live training (also broadcast via Zoom) has been rescheduled to 2/28/2023 with Jim Cash conducting and David Mallon; and potentially Doña Keating being available (live on Zoom or in-person) to support Jim's presentation. Jim, Doña and David to meet following tonight's board meeting to discuss.

BI City Council requested a second live training, preferably conducted during business hours, to occur in council chambers. Date for this training TBD.

BI City Council felt that mandatory training and formal tracking of individual completion was not compulsory. The Board briefly discussed opinions on the matter of mandatory training and may take opportunity to discuss with City Council when available.

8. Draft of 2022 Annual Report discussed, and a motion include 3 revisions was made by Donna Davidson, with a second by David Mallon, and passed unanimously. The revisions were:

1. Modify section pertaining to no complaints received, to include the voluntary request by City Manager for an Ethics Board review, in the summary of the Board's 2022 activities.
2. That the review of the above referenced voluntary submission was respectfully declined by the Ethics Board.
3. Section D1 of the document modified to reflect the anticipated training sessions/schedule for 2023.

9. New Business: No new business discussed.

Doña Keating posed one question to the Board regarding participation on Ethics Board if remote from Bainbridge for extended period of time. Andrew responded with an initial opinion was that there was no official policy known, however, as a general guide, if one meets the criteria of residency on BI, then there was not likely to be any issue with Ethics Board membership.

10. Agenda for next Meeting – Will be determined by status of (new) complaints. Brief update on 2/28/2023 training.

11. Next Meeting Date: March 20, 2023

12. Adjournment – Motion to adjourn by Doña Keating, seconded by Ben Woodruff, and passed unanimously

Adjournment at 7:00 p.m.

**Article II (Code of Ethics)
Ethics Complaint Form**

I. Introduction:

Individuals seeking to submit an ethics complaint alleging a violation of the Code of Ethics (Article II) by a Councilmember or a member of a City Committee or Commission should complete this form and submit it, along with any supporting documents, to the City Clerk at cityclerk@bainbridgewa.gov.

II. Your Contact Information:

Name:

[REDACTED]
[REDACTED]

Bainbridge, Island WA

Address: _____

III. Article II Complaint:

- A. Please provide the name of the Councilmember or the member of a City Committee or Commission who is the subject of your complaint (this individual is referred to as the "Respondent"): [REDACTED]
- B. Please identify the section(s) or subsection(s) of the Code of Ethics (Article II) that you believe were violated by the Respondent: F
- C. Please describe the facts supporting your allegation that the Respondent has violated the sections or subsections of the Code of Ethics (Article II) indicated above. If necessary, please attach additional pages. If other records exist that you believe support your allegation (e.g., emails or other documents), please attach them to this form as well.

See attached description of complaint

I certify under penalty of perjury under the laws of the State of Washington that the foregoing, including any additional pages or records attached by me, are true and correct.

Date: January 30, 2023

Place: Bainbridge Island, WA

[REDACTED]

Signature _____

**Article II complaint against [REDACTED]
January 28, 2023**

Article II Code of Ethics from the City of Bainbridge Island Ethics Program:

Article II Code of Ethics

F. Conflict of Interest – Members of City Committees or Commissions and Employment

While serving on a City Committee or Commission, and for two (2) years after leaving such position, no member of a City Committee or Commission shall obtain employment in which they will take direct or indirect advantage of matters which they, as a member of a City Committee or Commission, recommended to the City Council. This includes applying for positions or contracts with the City when the City Committee or Commission on which the member served recommended funding such position or contract.

Most of the information contained in this complaint was obtained from City Manager Blair King's 10/20/22 request to the Ethics Board for an Advisory Opinion, the bulk of which was provided to him by the City's Climate Officer.

Summary of Complaint

[REDACTED] is the [REDACTED] and [REDACTED] of [REDACTED]. On September 21, 2022, a \$8,900 contract with [REDACTED] was signed by City Manager Blair King and work began to update [REDACTED]'s [REDACTED] Adaption Certification Tool and schedule a staff training in November of 2022. [REDACTED] had previously served on the City of Bainbridge Island's [REDACTED] Advisory Committee from 2017 to April of 2022, approximately five months prior to the City entering into the 9/21/22 contract with [REDACTED]. Email records, [REDACTED] minutes, and facts cited in Blair King's request for an Advisory Opinion appear to indicate that during [REDACTED] service on the [REDACTED] that advisory body, and [REDACTED] herself, had supported the use of [REDACTED]'s [REDACTED] [REDACTED] Adaption Certification Tool and significantly influenced the City Council's support for the continued use of [REDACTED] Climate Tool, which in turn influenced the City's Climate Officer's support for updating [REDACTED]'s Climate tool, all of which influenced City Manager King's decision to enter into a contract with [REDACTED] on 9/21/22 for an update and use of the [REDACTED] [REDACTED] [REDACTED] Adaptation Certification Tool by the City of Bainbridge to serve as its new *Climate Lens*.

City Manager King's Request for an Advisory Opinion from the Ethics Board

City Manager King posed the following question to the Ethics Board in his 10/20/22 request for an Advisory Opinion:

Would it be a violation of the Ethics Program for the City to enter into a contract with a company in a situation in which one of the principals ("Subject Individual") for that

company formerly served on the [REDACTED] Advisory Committee ([REDACTED] and the contract at issue relates to a [REDACTED] Adaption Certification Tool to be used by the City, and the tool was recommended by the [REDACTED] during the time in which the Subject Individual served on the [REDACTED]

I believe the obvious answer to the question posed by City Manager King is “yes, [REDACTED]’s recent contract with the City constitutes a clear and obvious violation of Article II.F. of the City’s Ethics Program by former [REDACTED] Advisory Committee member [REDACTED]

I. Relevant Facts

Facts cited are derived from the following:

- a) City Manager King’s 10/20/22 Request for an Advisory Opinion, which contains facts provided by the City’s Climate Mitigation & Adaptation Officer;
 - b) Additional facts from [REDACTED] Advisory Committee meeting notes and agendas;
 - c) Email communications between [REDACTED] and other members of the [REDACTED] and City Council member Rasham Nassar.
- **By reference, all facts cited in Blair King’s request for an Advisory Opinion** plus the following facts, which restate some of those cited in Mr. King’s request for an Advisory Opinion.
 - **2017 to April 2022,** [REDACTED] who is the [REDACTED] and [REDACTED] of [REDACTED] was a member of the City’s [REDACTED] Advisory Committee.
 - **The 2019-2020 [REDACTED] Work Plan**
The 2019-2020 [REDACTED] work plan includes high priority action item 10.3 on page 16 related to the use of the [REDACTED] Climate Tool, with [REDACTED] shown as the [REDACTED] lead. Here’s what the action item says:

***10.3: Create tool for use in the evaluation of vulnerability of COBI and non-COBI assets and activities on Bainbridge Island:** [REDACTED] would work with City to identify, and eventually require, the use of a tool (e.g., [REDACTED] Adaptation Certification) for use in evaluation of climate vulnerability of any activity or investment on Bainbridge Island. This would also include training for City staff, Council, and Committees in the use of the tool. Aforementioned climate impact maps, may be used to inform these vulnerability assessments.*
 - **5/26/20,** Resolution No. 2020-05 *Relating to Climate Emergency* was forwarded by the City Council to the 6/9/20 business meeting where it was approved as part of the Consent Agenda. The Resolution approved by the City Council was identical to a draft recommended to them by the

██████████ worked with the Resolution's sponsor councilmember Rasham Nassar to help draft the resolution, with the ██████████ discussing it at their 1/27/20 and 2/25/20 meetings. Resolution 2020-05 included the following section calling for development and use of a *climate lens*:

Section 3. The City commits to developing a procedure and process whereby the City's plans and City approved projects will be evaluated through a "Climate Lens", such as through a ██████████ Mitigation and Adaptation Certification, or similar process, prior to approval to ensure they are consistent with the City's adopted climate goals and policies to reduce greenhouse gas emissions and reduce our vulnerability to climate change;

- **6/15/20 Email from ██████████ to Councilmember Rasham Nassar regarding development of a climate lens as called for in Resolution 2020-05**

On 6/15/20 ██████████ wrote to councilmember Nassar advocating for the use of the the ██████████ Adaptation Certification Tool to serve as the City's *climate lens*. EcoAdapt's 2018 ██████████ Adaptation Certification Tool was attached to the email:

"Greetings Rasham,

... With regard to the climate lens, the best starting point we have is the tool that was developed as a follow up to the comprehensive plan update--the ██████████ Adaptation Certification Tool (attached). The title is a bit of a misnomer because it also includes mitigation aspects, but it is essentially a data driven checklist to evaluate our local decisions to ensure best use of our resources (natural, economic and social) under a changing climate.

I believe what you are asking is to create the process by which COBI could implement the ██████████ Adaptation Checklist. Is that right? This is definitely a conversation we need to have with COBI staff. In the development of the tool, we consulted with Jennifer Sutton and attempted to develop something that would be usable in our existing permitting and other review processes. Additionally we have had a community member beta test it on a land use project. We know that it is reasonable in effort and knowledge expectations, but we still need to learn from COBI staff how early is most appropriate to insert it in a process. Obviously earlier is better as it can help design a project to be climate savvy.

Hope that helps.

██████████

- **7/7/20, the City Council approved councilmember Nassar's proposal to request a recommendation from the ██████████ regarding the use of ██████████ Certification Tool to serve as the City's *climate lens*.**

- **7/15/20 and 8/19/20**, the ██████ discussed the City Council's request and recommended that the City use the ██████ ██████ Adaptation Certification Tool to serve as the City's official *climate lens*.
- **10/6/20**, the City Council received a presentation on the Climate Action Plan from the ██████ Chairperson. The City Council consented to move forward with the plan and there was consensus for the ██████ to identify a pilot project for the ██████ ██████ Adaptation Certification Tool.
- **11/10/20**, the City Council approved the Climate Action Plan draft recommended to them by the ██████. The plan identified use of the ██████ ██████ Adaptation Certification Tool, or similar tool, as a priority action for the first 9-12 month period (referenced in Priority Actions 5.A.1.b, 6.A.1.c, and 7.D.1.a of the CAP).
- **10/20/21**, the ██████ meeting included a discussion about - and summary notes on - a summary of "draft priorities for implementing the Climate Action Plan over the next 6 months." This included feedback from four ██████ members (including ██████ as well as others on the ██████ that the action to "Utilize the ██████ Certification Tool" was a priority for consideration by the Climate Officer (see pages 67-69 of the 10/20/21 ██████ meeting minutes).
- **October/November of 2021**, the City's Climate Officer began developing a 2022 work plan to implement the CAP with a focus on high priority actions identified in Table 1.2 (page 33). An action to "Use the ██████ ██████ Adaptation Certification Tool in COBI decision making" is the first action listed in the table for CAP implementation.
- **November 2021**, the Climate Officer met with ██████ to review the ██████ Adaptation Certification Tool and discuss opportunities to train staff on use of the Tool, per the recommended CAP actions.
- **11/29/21**, A proposed 2022 Climate Officer Work Plan - which included an action and budget to "Formalize use of ██████ or other tool to apply climate lens for City projects (training, tool updates, GIS mapping)" - was shared with the City Manager and later with the City Council as part of the City Manager's Report at the 1/11/22 City Council meeting.
- **January 2022**, the City's Climate Officer began to develop a scope of work and budget to update the ██████ ██████ Adaptation Certification Tool ("Tool") and provide staff training. This Tool was selected based on its inclusion in the Climate Action Plan, which was drafted by the ██████ Advisory Committee.
- **4/28/22**, ██████ resigned from the ██████ Advisory Committee. This occurred after the City's Climate Officer's reviewed the scope of work for ██████'s update of the

Climate Adaptation Certification Tool with the City's Deputy City Manager where the issue of a potential conflict of interest related to [REDACTED] came up. It was noted that [REDACTED] was a current member of the [REDACTED] and that her company would receive financial compensation for providing an updated Tool and associated staff training to the City. Scope development was put on hold as City staff reviewed next steps with the City Attorney's Office. It was recommended that [REDACTED] resign from the [REDACTED] which she did on April 28, 2022.

- **9/21/22**, a \$8,900 contract with [REDACTED] was signed by the City Manager and work began to both update the Tool and schedule a staff training in November 2022.
- **10/20/22**, City Manager King submitted a request to the City's Ethics Board requesting and Advisory Opinion regarding a possible Code of Ethics violation related to the issuing of a City Contract to [REDACTED] for development of a climate lens for the City.
- **12/13/22**, City Council authorized City Manager King to amend the [REDACTED] contract, increasing the amount from \$8,900 to \$13,900.

II. Addressing "Additional Considerations" from City Manager King's 10/20/22 Request for Advisory Opinion

A. City Manager King: "The [REDACTED]'s role, while important, is purely advisory. The [REDACTED] does not make decisions on behalf of the City, including related to the contract at issue."

Response: The [REDACTED] like all COBI advisory boards, commissions, and committees, makes decisions on recommendations they provide to the City Council and other City officials. The issue of whether or not we call those decisions on recommendations as "decisions" is irrelevant. The fact is, Article II.F. applies specifically to individuals serving on the City's citizen advisory bodies, which includes the [REDACTED] Advisory Committee ([REDACTED])

B. City Manager King: "The Subject Individual's role on the [REDACTED] while important, is not as a decision-maker, but rather as one person as a member of a larger committee."

Response: This argument is not relevant as Article II.F. clearly applies to all members of the City's advisory bodies. Members of those bodies do, in fact, participate in decisions to make recommendations to the City Council and other City officials.

C. City Manager King: "The [REDACTED] did not provide specific recommendations in the City's decision to contract with [REDACTED] in 2021 and 2022."

Response: Article II.F. does not require specific recommendations to have been made by

the subject committee, just that the subject committee made recommendations related to a matter pertaining to City employment or contracts.

D. City Manager King: “The Climate Officer made the decision to explore contracting with [REDACTED] in November 2021, as the Climate Action Plan includes an action to “Use the [REDACTED] [REDACTED] Adaptation Certification Tool in COBI decision making.” “

Response: Yes, the Climate Officer’s decision in favor of [REDACTED] Climate Tool was directly informed by the Climate Action Plan, which was developed by the [REDACTED] and sent to the City Council for final adoption, with [REDACTED] playing a significant role both in the development of the CAP and action items related to the use of the Climate Adaptation Certification Tool.

E. City Manager King: “The Climate Officer reached out to the Subject Individual in November 2021 to discuss the potential to use the tool and provide staff training, per the recommendations in the CAP.”

Response: The Climate officer took that action based upon policies and courses of action recommended by the [REDACTED] including those identified in the Climate Action Plan related to the Climate Adaptation Certification Tool.

F. City Manager King: “As described above, the [REDACTED] Tool was selected based on its inclusion in the CAP, the turn-key nature of the tool (as a readily available tool that can be customized for clients, it would require little time and effort to customize for the City), the estimated cost (under \$10,000, and within City Manager budget authority), and a cursory search for similar tools, which are frequently customized by a consultant for use by individual municipalities at a significant cost. For context, based on the Climate Officer's past experience, when she worked at the City of Shoreline and worked with another consulting group in 2019 to develop a GIS-based tool and set of questions for city staff to reference when designing and implementing projects to consider climate change impacts and socioeconomic characteristics of the Census block groups at or near the project site, the cost was approximately \$80,000.”

Response: None of these considerations changes how Article II.F. should be interpreted. When City Manager King decided [REDACTED] Certification Tool was the best fit for the City he should have proposed changes to the Ethics program to take into account all of the arguments he makes for using it. That would have been the simple matter of proposing a City Council Resolution to amend the Code of Ethics. That prudent course of action would have removed all doubt as to the propriety of entering into the 9/21/22 contract with [REDACTED] and this complaint would not have been filed.

G. City Manager King: “As the City Manager who executed the contract at issue, I was not involved in the [REDACTED]’s recommendations related to the Tool.”

Response: Again, this argument is irrelevant to the facts and the interpretation of Article

II. F.

H. City Manager King: “I executed the contract based on my understanding that the Tool is uniquely capable of performing the task that is described in the Climate Action Plan, and in meeting the City's needs in this regard, at a reasonable cost.”

Response: Again, not relevant to the facts and interpretation of Article II.F. Knowing what he knew, CM King should have requested revisions to the Ethics Program by the City Council prior to executing the contract with [REDACTED]

H.2 City Manager King: “I was in no way influenced by the Subject Individual related to executing the contract at issue.”

Response: Again, this argument is not relevant to the facts and interpretation of Article II.F. The facts, however, do indicate that City Manager was influenced by recommendations made by the [REDACTED] including by actions contained in the Climate Action Plan, even if some of that influence came by way of the City's new Climate Officer. She was very much influenced by the CAP and by the [REDACTED]

J. City Manager King: “In order to avoid even an appearance of a conflict related to a financial interest, the City communicated with the Subject Individual, and the Subject Individual resigned from the [REDACTED]. The resignation occurred many months before the City entered into the contract with the Subject Individual that is at issue.”

Response: Frankly, this is a bizarre argument, especially CM King's description of the 5-month period between [REDACTED] resignation and the City entering into the [REDACTED] contract as “many months”. Article II.F., it states “While serving on a City Committee or Commission, and for two (2) years after leaving such position ...”

If we were to accept CM King's argument, that 5 months is long enough to satisfy the (2) year prohibition, then we are essentially leaving it up to the City Manager to bend the City's Code of Ethics at his discretion. The correct course of action for the City Manager was not to argue for a loose and biased interpretation of the Ethics Program but rather to propose changes to the Program for the City Council to consider and possibly effectuate through their legislative authority.

K. City Manager King: “To the extent that the dollar amount of the contract at issue is important to the Board, the dollar amount is relatively low (\$8,900), although there is a potential that the amount could be increased in the future.”

Response: Article II.F. does not specify a minimum dollar amount of the contracts in question. That is an issue to have potentially been addressed through the City Council's legislative authority before the 9/21/22 [REDACTED] contract was signed.

III. Advice from City Attorney's office recognized there was a problem

From page 3 of City Manager King's 1/20/22 request for an Advisory Opinion:

“As part of the Climate Officer's review of the scope of work with the Deputy City Manager, the issue of a potential conflict of interest was raised related to the Subject Individual, as that individual was a current member of the [REDACTED] and that individual's company would receive financial compensation for providing an updated Tool and associated staff training. Scope development was put on hold as staff reviewed next steps with the City Attorney's Office. It was recommended that the Subject Individual resign from the [REDACTED] which occurred on April 28, 2022.”

The city Attorney's recommendation clearly indicates recognition of a problem, with the first step in addressing it being [REDACTED] resignation from the [REDACTED]. While it's not clear what timeframe was considered when advising [REDACTED] to resign from the [REDACTED] the City Attorney should have been aware that Article II.F. specifies a 2-year prohibition related to employment and contracts.

[REDACTED] [REDACTED] served on an official city advisory committee that incorporated, as an integral part of the Climate Action Plan report (adopted by the City of Bainbridge Island), language requiring the City to utilize [REDACTED]. As stated in the Climate Action Plan, high priority action item 10.3 on page 16:

*[REDACTED] would work with City to identify, and eventually **require**, the use of a tool (e.g., Climate Change Adaptation Certification) for use in evaluation of climate vulnerability of any activity or investment on Bainbridge Island. This would also include training for City staff, Council, and Committees in the use of the tool. Aforementioned climate impact maps, may be used to inform these vulnerability assessments.*

[REDACTED] advocacy through the [REDACTED] advice from the City Attorney's Office, and the many other facts cited in this complaint, clearly prove that a Code of Ethics violation occurred when the City entered into the September 21, 2022 contract with [REDACTED] and [REDACTED]. Having received ethics training from the City's Ethics Board, both [REDACTED] and City Manager King should have understood this and taken steps to avoid it.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing, including any additional pages or records attached by me, are true and correct.

Date: January 30, 2023_

Place: Bainbridge Island, WA

[REDACTED]

Attachments:

- Blair King 10/20/23 Request for Advisory Opinion
- COBI 2020 Climate Action Plan
- Resolution 2020-05 Relating to a Climate Emergency
- [REDACTED] 2018 [REDACTED] Adaptation Certification Tool
- [REDACTED] 2020 Amended Agreement for Professional Services
- [REDACTED] 2019 2020 Draft Work Plan

**Advisory Opinion
Request Form**

I. Introduction:

Under Article III, Section D of the Code of Conduct and Ethics Program, only Councilmembers and members of City Committees and Commissions may submit to the City Clerk a request for an advisory opinion from the Ethics Board and only for the reasons outlined in Article II, Section D. Councilmembers and members of City Committees and Commissions seeking to submit a request for an advisory opinion should complete this form and submit it to the City Clerk at cityclerk@bainbridgewa.gov.

II. Requestor Info:

Name: Blair King, City Manager

Date: October 20, 2022

Are you a (check one):

☐ Councilmember; or

☐ Member of a Committee or Commission

☒ Other

III. Request for Advisory Opinion

A. Please check of the following types of requests:

☒ Other.

☐ I request an advisory opinion from the Ethics Board as to whether my own behavior, described below, has violated or might in the future violate the Code of Conduct (Article I) or the Code of Ethics (Article II).

☐ I am a Councilmember and I request an advisory opinion from the Ethics Board concerning the applicability of the Code of Ethics (Article II) to the hypothetical circumstances and/or situations described below related to the actions, or potential actions, of a Councilmember or a member of a City Committee or Commission.

☐ The City Council has authorized me to request an advisory opinion from the Ethics Board regarding the City policies or practices described below in relation to the Code of Conduct (Article I) or the Code of Ethics (Article II).

☐ My Committee or Commission has authorized me to request an advisory opinion from the Ethics Board regarding the operating rules or practices described below in relation to the Code of Conduct (Article I) or the Code of Ethics (Article II).

B. Advisory opinions issued in response to either of the first two types of requests shown above will not include identifying information as to the requestor or, as applicable, the individual(s) whose conduct is the subject of the opinion unless otherwise agreed in writing by the requestor and, as applicable, the subject individual(s). If there is agreement that the opinion should include identifying information, please include, as an attachment to this request, a statement signed by you and, as applicable, all subject individuals indicating agreement that such identifying information may be included in the opinion.

C. Please provide the facts relating to your request indicated above. Please attach additional pages as needed. If other records exist that relate to your request, please attach them to this form as well.



**CITY OF
BAINBRIDGE ISLAND**

EXECUTIVE DEPARTMENT

MEMORANDUM

TO: Ethics Board

FROM: Blair King, City Manager

SUBJECT: Request for Advisory Opinion

DATE: October 20, 2022

As City Manager, I am making this request to the Ethics Board ("Board") for an advisory opinion. As an initial matter, I recognize that the Ethics Program does not currently include a provision stating that such a request from the City Manager is within the scope of the Board's purview. However, I respectfully request that the Board consider this request because, as City Manager, I value the role of the Board and I would like to utilize the Board's expertise regarding the Ethics Program to guide me regarding this matter. From my perspective, such guidance from the Board can help build trust in the City's government and increase transparency related to the activities of our government.

Consistent with Section III.B. of the Board's Advisory Opinion Request Form, I am not including specifically identifying information related to the individual who is the subject of this request. That person is identified as the "Subject Individual."

I. Statement of the Issue

Would it be a violation of the Ethics Program for the City to enter into a contract with a company in a situation in which one of the principals ("Subject Individual") for that company formerly served on the [REDACTED] Advisory Committee (" [REDACTED] ") and the contract at issue relates to a [REDACTED] Adaption Certification Tool to be used by the City, and the tool was recommended by the [REDACTED] during the time in which the Subject Individual served on the [REDACTED]

II. Relevant Facts

As an initial note, the following description of facts is based primarily on information provided to me by the City's Climate Mitigation & Adaptation Officer.

- The Bainbridge Island City Council established the [REDACTED] in the spring of 2017 (Ordinance No. 2017-13. Effective May 17, 2017).
- The Subject Individual, who is the [REDACTED] and [REDACTED] of the company at issue ([REDACTED]) was a member of the [REDACTED] from **2017 to April 2022**.
- The [REDACTED] was tasked with assisting the City in implementing the climate related goals and policies of the City's Comprehensive Plan (Guiding Principle #7: Reduce greenhouse gas emissions and increase the Island's climate resilience) by undertaking several tasks as expeditiously as committee and City resources allow as outlined in Ordinance No. 2017-13. Specifically, the [REDACTED] was tasked to: "Work with city staff, as appropriate, to complete and recommend to the city council a city climate action plan and implementation strategy."
- The draft 2019-2020 [REDACTED] Work plan included as high priority Action 10.3: "Create tool for use in the evaluation of vulnerability of COBI and non-COBI assets and activities on Bainbridge Island: [REDACTED] would work with City to identify, and eventually require, the use of a tool (e.g., [REDACTED] Adaptation Certification) for use in evaluation of climate vulnerability of any activity or investment on Bainbridge Island. This would also include training for City staff, Council, and Committees in the use of the tool. Aforementioned climate impact maps, (sic) may be used to inform these vulnerability assessments." The Subject Individual, who was a [REDACTED] member at the time, was identified in the workplan as the [REDACTED] lead for this action (see page 16 of the workplan).
- On **July 7, 2020**, the City Council asked the [REDACTED] to provide their recommendation on the use of the [REDACTED] [REDACTED] Adaptation Certification Tool as the City's "Climate Lens" (see Section 9 of the July 7, 2020 meeting minutes).
- The [REDACTED] discussed this issue at the committee's **July 15, 2020** and **August 19, 2020** meetings, and recommended that the City use the [REDACTED] [REDACTED] Adaptation Certification Tool when evaluating projects. The background, discussion, and recommendation are included in a summary document (dated August 20, 2020) shared as part of the October 6, 2020 City Council presentation packet. (See also, July 15, 2020 [REDACTED] meeting minutes; August 19, 2020 [REDACTED] meeting minutes).
- On **October 6, 2020**, the City Council received a presentation of the Climate Action Plan from the [REDACTED] Chairperson. The City Council consented to move forward with the plan and consider it further at a future business meeting to allow for public comment. There was also consensus for the [REDACTED] to identify a pilot project for the [REDACTED] [REDACTED] Adaptation Certification Tool (per the October 6, 2020 Council meeting minutes). See also, the October 6, 2020 Council agenda packet.
- On **November 10, 2020**, the City Council approved the Climate Action Plan ("CAP"). That plan identified use of the [REDACTED] [REDACTED] Adaptation Certification Tool, or similar tool, as a priority action for the first 9-12 month period (referenced in Priority Actions 5.A.1.b, 6.A.1.c, and 7.D.1.a of the CAP).
- In **May 2021** (5/17/21), I began work as the new City Manager for the City.

- In **October 2021** (10/11/21), the City's new Climate Mitigation & Adaptation Officer ("Climate Officer") began work for the City.
- The Climate Officer attended the **October 20, 2021** [REDACTED] meeting which included a discussion about - and summary notes on - a summary of "draft priorities for implementing the CAP over the next 6 months." This included feedback from four [REDACTED] members (including the Subject Individual, as well as others on the [REDACTED] that the action to "Utilize the [REDACTED] Certification Tool" was a priority for consideration by the Climate Officer (see pages 67-69 of the October 20, 2021 [REDACTED] meeting minutes).
- In **October/November 2021**, the Climate Officer began developing a 2022 work plan to implement the CAP with a focus on high priority actions identified in Table 1.2 (page 33). An action to "Use the [REDACTED] [REDACTED] Adaptation Certification Tool in COBI decision making" is the first action listed in the table for CAP implementation.
- In **November 2021**, the Climate Officer met with the Subject Individual to review the [REDACTED] Adaptation Certification Tool and discuss opportunities to train staff on use of the Tool, per the recommended CAP actions.
- A proposed 2022 Climate Officer Work Plan - which included an action and budget to "Formalize use of [REDACTED] or other tool to apply climate lens for City projects (training, tool updates, GIS mapping)" - was shared with the City Manager on **November 29, 2021** and with the City Council as part of the City Manager's Report at the January 11, 2022 Council meeting.
- In **January 2022**, the Climate Officer began to develop a scope of work and budget to update the [REDACTED] [REDACTED] Adaptation Certification Tool ("Tool") and provide staff training. This Tool was selected based on its inclusion in the CAP, the turn-key nature of the tool (as a readily available tool that could be customized for clients, it would require little time and effort to customize for the City), the estimated cost (under \$10,000 and within the City Manager's budget authority), and a cursory search for similar tools, which are frequently customized by a consultant for use by individual municipalities at a significant cost.
 - Note: A previous version of this tool was also created for the City in 2018. The Climate Officer's understanding is that this initial tool was funded by the Bainbridge Community Foundation and Bullitt Foundation. City staff provided input on development of the tool, which was used by City staff once prior to 2022 (by the Public Works Department for a Waterfront Park Community Center project review). Other City staff members served as City representatives who were surveyed by [REDACTED] regarding the 2018 tool (see page 7 of the 2018 document linked above).
- As part of the Climate Officer's review of the scope of work with the Deputy City Manager, the issue of a potential conflict of interest was raised related to the Subject Individual, as that individual was a current member of the [REDACTED] and that individual's company would receive financial compensation for providing an updated Tool and associated staff training. Scope development was put on hold as staff reviewed next steps with the City Attorney's Office. It

was recommended that the Subject Individual resign from the [REDACTED] which occurred on **April 28, 2022**.

- In **May 2022**, the Climate Officer renewed work on a draft scope of work and budget to update the Tool and provide staff training.
- On **September 21, 2022**, a \$8,900 contract with [REDACTED] was signed by the City Manager and work began to both update the Tool and schedule a staff training in November 2022.

Additional information: The following information is not related to contracting but is related to the [REDACTED]'s recommendation on use of the [REDACTED] Tool. As stated, in part, in the February 11, 2022 memo developed by [REDACTED] members (see page 29 of the February 16, 2022 [REDACTED] meeting minutes):

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 proposal was stated as follows:

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.

As a follow-up, on October 25, 2021, the Public Works Director provided a memo to the City Council on his recommendations on how to proceed.

Recommendation from Public Works Director on how to proceed

Based on the Council's discussion on October 19th this item could be referred to [REDACTED] Action Committee ([REDACTED] for consideration and development of a recommendation for the Council's future consideration.

[REDACTED] also recommends using the [REDACTED] Adaptation Certification Tool developed by [REDACTED] which is already being used by COBI in other planning efforts to ensure that planning accounts for needed adaptations to expected or likely changes in climate.

III. Additional Considerations

I offer the following additional considerations that I think are important to the Board's review of this matter, including related to the timing described above:

- As the City Manager who executed the contract at issue, I began employment with the City on May 17, 2021. I became City Manager after the City Council approved the Climate Action Plan ("CAP"). The Climate Officer began her work with the City on October 11, 2021, which was also after the Council approved the CAP. As approved, the CAP identified use of the [REDACTED] Adaptation Certification Tool, or similar tool, as a priority action for the first 9-12 month period (referenced in Priority Actions 5.A.1.b, 6.A.1.c, and 7.D.1.a of the CAP).
- The CCAC's role, while important, is purely advisory. The [REDACTED] does not make decisions on behalf of the City, including related to the contract at issue.
- The Subject Individual's role on the [REDACTED] while important, is not as a decision-maker, but rather as one person as a member of a larger committee.
- The [REDACTED] did not provide specific recommendations in the City's decision to contract with [REDACTED] in 2021 and 2022. The Climate Officer attended the October 20, 2021 [REDACTED] meeting which included a discussion about - and summary notes on - "draft priorities for implementing the CAP over the next 6 months." This included feedback from four [REDACTED] Members (including the Subject Individual) that the action to "Utilize the [REDACTED] Certification Tool" was a priority for consideration by the Climate Officer (see pages 67-69 of the [October 20, 2021 \[REDACTED\] meeting minutes](#)). That action is also listed as the first action in a table of "immediate" actions for implementation of the CAP, which was approved by the City Council in November 2020.
- The Climate Officer made the decision to explore contracting with [REDACTED] in November 2021, as the Climate Action Plan includes an action to "Use the [REDACTED] Adaptation Certification Tool in COBI decision making." This is the first action listed in the table for CAP implementation.
- The Climate Officer reached out to the Subject Individual in November 2021 to discuss the potential to use the tool and provide staff training, per the recommendations in the CAP.
- As described above, the [REDACTED] Tool was selected based on its inclusion in the CAP, the turn-key nature of the tool (as a readily available tool that can be customized for clients, it would require little time and effort to customize for the City), the estimated cost (under \$10,000, and within City Manager budget authority), and a cursory search for similar tools, which are frequently customized by a consultant for use by individual municipalities at a significant cost. For context, based on the Climate Officer's past experience, when she worked at the City of Shoreline and worked with another consulting group in 2019 to develop a GIS-based tool and set of questions for city staff to reference when designing and implementing projects to consider climate change impacts and socioeconomic characteristics of the Census block groups at or near the project site, the cost was approximately \$80,000.
- A contract with [REDACTED] was signed by me as City Manager in September 2022.
- As the City Manager who executed the contract at issue, I was not involved in the [REDACTED]'s recommendations related to the Tool.

- I executed the contract based on my understanding that the Tool is uniquely capable of performing the task that is described in the Climate Action Plan, and in meeting the City's needs in this regard, at a reasonable cost.
- I was in no way influenced by the Subject Individual related to executing the contract at issue.
- The contract applies to work done that occurs after the execution of the contract and as set forth in the contract, and not to work done by the Subject Individual prior to the execution of the contract.
- In order to avoid even an appearance of a conflict related to a financial interest, the City communicated with the Subject Individual, and the Subject Individual resigned from the [REDACTED]. The resignation occurred many months before the City entered into the contract with the Subject Individual that is at issue.
- To the extent that the dollar amount of the contract at issue is important to the Board, the dollar amount is relatively low (\$8,900), although there is a potential that the amount could be increased in the future.

I appreciate the Board's consideration of this matter, and I respectfully request that the Board issue an advisory opinion based on the "Statement of the Issue" as set forth in Section I above, as well as the other information as above described.

Climate Action Plan

A Plan for Mitigating and
Adapting to [REDACTED] on
Bainbridge Island

November 12th, 2020

LETTER FROM YOUR CITY COUNCIL

To the Bainbridge Island Community

The time for collective action on climate change has arrived. In recent years, we have seen the impacts of climate change in our region and right here on our Island, from warmer temperatures and wildfire smoke to rising seas and flooding. Scientists tell us that these impacts will only increase and intensify in the future. If we wait, the changes will be irreversible, and coping with them will be enormously costly.

In order to combat climate change, actions are needed at all levels of government - federal, state, and local. That means that the City of Bainbridge needs to step up. The City Council recognizes the urgency and in June 2020 passed a resolution declaring a climate emergency for the Island and reaffirmed the City's commitment to climate action now.

But we can't do it alone. We need to work hand-in-hand with businesses, community organizations, faith communities, local schools, individuals and families across our Island community if we are to meet this global challenge.

We have established an aggressive goal of reducing our community greenhouse gas emissions by 90% by 2045 compared to 2014 levels. The City and City Council are committed to putting in the time, energy, and resources needed to be successful, and to protect this Island and our community for future generations.

This Climate Action Plan provides a roadmap for how we can address climate change in City operations and our community. We have already initiated a few of the highest priority actions, including the establishment of the Green Building and Sustainable Transportation Task Forces, which have already begun their work toward guiding us in reducing energy use in buildings and developing options to get people out of their cars.

The Plan also recognizes the need to adjust to our changing climate and prepare for more frequent and intense climate change impacts. It provides a pathway to enhance our community resilience and infrastructure to be climate ready.

This Climate Action Plan is a call to action for the City, local businesses, and community members. Now it is time that we join together and do our part to make the only planet we have a better one for our present and future generations.

We ask that you join us in this journey to a carbon-free future.

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Acronyms

BARN - Bainbridge Artisan Resources Network
BD – Bainbridge Disposal
BIFP – Bainbridge Island Fire and Police
BILT – Bainbridge Island Land Trust
BIMA - Bainbridge Island Museum of Art
BIMPRD - Bainbridge Island Metro Park and Recreation District
BIPF – Bainbridge Island Park Foundation
BISD – Bainbridge Island School District
BIZW – Bainbridge Island Zero Waste
CAP – Climate Action Plan
CETA - Clean Energy Transformation Act
CH ₄ - Methane
[REDACTED] - [REDACTED] Advisory Committee
COBI – City of Bainbridge Island
CTR – Commute Trip Reduction
EV – Electric Vehicle
FOTF – Friends of the Farm
GHG – Greenhouse Gas
IWTP – Island-Wide Transportation Plan
LEED - Leadership in Energy and Environmental Design
MTCO ₂ e - Metric Tons of Carbon Dioxide Equivalents
MW - Megawatt

N₂O - Nitrous Oxide
NOAA – National Oceanic and Atmospheric Administration
PSE – Puget Sound Energy
PSRC - Puget Sound Regional Council
PV - Photovoltaic
SLR – Sea Level Rise
WSF – Washington State Ferries
WWTP - Wastewater Treatment Plant

Acknowledgements

This is the first Climate Action Plan ever prepared for Bainbridge Island and required the effort of many people in our community. Thanks to all those who assisted in this process.

Advisory Committee (Former and Present)

[REDACTED]
[REDACTED] (City Council Liaison), [REDACTED] (City Council Liaison), and [REDACTED]
[REDACTED] (City Council Liaison).

COBI Staff

Anne LeSage, Annie Hillier, Christian Berg, Ellen Schroer, Jennifer Sutton, Kristen Drew, Mark Epstein, Nick Synder, Peter Best, and Roz Lassoff.

Other Contributors

[REDACTED]

Additional thanks to the 450 people that responded to the Climate Survey, the 150 people that attended our Community Workshops, and those that attended the [REDACTED] monthly meetings.

[REDACTED]

Executive Summary



Executive Summary

The climate is changing. We know this and we need to take action now. It is urgent that we dramatically reduce our greenhouse gas (GHG) emissions and make our community more resilient to the related impacts we will experience.

In 2016, the City of Bainbridge Island (COBI) incorporated climate change into its updated Comprehensive Plan. The Comprehensive Plan has seven guiding principles, with #7 specifically related to climate change:

***Reduce greenhouse gas emissions and
increase the Island's climate resilience.***

The City Council established the [REDACTED] Advisory Committee ([REDACTED]) in the fall of 2017. The [REDACTED] was established to serve as a technical and planning advisory committee to the City Council, City Manager, and City staff on issues related to climate change. In 2019, the City Council tasked the [REDACTED] to develop a Climate Action Plan (CAP) for the Island.

ES.1. Why do we Need a Climate Action Plan?

The CAP is a comprehensive roadmap that outlines specific actions that COBI and the community can undertake to reduce GHG emissions and increase our resilience as the climate changes. The CAP supports City policies already in place, including the Comprehensive Plan, Shoreline Master Plan, and Critical Areas Ordinance, and provides guidance on how principles and objectives outlined in those programs can be implemented to mitigate and adapt to the impacts of climate change on Bainbridge Island.

ES.2. What are the Anticipated [REDACTED] Impacts on Bainbridge Island?

Bainbridge Island is expected to experience a wide range of changes and associated impacts from climate change on our hydrology, vegetation, shorelines and surrounding waters (Table ES1).

Table ES.1 Projected Changes and Associated Impacts from [REDACTED]

Area	Impacts
Rising Sea Levels	• Damage to or loss of City assets such as roads • Damage to or loss of private property • Erosion • Salt water intrusion
Extreme Weather Events	• Increased flooding of roads and private property • Potential for slope instability and erosion • Increase in power outages
Increasing Temperatures	• Increased risk of heat-related illness • Increase in drought conditions • Changes in disease vectors
Vegetation Change	• Changes in dominant vegetation.

Area	Impacts
	• Decreased tree growth and increased fire risk for Summer water stress • Changes in pest distribution and type of pest
Hydrologic Changes	• Changes to surface and groundwater availability, quality, and timing • Changes to extent of stream discharge • Drought stress on vegetation
Ocean Acidification	• Decreased pH in ocean waters • Damage to marine organisms (e.g., oysters) and related economic impacts. • Implications from sewage and septic discharge.

ES.3. Bainbridge Island's Greenhouse Gas (GHG) Emissions Inventory

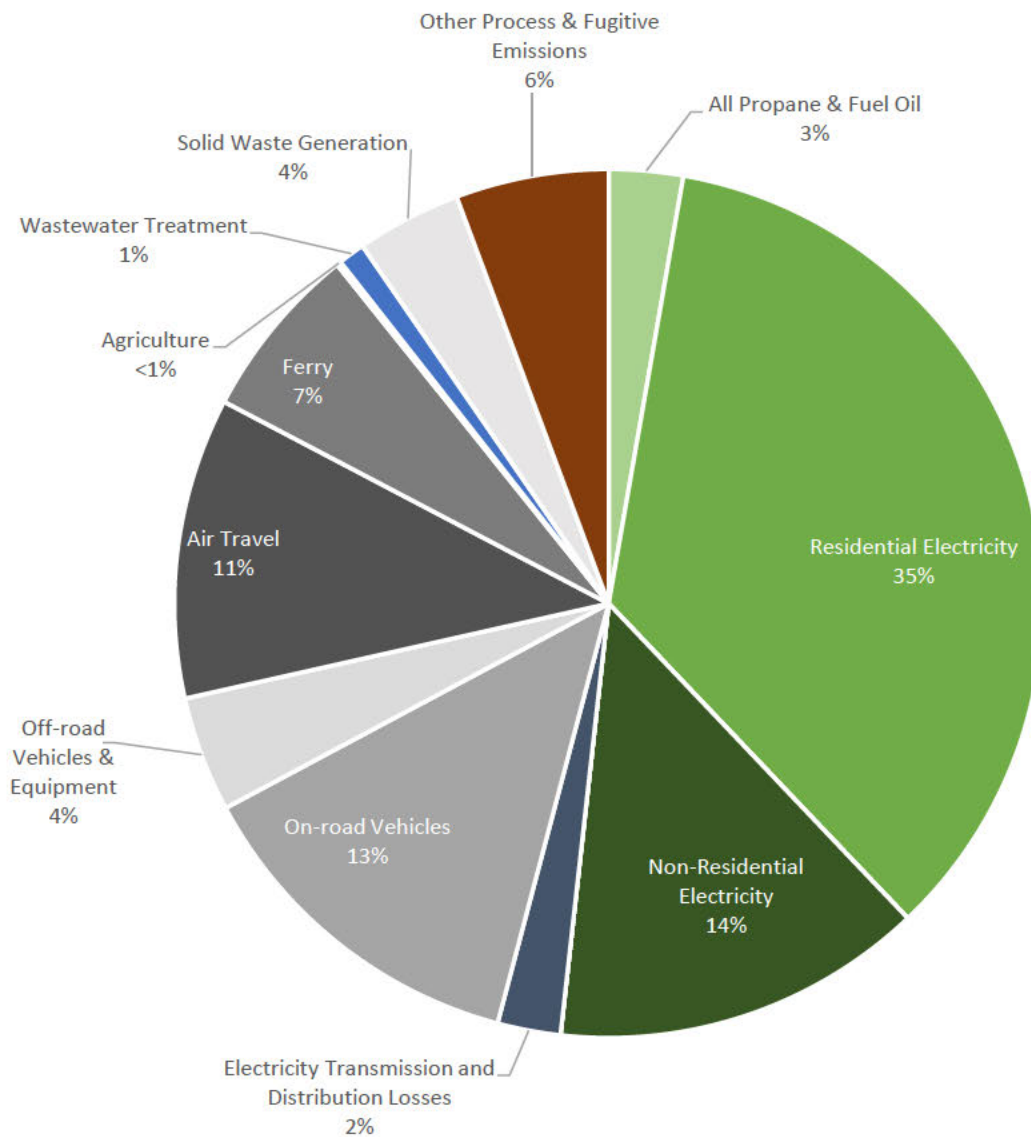
COBI completed a GHG emissions inventory in October 2019¹ that quantified emissions produced by the Bainbridge Island community (the community inventory) and COBI operations (the municipal inventory). A consumption-based inventory was also developed to estimate GHG emissions from the goods and services we consume.

The inventory accounts for human-caused emissions of the most prominent and typical GHG emissions for communities: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). To account for the differences in potency among these gases, all emissions are calculated and reported in units of metric tons of carbon dioxide equivalent (MTCO₂e). Bainbridge Island's estimated total community emissions for 2014 were 214,425 MTCO₂e or 9.3 MTCO₂e per person. In comparison, Seattle has an estimated per person emissions of about 5 MTCO₂e, Bellevue about 12 MTCO₂e, and Washington State 13 MTCO₂e.

In 2014, the majority of GHG emissions on Bainbridge Island came from residential and commercial electrical use (51%), while transportation contributed about 35%, and with other sources contributing about 14% (Figure ES.1).

As COBI and the community take action to reduce GHG emissions, these inventories will serve as tools for tracking progress and making improvements along the way.

Figure ES.1 Bainbridge Island Community Emissions by Source, 2014 (Total = 214,425 MTCO₂e)



ES.4. Development of the Climate Action Plan

The [REDACTED] and COBI gathered community input on what we should do to reduce GHG emissions and prepare our Island for the impacts from climate change. Community engagement activities included:

- An on-line survey taken by over 450 community members.
- Two community meetings attended by over 150 people.
- Monthly [REDACTED] Advisory Committee meetings open to the public to provide input.



ES.5. Climate Action Plan Goals

The CAP has three goals (see inset): one for mitigation, one for adaptation, and one for community engagement. The CAP identifies actions designed to achieve those goals. It will be important to conduct periodic updates to the GHG emission inventory to determine progress in meeting these goals.

The [REDACTED] has conducted an analysis of pathways to reduce our community emissions to meet our mitigation goal. Reductions are grouped into three action areas that need to occur to meet the 2045 mitigation goal (Figure ES.2).

In Figure ES.2, the value of the bar indicates the percent reduction associated with a particular action area. For example, State policies are estimated to reduce emissions from a 2014 baseline of approximately 214 MtCO₂e to approximately 89 MtCO₂e when fully implemented by 2045 (59% GHG reduction from 2014 levels). Primary CAP-identified actions could bring us down to 55 MtCO₂e if fully implemented (an additional 16% or 75% total GHG reduction). Finally, partnerships and other actions could take us down to about 21 MtCO₂e or 90% total GHG reduction by 2045 from 2014 levels.

BI Climate Action Plan Goals

Mitigation: Reduce greenhouse gas emissions by 90% by 2045 compared to 2014 levels with interim milestones of 25% reduction by 2025 and 60% by 2035 compared to 2014 levels.

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

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

1. State Actions

In 2019, the Washington State legislature passed the Clean Energy Transformation Act (CETA)². CETA requires the State's electrical supply to be free of coal by 2025, carbon neutral³ by 2030

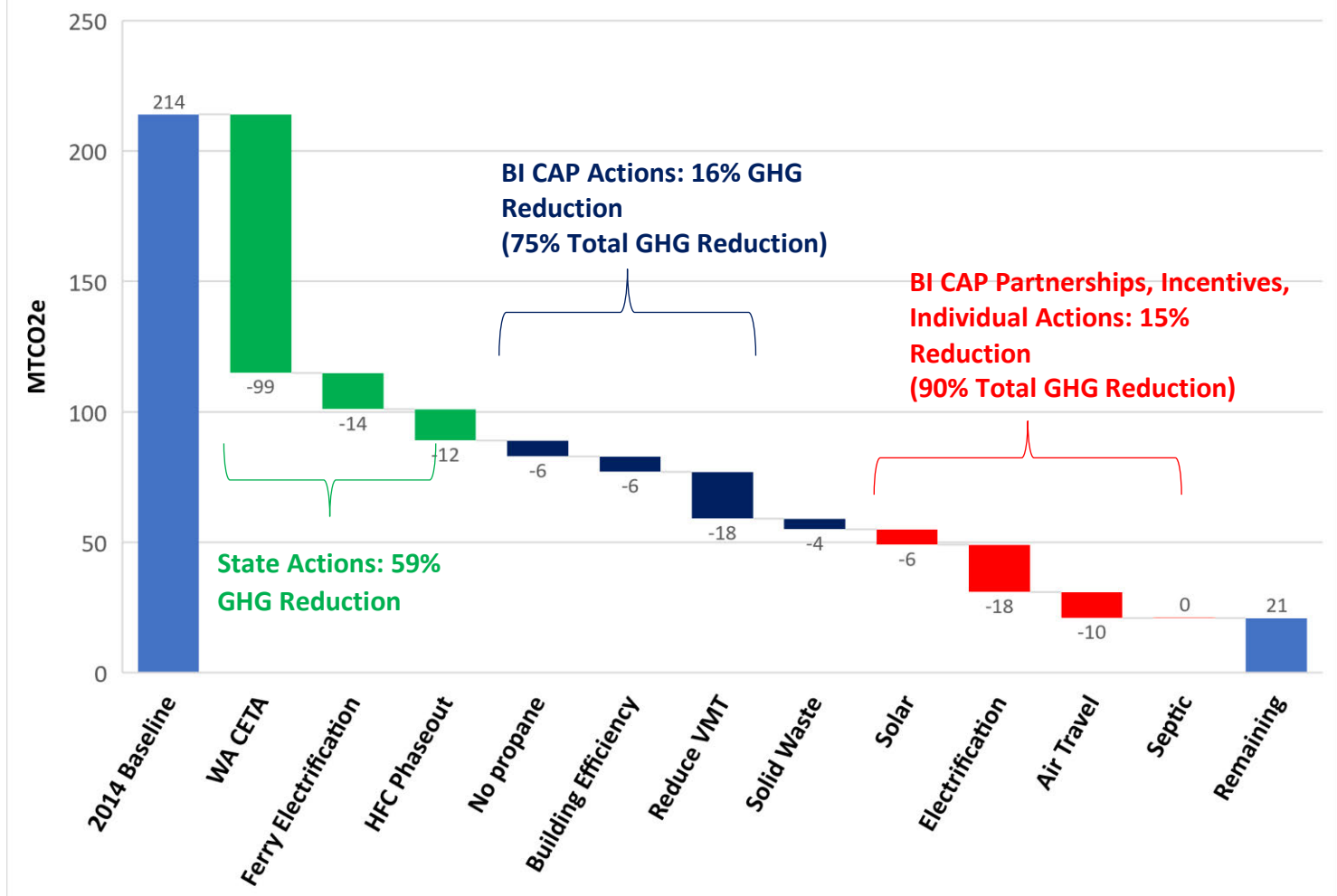
and 100% carbon-free by 2045. They also passed legislation that requires the phase-out of hydrofluorocarbons.⁴ In addition, the ferries from Bainbridge Island to Seattle will be able to run on 100% electric power as of 2022. These actions will contribute about 59% of the 90% GHG reductions needed to meet the 2045 mitigation goals.

2. Bainbridge Island Actions

These actions are related to specific actions such as: not allowing propane or fuel oil as a primary fuel in new developments; adopting a green building code, reducing vehicle miles traveled, and reducing amount of waste landfilled. These actions will contribute about 16% of additional GHG reductions. In combination with State policies, they will contribute about 75% of the 90% of GHG reductions needed to meet the 2045 mitigation goals.

3. Partnerships, Incentives, and Individual Actions: About 15% of GHG reductions will come from community and individual actions such as: installing community solar projects; replacing internal combustion transit with electric cars, bikes, and buses; and reducing the amount of air travel.

Figure ES2: Reductions in GHG from State and Local Actions



ES.6 Recommended, Priority and Immediate Actions

The CAP includes over 180 recommended actions to reduce GHG emissions and prepare our community from the impacts of climate change. The [REDACTED] identified about 75 “priority actions” from the total recommended actions. Priority actions were determined based on a ranking process that include five criteria.

- **Mitigation or adaptation:** Potential for the action to reduce GHG emissions (mitigation) and/or potential for the action to reduce vulnerability to effects of climate change (adaptation).
- **Implementable:** The action is both technically and logistically feasible and has been implemented in other jurisdictions.
- **Duration of benefits:** The length of time over which the benefits of the action will persist.
- **Equity:** The action will contribute to or support social justice, equity, diversity and inclusion within our community.
- **Co-benefits:** The action will produce co-benefits (e.g., air pollution reduction; economic opportunities; improved transit; preserve natural resources).

All of the recommended actions are included in the CAP below. A more detailed description of the priority actions with milestones and timeframe are included in Appendix A.

In addition, the [REDACTED] recognized it was important to identify a smaller subset of the priority actions as immediate actions that can help jump start implementation of the CAP and provide the biggest near-term reductions in GHG emissions.

Table ES.2 provides a list of those immediate actions that can be initiated, and in some cases completed, over the next 9-12 months. The actions identified on Table ES.2 are a mix of actions. Some can be completed quickly and others need to be initiated now as they will take multiple years to complete. Identifying this smaller subset of immediate actions enables the [REDACTED] to better support COBI as it starts to implement the CAP and provides a clear and transparent road map for our Community on what are the immediate steps, we need to take to start reducing our GHG emissions.

Table ES.2 Immediate Actions for Next 9-12 Months

Area	Action
Implementation	5.A.1.b/6.A.1.c/7.D.1.a: Use the [REDACTED] [REDACTED] Adaptation Certification Tool in COBI decision making.
	9.B.1.a: Equity implications are addressed in all actions
	8.C.1.b/8.C.1.a: Hire City staff to coordinate and lead climate efforts and review existing authorities.
	9.D.1.a: Develop cost estimates and staffing needs for priority actions.
GHG Inventory	2.A.1.a: Improve accuracy of GHG Inventory.
Energy	3.A.1.b: Work with PSE to reduce our energy demand.
	3.B.1.a: Work collaboratively with PSE, via the PSE Franchise to green our energy supply.
	3.B.1.c: Prohibit propane, fuel oil, and wood stoves for primary heating in new buildings.
	3.A.2.a: Initiate discussions on establishing a Green Building and Energy Fund
Transportation	4.A.1.a: Support the recommendations from the Sustainable Transportation Task Force and ensure potential GHG emission reductions are considered in all options considered by Task Force.
	4.B.1.a. Transition COBI's fleets to primarily electric vehicles, use biofuels where not an option, and encourage other Bainbridge Island taxing districts to also develop a plan.
	4.B.2.a. Evaluate current code to see if a need to increase the number of EV-charge-ready for all new development/major renovations and multifamily units/commercial development include EV charging infrastructure.
Buildings	5.A.1.a: Support the recommendations from the Green Building Task Force.
	5.B.1.a., b., and c: Build on preliminary sea-level rise assessment endorsed by [REDACTED]
Natural Environment	6.A.2.a: Create list of tree and plant species expected to be favored by climate change that can be used for forest management and restoration actions.
Waste	7.A.2.a: Pass an ordinance to reduce single-use plastics.
Community Engagement	8.A.1.a. and b: Develop a web presence for climate change on City website and make climate information widely and easily available to all community members.
	8.C.2.a: Establish equitable access to recharging generators and cell phones during outages, and provide emergency food/water/filtered air during poor air quality due to wildfires.

ES.7. Individual Actions

In addition to the actions identified above, that the City is responsible for implementing, there are numerous actions individuals can take to reduce GHG emissions and prepare our Island for current and future climate impacts. These actions fall into six categories:

- Participate in Community Climate Action
- Reduce Energy Use
- Reduce Waste
- Reduce Water Use
- Reduce Use of Internal Combustion Vehicles
- Reduce Vulnerability to [REDACTED]

Section 10: Individual Actions – What Can We Do to Make a Difference, identifies examples of actions that individuals throughout our community can take.

ES.8. Implementation and Future Updates

The Bainbridge Island City Council will be responsible for oversight and making policy decisions to support implementation of the CAP. COBI staff will integrate CAP goals and strategies into City operations and decision-making and report back on progress.

Achievement of the climate goals will require that COBI staff, community members, business leaders, and institutions all take actions. COBI staff will work to support community members in taking climate action and involve residents in implementation decisions.

Because climate change most negatively affects vulnerable communities, implementation of the CAP should advance equity while addressing climate change. COBI staff will work to establish partnerships with underserved communities, build capacity for climate leadership across the community, and involve diverse community voices from the start of any program. The priority actions for Implementation are described in detail in Section 9 below.

The 2020 CAP represents the beginning of an ongoing and iterative conversation between COBI and the community it serves. COBI will work with the community, local partners, and technical experts to update the CAP every three to five years, so that we can respond to changing circumstances and learn from implementation challenges and successes. The next GHG emissions inventory will be completed by 2022 for the year 2021. The GHG emissions inventory after that will be completed by 2026 for the year 2025 and then they will be completed every 5 years.

Section 1: Introduction



Section 1: Introduction

We are in a climate crisis of our own making to which we must respond. Climate change will impact Bainbridge Island in multiple ways, including sea level rise resulting in loss of land (including homes, roads and habitat) and altered precipitation patterns resulting in less groundwater recharge, increased potential for wildfire, and changes in vegetation.⁵

The urgency to substantially reduce our greenhouse gas (GHG) emissions and make our community more resilient to climate change requires that we take significant action now. Waiting puts our community, economy and our children's future in peril.

A 2018 report from the Intergovernmental Panel on Climate Change⁶ stated that to keep global temperatures below 1.5°C compared to pre-industrial levels will require net zero global carbon emissions by approximately 2050. This conclusion is also supported by the 4th National Climate Assessment⁷ and many other scientific publications^{8,9} and entities.

In 2016 the City of Bainbridge Island (COBI) demonstrated its concern for climate change when it incorporated climate change into the updated Bainbridge Island Comprehensive Plan.¹⁰ The Comprehensive Plan has seven guiding principles, one of which explicitly addresses climate change (see side bar).

In 2017, COBI again showed its commitment to address climate change when it established the [REDACTED] Advisory Committee ([REDACTED]) with a mandate to provide the City with recommendations for a Climate Action Plan.

In developing the Climate Action Plan (CAP), the [REDACTED] followed the five milestones approach suggested by ICLEI¹¹, a global organization which has been working for more than 20 years to assist local governments in reducing their GHG emissions and preparing communities for the impacts of climate change.

The five milestones below offer a systematic approach to dealing with climate change. The specific actions the City has taken, or intends to take, for each milestone are summarized below.

BI Comprehensive Plan Guiding Principle #7: Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Policy 7.1: Participate with state, regional and local partners to reduce greenhouse gas emissions consistent with the 1990 benchmark and future year targets set forth in state law, educate the public about climate change and incentivize Island activities including land use patterns and building practices that reduce greenhouse gas emissions.

Guiding Policy 7.2: Minimize or ameliorate the impacts of climate change on our community and our Island's ecosystems through climate-informed policies, programs and development regulations.

Guiding Policy 7.3: Evaluate the climate vulnerabilities and implications of City actions and identify policies that alleviate those vulnerabilities. Consider the effects of shifting conditions (sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (altered vegetation, changing water demands, economic shifts).

- **Milestone 1:** A GHG emissions inventory was completed by Cascadia Consulting Group for COBI. The inventory covered emissions from City operations and from the Community as a whole. A summary of the results is included in Section 2.

- **Milestone 2:** The [REDACTED] recommended a reduction target for GHG emissions. The target is discussed below.

- **Milestone 3:** The CAP was developed over a 12-month period after significant input from the Community and interaction with the City Council and COBI staff. The CAP includes a number of goals necessary to meet the reduction targets. The specific strategies and actions needed to meet the goals are discussed in Sections 3-8.

- **Milestone 4:** The next step is to implement the actions identified in the CAP. This is discussed in Section 9.

- **Milestone 5:** The evaluation and monitoring of progress is critical to ensure the actions identified are effective in reducing GHG emissions and preparing the Island for the impacts of climate change.



It will also be important to use the information from the evaluation and monitoring to make changes to the CAP as needed and adaptively manage those changes over time.

1.1. Why develop a Climate Action Plan?

The CAP is a comprehensive roadmap that outlines the specific activities that COBI and the community can undertake to reduce GHG emissions and increase our resilience to the climate changes that are occurring now and will intensify in the future.

The CAP considers both mitigation and adaptation strategies and actions. **Mitigation** responses reduce GHG emissions, while **adaptation** responses increase resilience and/or decrease vulnerability. Combined, these two approaches create a comprehensive, integrated strategy for addressing climate change.¹²

Mitigation can be achieved through approaches such as more sustainable development, higher-density development, fewer vehicle miles traveled, more use of non-motorized transportation, more electric vehicles, green building standards, and renewable energy sourcing.

Adaptation addresses the effects of climate change, including sea level rise, altered precipitation patterns with related flood and drought impacts, and increased temperatures. Approaches include: low-impact development; retreat of buildings and infrastructure from rising seas; climate certified zoning, permitting and procurement; and climate-savvy hazard mitigation and resource management.

1.2. Federal, State, and Local Climate Policy

In June 2013, President Obama presented a Federal Climate Action Plan setting forth a plan and policies to cut carbon emissions, prepare for climate change impacts, and lead international climate protection efforts.¹³

In December 2015, all but two countries (who have since joined) in the world signed on to the Paris Climate Agreement to limit global warming to less than 2° C (3.6° F) above pre-industrial levels. They also agreed to stop the rise of GHG emissions as quickly as possible, with an aspiration to limit warming to 1.5° C (2.7° F).

On June 1, 2017, President Trump initiated the process to remove the United States federal government from the Paris Climate Agreement and is seeking to nullify the obligation to contribute aid to less developed countries. When this change takes effect in 2020, the U.S. will be the only National government not participating in the Paris Agreement as the original two holdouts, Syria and Nicaragua, subsequently joined in November 2017.

Responding to President Trump's announcement, hundreds of cities - including Bainbridge Island (see Resolution 2017-20)¹⁴ -, 10 states, and thousands of U.S. corporations and institutions joined the "We Are Still In"¹⁵ campaign, declaring their continued commitment to meeting the reduction goals of the Paris Agreement.

Currently, the Federal government is not taking an active role in climate change issues. Given the lack of federal action, many city and state governments along with a number of corporations are now leading U.S. efforts to reduce emissions and prevent catastrophic climate change.

Washington State enacted several measures during the 2019 legislative session to reduce GHG emissions. They mandated GHG reductions from energy generation, put in place incentives for electric cars, provided resources to electrify the State's ferry fleet, required higher efficiency standards for appliances, and mandated a phase out of the very potent greenhouse gases, hydrofluorocarbons.¹⁶

In 2016, the City of Bainbridge Island incorporated climate change into its Comprehensive Plan. The City Council has also passed several resolutions in support of climate change actions. And in

2017, the City Council established the [REDACTED]¹⁷ The [REDACTED] was established to serve as a technical and planning advisory committee to the City Council, city manager, and COBI staff on issues related to climate change. The Council requested that the [REDACTED] develop a Climate Action Plan (CAP) for the Island.¹⁸

The development of the CAP is an important milestone on the path to reducing GHG emissions and preparing our Island for the effects of climate change. However, the real work starts now: **implementation of the CAP recommendations.**

Implementation will require the City to make difficult decisions on priorities and identify the funding and/or staffing for the critical actions. Success will also depend on the Bainbridge community's involvement and individuals' taking meaningful personal action to respond to this climate crisis.

The CAP is intended to be a living document, modified over time to adapt to the City's and community's changing conditions. The many contributors to this document hope the CAP can provide clear guidance in helping Bainbridge Island do its part in combating climate change.

BI: Recent climate related City proclamations, resolutions, and ordinances

- Relating to Climate Emergency (Resolution 2020-05)
- National Drive Electric Week 2019 (Proclamation).
- Supporting Green New Deal (Resolution 2019-14).
- Endorsing Clean Air Energy Initiative 1631 (Resolution 2018-27).
- Affirming Support for Paris Climate Agreement (Resolution 2017-20).
- Supporting a carbon pricing policy for Washington State (Resolution 2017-04).
- Establishing a [REDACTED] Advisory Committee (Ordinance 2017-03).
- Integrated climate change into the Comprehensive Plan (Ordinance 2017-01).

1.3. Bainbridge Island Climate Impact Assessment

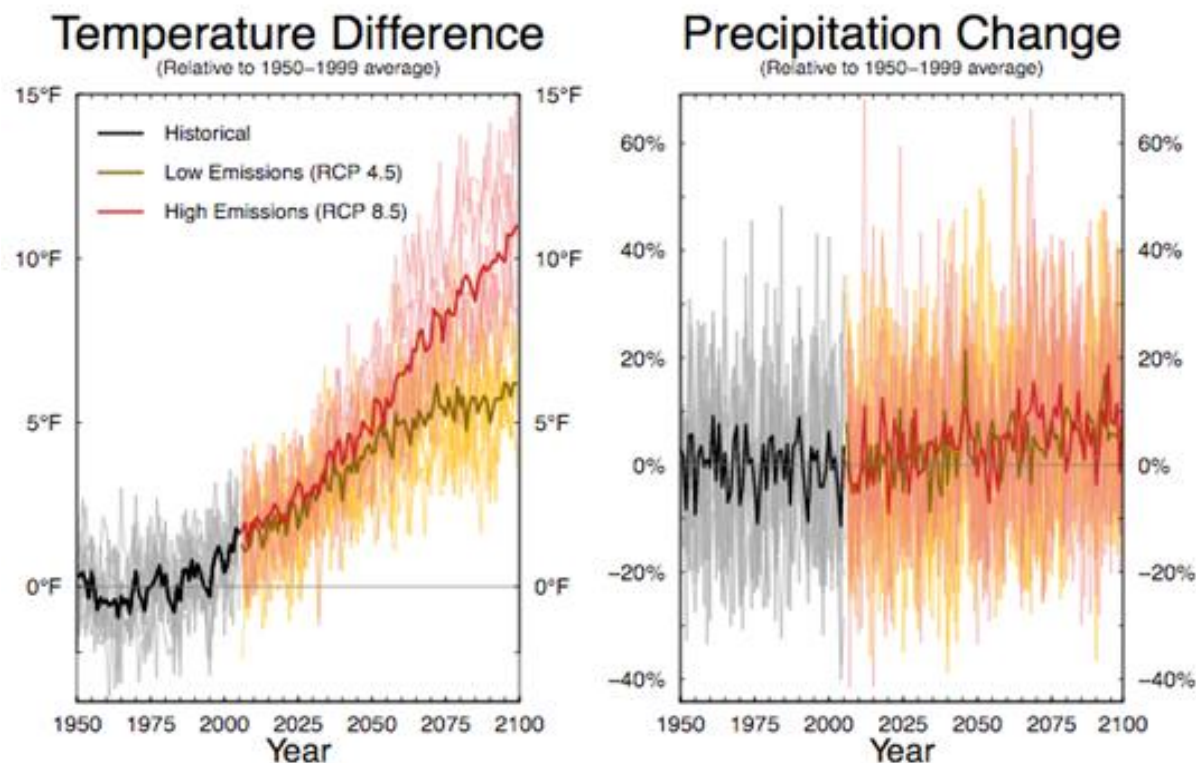
The effects of climate change relevant to Bainbridge Island can be categorized in terms of six impact areas: temperature, precipitation/extreme weather, sea level rise, vegetation change, ocean acidification and slope stability.

Temperature

Our climate has warmed over the past century and temperatures are expected to continue to increase over the 21st century.¹⁹ We have already experienced about 1.3° F (0.7° C) of warming by 2014 and the frost-free season has lengthened by 30 days. The projections are represented in Figure 1.1 as historical temperature and with two potential future trends based on either Low Emission (RCP 4.5) or High Emissions (RCP 8.5) scenarios.

RCP stands for 'Representative Concentration Pathway'.²⁰ RCPs were used in the latest IPCC report to make projections of how human activities will affect concentrations of GHG in the atmosphere and the resulting increase in temperatures. The four RCPs range from very high (RCP 8.5) through to very low (RCP 2.6) future concentrations. The numerical values of the RCPs (2.6, 4.5, 6.0, and 8.5) refer to the concentrations in 2100.

Figure 1.1 Regional Projections for Changes in Temperature and Precipitation²¹



Between now and mid-century, average annual air temperatures are projected to increase between 4 to 5.5° F (2.2 to 3.1° C), with even greater warming projected in the years thereafter.

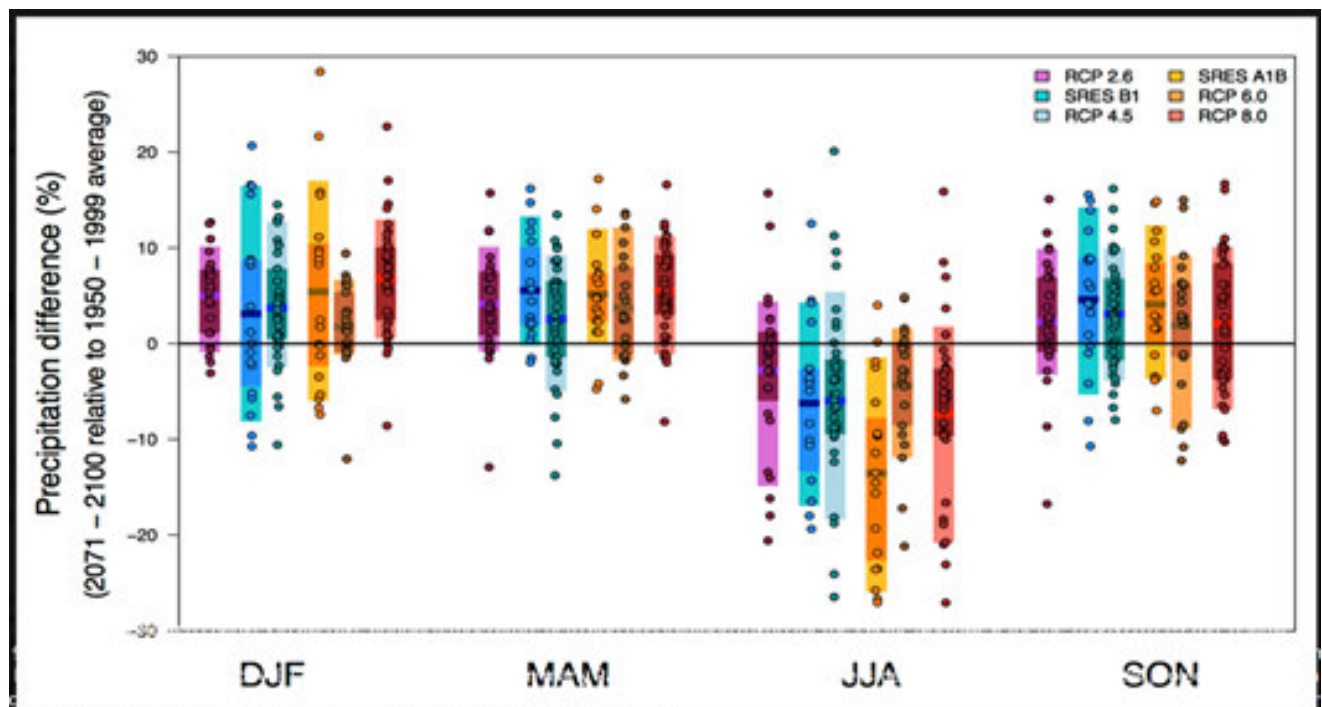
This warming, unlike warming observed to date, which has not yet substantially affected spring temperatures, is expected to affect all seasons, with the greatest increase in summer months.

Increasing temperatures can affect our human demand for water and will increase the water requirements of Island vegetation (natural systems, agriculture and landscaping). Increasing temperatures will also affect our terrestrial, freshwater and marine ecosystems. In addition, this will impact human health by increasing the likelihood of heat-related illness and diminished air quality.

Precipitation/Extreme Weather

There has not been a long-term change in total regional precipitation (Figure 1.1). However, there has been a “modest increase” in heavy rainfall events. It is projected that year-to-year variation in precipitation is expected to increase for all seasons except summer, which is expected to see declining precipitation²² (Figure 1.2). Additionally, extreme winter precipitation events are expected to be more intense (+22%) and more frequent (seven events per year, up from two events per year historically).

Figure 1.2 Projected Difference in Precipitation by Season for the Pacific Northwest Based on Six Climate Scenarios ²³



Increasingly intense winter precipitation events have significant implications for all things affected by episodic flooding, including homes, businesses and critical infrastructure as well as marine and terrestrial species and their habitats. For example, increasing numbers of extreme weather events may overwhelm stormwater infrastructure that was designed to handle lower peak flows. Intense precipitation also negatively affects groundwater recharge rates (faster-moving water has less time to infiltrate) and surface water quality (more intense rainfall picks up more contaminants, nutrients and sediments).

Declining precipitation during the summer, already our dry season, may result in decreased groundwater recharge rates as well, which may not be offset by more intense winter precipitation when more water runs off into the Sound. Decreased precipitation will also change the types of vegetation that can thrive on our Island. The mix of increased temperatures, water-stressed vegetation and above ground power lines (which are the majority of our transmission and distribution lines on Bainbridge Island) may increase our fire hazard as experienced in California, which has had catastrophic fires over the past several years.

Sea Level Rise

Central Puget Sound waters have risen by more than 8 inches during the past century.²⁴ Continued warming is expected to accelerate rising sea levels over the next century and beyond. The most likely projections (i.e., central estimates for RCP 8.5 scenario) indicate that relative to average sea level during the period 1991-2009, Bainbridge Island will experience additional sea level rise of about:

- 5 inches by 2030;
- 10 inches by 2050;
- 28 inches by 2100: and
- 46 inches by 2150.²⁵

Projections vary widely according to different emissions scenarios and other factors, but again, each of the above amounts are projected to eventually occur.

A limited number of public assets, primarily related to sewer service in and around Eagle Harbor and some low-lying streets, have already experienced or will soon experience inundation from sea level rise, especially during king tides.²⁶ Other vulnerable assets include Washington State Ferries terminal and maintenance facilities, the Wyckoff Superfund site, Fay Bainbridge Park, and to a lesser extent, the Winslow Wastewater Treatment Plant.

The most significant impact will be to private property owners around the Island, many of whom currently experience occasional nuisance flooding, although some coastal habitats such as coastal wetlands, accretion beaches, and forage fish spawning areas will also be impacted.²⁷

By the middle of this century, many waterfront residences will face severe flooding, and in some cases, permanent inundation. High risk areas include Hedley Spit/Point Monroe, Manitou Beach, and Schel Chelb Estuary/Point White Drive (see Figure 1.3). Figure 1.3 represents today's extreme high tide. According to central estimates it will occur annually by the 2060's and monthly by 2090's. Accelerated bluff erosion will threaten high-bank properties and many septic systems Island-wide. Increased saltwater intrusion will stress ground water resources, marine riparian vegetation, and low laying septic systems near the shoreline.

Figure 1.3 Hedley Spit/Point Monroe, Lynwood Center and Eagle Harbor with Annual Projected Sea Level Rise by 2060²⁸



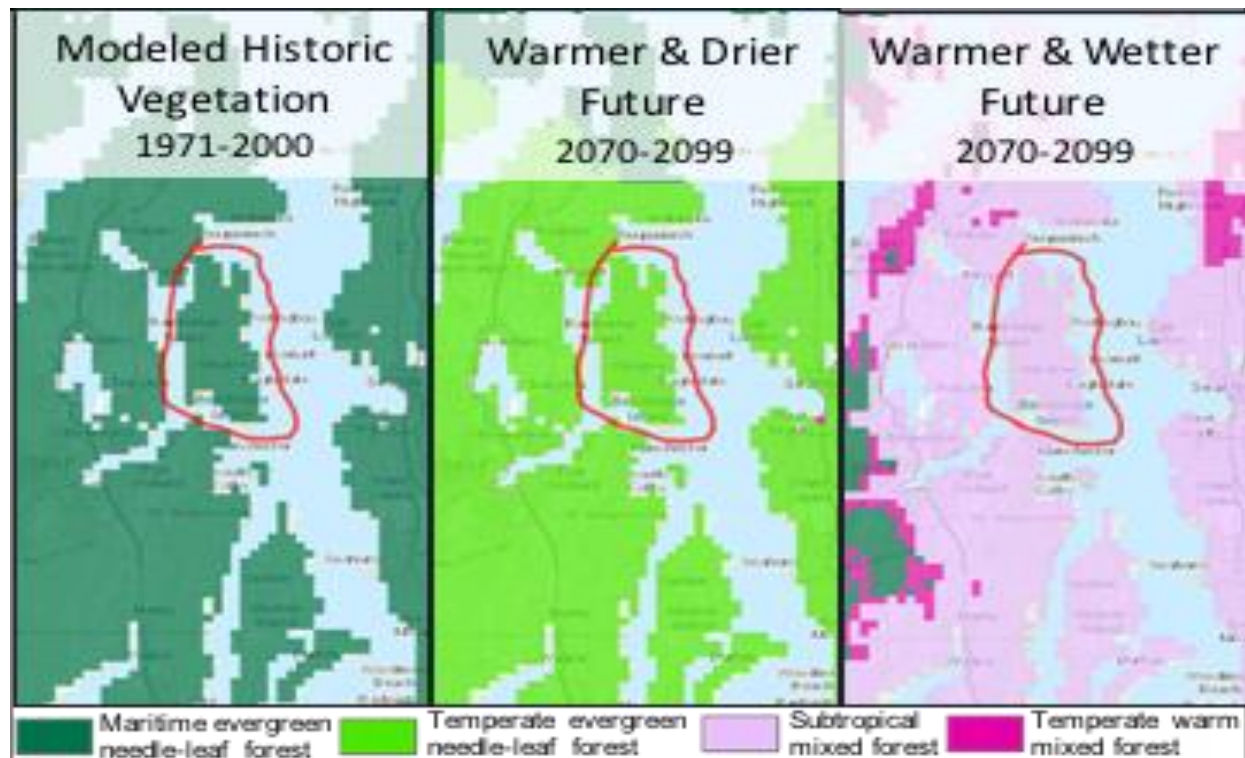
Vegetation Changes

Changes in our local climate (e.g., increasing temperatures, decreasing summer precipitation) are anticipated to affect local vegetation — forests, other natural habitat, horticulture and agriculture.

Washington's forests are likely to experience significant changes in the establishment, growth, and distribution of tree species as a result of increasing temperatures, declining snowpack, and changes in soil moisture. A rise in forest mortality is also expected due to increasing wildfire, insect outbreaks, and diseases. The projected changes could affect both the spatial distribution and overall productivity of many ecologically and economically important Pacific Northwest tree species, including Douglas-fir, ponderosa pine, lodgepole pine, and whitebark pine.²⁹

Summer water stress will decrease tree growth and increase fire risk. These changing conditions (e.g. climatological, heat and water stressed plants) are also likely to cause changes in pests. Therefore, although the length of our growing season may increase, more extreme stressful conditions (heat, drought, flooding) coupled with pest pressure from new species and altered seasonality may adversely affect agriculture, landscaping, forests, and associated wildlife.

Figure 1.4 Projected Vegetation Changes for Bainbridge Island Based on MC1 Models of A2 SRES Emission Scenarios ³⁰



Currently Bainbridge Island has a maritime evergreen needle leaf forest. While there is considerable uncertainty in the compositional change in forests, Figure 1.4 shows a potential transition to a temperate evergreen needle leaf forest or subtropical mixed forest by the end of the century. This will depend on the changes in temperature and precipitation in our area. If it is warmer and drier then the type of forest is projected to transition to a temperate forest. However, if it is warmer and wetter than a more subtropical mixed forest is projected

Local marine habitat will also see changes in flora and fauna. Issues of particular concern include increasing magnitude and frequency of harmful algal blooms. Algal blooms can adversely affect shellfish, finfish, submerged aquatic vegetation (e.g. eelgrass), marine food webs and air quality, due to increasing temperature and altered pH and diminished dissolved oxygen (hypoxia) in the water column as a result of warmer temperatures.³¹

Ocean Acidification

As carbon dioxide levels increase in the atmosphere, more carbon dioxide is absorbed by the world's oceans, resulting in ocean acidification. This phenomenon is reflected in Puget Sound. Measurable declines in pH have already occurred and are expected to continue.³²

The impacts of ocean acidification on Puget Sound may be further compounded by changes in circulation and salinity due to several factors: changing runoff (heavy precipitation, declining snowpack); increasing water temperatures; and declining oxygen (hypoxia). These impacts have

implications for activities that affect or rely on water quality, including aquaculture and municipal sewage discharge compliance. Our understanding of the ramifications of ocean acidification is just beginning, with new revelations being made regularly.

An important concept to consider is blue carbon. Blue carbon is the carbon stored in coastal and marine ecosystems. Coastal ecosystems such as tidal marshes and seagrass meadows sequester and store more carbon per unit area than terrestrial forests and are now being recognized for its role in mitigating climate change.³³

Slope Stability

Climate change produces several conditions likely to affect slope stability. It increases soil saturation due to altered precipitation intensity and timing; changes the vegetation that holds slopes together, due to altered precipitation and increased temperatures; increases erosion, due to sea level rise and altered precipitation; and undermines hillsides, due to sea level rise and flooding.

1.4. Results from Community Survey and Workshops

As part of developing the CAP, the [REDACTED] conducted a web-based survey to help inform the [REDACTED] on Bainbridge Island residents' existing knowledge of local impacts from climate change, their level of concern, and their willingness to support local action by the City and broader community. The [REDACTED] considered the responses from the survey when planning the community workshops and developing the CAP.

There were 443 responses to the web-based survey. In comparison to the general demographics of Bainbridge Island the respondents were generally older, female, from the Central part of the Island and have no children at home (Table 1.1).

Table 1.1 Demographics of Respondents to Community Climate Survey

	Survey	Bainbridge³⁴
Age:		
Under 18	<1%	25%
18-24	1%	3%
25-44	16%	17%
45-64	40%	31%
>64	43%	24%
Gender		
Female	59%	51%
Male	35%	49%
Other	6%	Not reported
Children at Home		
Yes	31%	32%
No	69%	68%

Figure 1.5 Knowledge of [REDACTED] Impacts in General and on Bainbridge Island

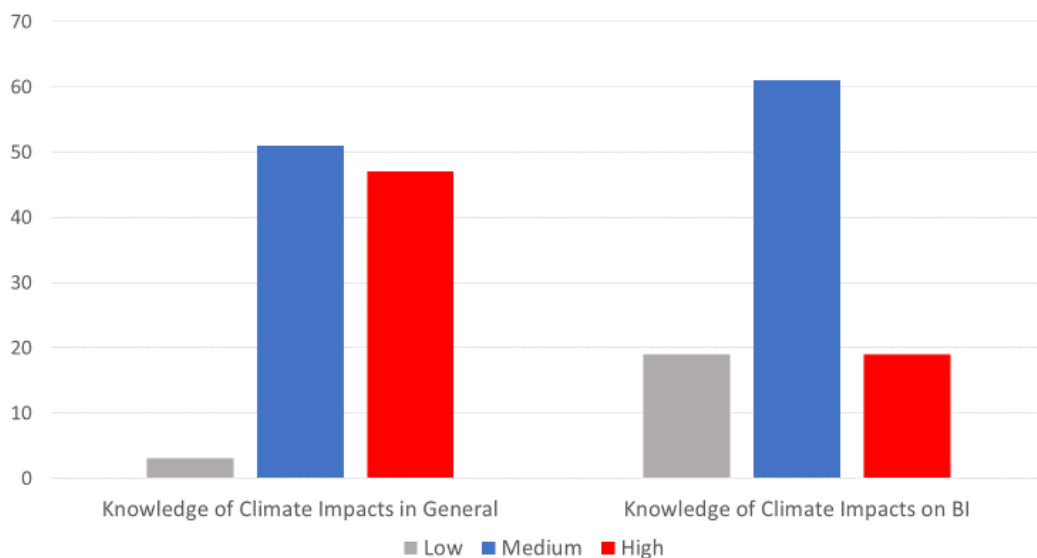
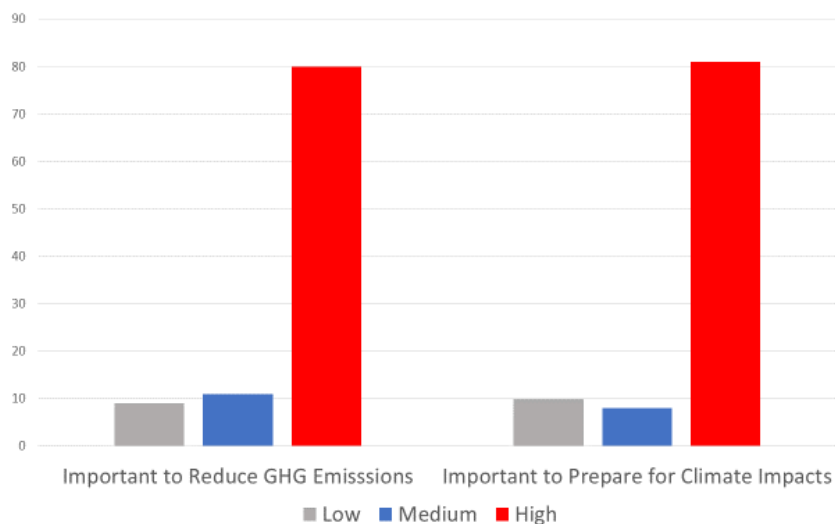
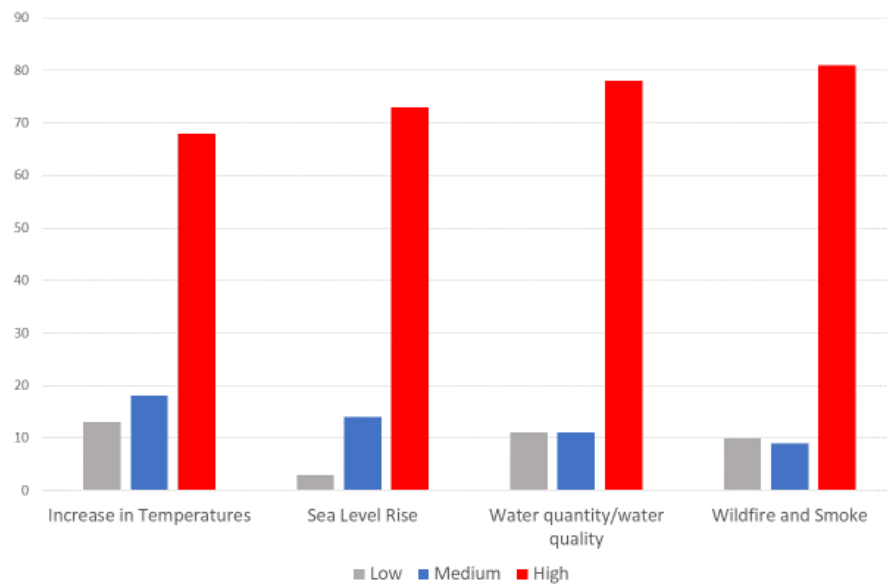


Figure 1.6 Importance of Reducing GHG Emissions and Preparing for Climate Impacts on Bainbridge Island



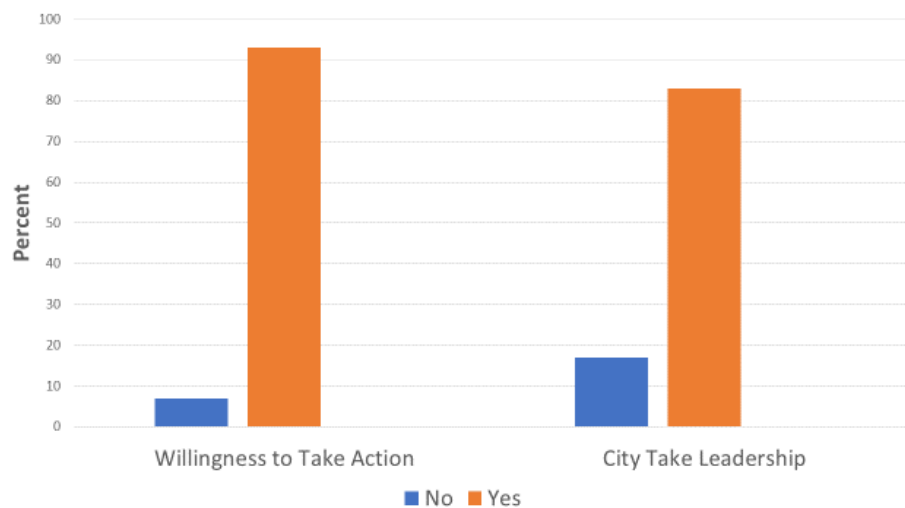
Over 70% of respondents were either extremely or very concerned about all the impacts described in the survey (Figure 1.7). Issues that ranked highest in terms of level of concern were increasing temperature, sea level rise, water quality and quantity, and wildfires and smoke.

Figure 1.7 Concern about Climate Impacts



The vast majority of respondents are willing to take action on climate change and believe COBI should take a leadership role in addressing climate change (Figure 1.8).

Figure 1.8 Taking Action on [REDACTED]



In addition to the survey, the [REDACTED] hosted two Community Workshops in 2019 (Saturday December 7th and Wednesday December 11th) with over 150 people in attendance. The



purpose of the workshops was to provide participants with the opportunity to learn about the climate impacts to Bainbridge Island and provide input to the CAP.



Participants were provided with an introduction to the [REDACTED]'s objectives and the current state of knowledge about climate change impacts, focused on impacts to our region. Participants then broke out into hour-long working sessions to brainstorm ideas for each of the major sections of the CAP (e.g., energy, transportation, and buildings). [REDACTED] members led each breakout group and a volunteer was assigned to each group to take notes. Ideas from each breakout group were compiled and written up into formalized notes and, as appropriate, the [REDACTED] incorporated many of these ideas into the CAP.

1.5. Goals for Climate Action Plan

This plan provides the guidance needed for COBI to achieve three goals:

- Reduce Bainbridge Island's contribution to climate change by reducing our GHG emissions (mitigation).
- Increase our Island's resilience to climate change impacts (adaptation).
- Engage the community to make climate change actions equitable.

1.6. Challenges with Addressing [REDACTED] on Bainbridge Island

We Have a Complex Ecosystem

Bainbridge Island is an ecologically diverse Island shaped by its pre-glacial, glacial and post-glacial history, as well as its more recent human influences. Overlaying climate change on these already complex systems is a challenge to the stewardship of the health of our natural resources and landscapes.

BI Climate Action Plan Goals

Mitigation: By 2045 Bainbridge Island will reduce its greenhouse gas emissions by 90% compared to 2014 levels with interim goals of reducing greenhouse gases by 25% by 2025 and 60% by 2035 compared to 2014 levels.

Adaptation: Bainbridge Island citizens are climate savvy and can withstand the impacts of climate change (e.g., sea level rise, warming temperatures, changing precipitation patterns, and changing vegetation).

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

The Majority of our Shoreline is Developed

Bainbridge contains 53 miles of diverse shoreline with a wide variety of human uses, ecological functions, and ecosystem-wide processes. Approximately half of the shoreline of Bainbridge Island has some form of shoreline armoring, and the vast majority of the shoreline is developed to some extent for human use. Managing the shoreline for human use as well as ecological health is a challenge even without the added impacts of climate change, such as sea level rise, habitat loss, erosion, slope stability, risk to infrastructure, ocean acidification, and changes to the shoreline vegetative community.

Water Resources will be Stressed

Bainbridge has a complex array of surface water and groundwater resources that are sensitive to the impacts climate change will bring. Our small streams, many of which are seasonal, are likely to experience greater extremes in hydrology and runoff, with longer dry periods and higher stormwater flows. Species like salmonids that are already stressed by many local and regional factors will face additional challenges as more extreme conditions cause habitat loss and changes to the timing and return of flows in our small streams and wetlands.

Bainbridge Island is a sole source aquifer community, with the vast majority of its water coming from precipitation that falls on the Island's surface and infiltrates the ground. Human development has already substantially altered groundwater resources. Such development has changed the permeability of the ground and runoff patterns and resulted in groundwater from multiple Island aquifers being withdrawn in some cases at rates greater than those of replenishment.

Climate change will layer additional stressors on our groundwater resources. These stressors include, but are not limited to: increased runoff and decreased recharge due to more extreme precipitation events; dryer summer periods, which will particularly stress shallow groundwater sources; warmer temperatures, which will result in increased water demand; and sea level rise, which will increase the possibility of saltwater intrusion into our sea level aquifers.

Forest Management is Complex

Bainbridge Island's forests have a significant history of human modification. Harvesting for timber and shipbuilding resulted in much of the Island being deforested. This was followed by agricultural activities that cleared and plowed areas of land for decades, many of which have been reseeded or reclaimed by young forests. Bainbridge's forested lands are currently a patchwork of private and public ownership, including stewarded ownership by the City, the Bainbridge Island Parks District (BIPD), the Bainbridge Island Land Trust (BILT), and IslandWood.

Finding a clear path towards managing lands under such a wide variety of ownership is no small task, especially in the face of climate change impacts that include increased wildfire risk, risk of forest pathogens, and changes in forest community composition. Managing forest health will require significantly increased cooperation, stewardship, outreach and education to ensure that our vegetated communities continue to provide their essential ecological functions: a diverse

and healthy natural habitat; stormwater regulation; aquifer recharge; local climate moderation; and air quality, as well as aesthetic and recreational functions.

Agricultural Lands will be Stressed

The native Salish peoples and later immigrant arrivals had a long, rich tradition of harvest and agriculture on and around the Island, including harvesting camas, shellfish, salmon and other resources. The current agricultural landscape is a relatively small but diverse mosaic of public farmlands, private vineyards, pastures and farms, community pea patches and backyard gardens. Climate change can be expected to influence and challenge fundamental aspects of agricultural systems including water availability, growing seasons, invasive plants and pests, and soil health.

1.7 Organization of the CAP

The CAP builds on the Island's Comprehensive Plan, the Bainbridge Island Climate Impact Assessment³⁵ developed for the Comprehensive Plan (summarized above), a GHG emissions inventory (summarized in section 2)³⁶, and community input. This document is organized as follows:

Section 2 summarizes the results of the GHG emissions inventory conducted by Cascadia Consulting Group for COBI.

Sections 3 through 8 provide the specific goals, targets, strategies, and actions around six focus areas:

- Energy (Section 3).
- Transportation (Section 4).
- Buildings (Section 5).
- Natural Environment (Section 6).
- Waste (Section 7).
- Community Engagement (Section 8).

The following information is provided for each focus area:

- Goals and targets
- Challenges to meeting those goals and targets
- Current actions by COBI and the Community to achieve those goals
- Strategies, prioritized actions, and other actions COBI and the Community need to take to meet those goals
- For each prioritized actions the following is included in Appendix A:
 - Description
 - Milestones
 - Years when action will be initiated, completed, and implemented.

Section 9 provides a roadmap of needed actions for implementing the CAP. This final section details the steps COBI and the Community need to take to ensure successful CAP

implementation, which in turn will create a climate savvy Bainbridge Island. Section 10 provides a list of individual actions residents can take to reduce their GHG emissions and prepare for the impacts of climate change.

1.8. Prioritizing Actions and Identifying Immediate Actions

The [REDACTED] decided that it was important to prioritize the recommended actions to facilitate the review of the CAP by COBI staff and the City Council. The [REDACTED] identified each action as a high, medium, or low priority. Ranks were determined based on five criteria:

- 1. Mitigation or adaptation:** Potential for the action to reduce GHG emissions (mitigation) and/or potential for the action to reduce vulnerability to effects of climate change (adaptation).
- 2. Implementable:** The action is both technically and logistically feasible and has been implemented in other jurisdictions.
- 3. Duration of benefits:** The length of time over which the benefits of the action will persist.
- 4. Equity:** The action will contribute to or support social justice, equity, diversity and inclusion within our community.
- 5. Co-benefits:** The action will produce co-benefits (e.g., air pollution reduction; economic opportunities; improved transit; preserve natural resources).

Each action was evaluated as having a high potential (5 points), medium potential (3 points) or low potential (0 or 1 point) for achieving the stated criteria. The points for each action were then totaled. These values were used to assist in determining the highest priority actions.

In addition, the [REDACTED] recognized it was important to identify a smaller subset of immediate actions that can help jump start implementation and provide the biggest near-term reductions in GHG emissions (Table 1.2). Identifying this smaller subset of actions enables the [REDACTED] to better support COBI as it starts to implement the CAP. In addition, it will provide a clear and transparent road map for our Community on what are the immediate steps we need to take to start reducing our GHG emissions. The timeframe for implementing these immediate actions is over the next 9-12 months.

Table 1.2: Immediate Actions for Next 9-12 Months

Area	Action
Implementation	5.A.1.b/6.A.1.c/7.D.1.a: Use the [REDACTED] [REDACTED] Adaptation Certification Tool in COBI decision making.
	9.B.1.a: Equity implications are addressed in all actions
	8.C.1.b/8.C.1.a: Hire City staff to coordinate and lead climate efforts and review existing authorities.
	9.D.1.a: Develop cost estimates and staffing needs for priority actions.
GHG Inventory	2.A.1.a: Improve accuracy of GHG Inventory.
Energy	3.A.1.b: Work with PSE to reduce our energy demand.
	3.B.1.a: Work collaboratively with PSE, via the PSE Franchise, to green our energy supply.
	3.B.1.c: Prohibit propane, fuel oil, and wood stoves for primary heating in new buildings.
	3.A.2.a: Initiate discussions on establishing a Green Building and Energy Fund
Transportation	4.A.1.a: Support the recommendations from the Sustainable Transportation Task Force and ensure potential GHG emission reductions are considered in all options considered by Task Force.
	4.B.1.a. Transition COBI's fleets to primarily electric vehicles, use biofuels where not an option, and encourage other Bainbridge Island taxing districts to also develop a plan.
	4.B.2.a. Evaluate current code to see if a need to increase the number of EV-charge-ready for all new development/major renovations and multifamily units/commercial development include EV charging infrastructure.
Buildings	5.A.1.a: Support the recommendations from the Green Building Task Force.
	5.B.1.a., b., and c: Build on preliminary sea-level rise assessment endorsed by [REDACTED]
Natural Environment	6.A.2.a: Create list of tree and plant species expected to be favored by climate change that can be used for forest management and restoration actions.
Waste	7.A.2.a: Pass an ordinance to reduce single-use plastics.
Community Engagement	8.A.1.a. and b: Develop a web presence for climate change on City website and make climate information widely and easily available to all community members.
	8.C.2.a: Establish equitable access to recharging generators and cell phones during outages, and provide emergency food/water/filtered air during poor air quality due to fires across the west.

Section 2: GHG Inventory

Bainbridge Island
Greenhouse Gas
Emissions Inventory



Section 2: Greenhouse Gas Emissions Inventory

One of the first steps in developing the CAP was to complete a comprehensive GHG emissions inventory.³⁷ The inventory described the amount of GHG emissions produced by the Bainbridge Island community and COBI operations in various sectors (e.g., transportation, energy, and waste). In addition, a consumption-based inventory was also developed to estimate GHG emissions from the goods and services we consume. As COBI and the community act to reduce GHG emissions, such inventories must be periodically updated to monitor progress and make improvements in the methodology along the way.

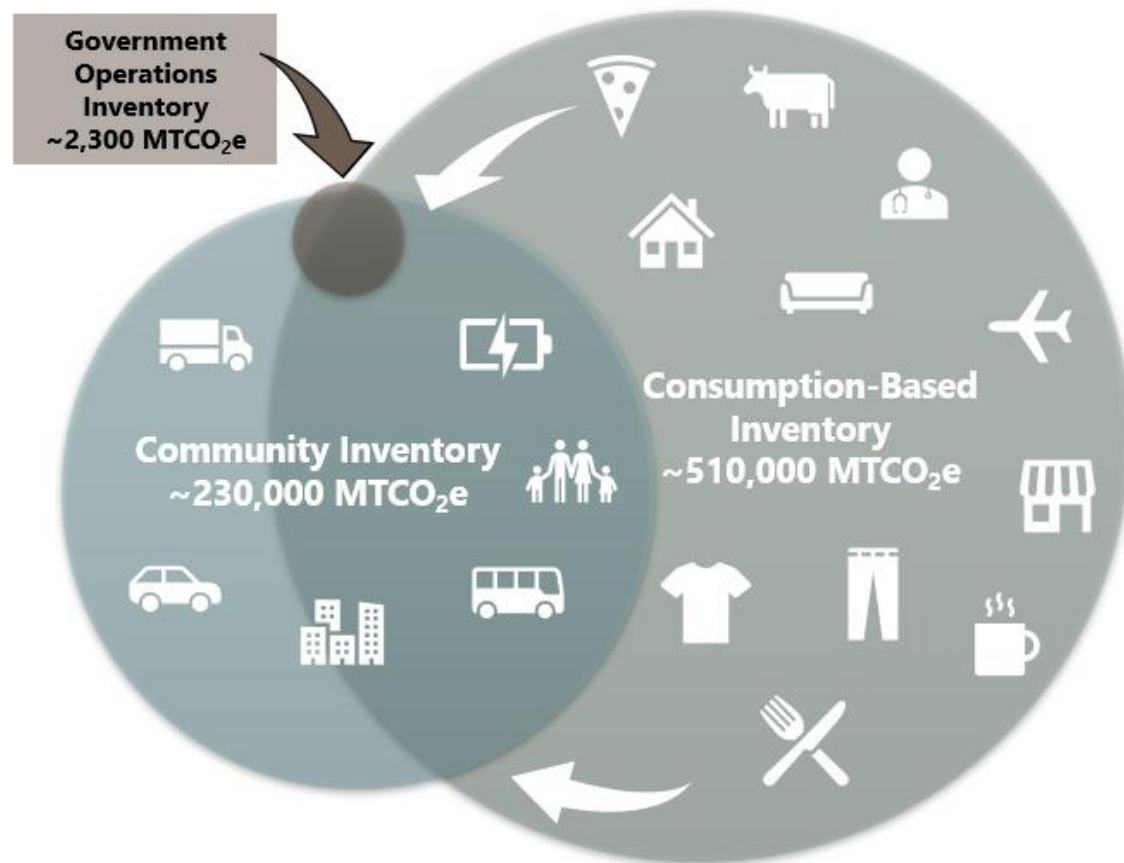
This section of the CAP summarizes the key findings of the initial GHG emissions inventory and outlines the CAP goals, targets, strategies and actions to monitor GHG emissions as the community works toward our stated reduction goals.

2.1. Inventory Approaches and Methodology

The final GHG emissions inventory report was issued October 2019. It evaluated the years 2014 and 2018. Cascadia Consulting Inc. developed three inventories for COBI (see Figure 2.1):

- A **community inventory** that estimated GHG emissions produced by the activities of the Bainbridge Island community, including residents and businesses.
- A **municipal inventory** that estimated the GHG emissions produced by COBI operations, including from the operation of municipal buildings and facilities, transportation, solid waste, wastewater, and refrigerant leakage.
- A **consumption-based inventory** that estimated GHG emissions associated with the consumption of food, goods, and services within the community, regardless of their origin. This includes emissions associated with the production of goods manufactured in other locations but consumed by Bainbridge Island residents, visitors, or businesses.

Figure 2.1 Conceptual Relationship Among Community, Municipal and Consumption-Based Inventories for Bainbridge Island



Inventory Methodology

The inventory accounts for human-caused emissions of the most prominent and typical greenhouse gases for communities: carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). To account for the differences in potency among these gases, all emissions are calculated and reported in units of metric tons of carbon dioxide equivalent (MTCO₂e). The inventories were conducted using widely accepted tools and protocols, including the *Local Government Operations Protocol* and *U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions*.³⁸

GHG emissions are inventoried by multiplying annual activity data (e.g. electricity consumption) by emission factors (GHG emissions produced per kWh of electricity). Data was obtained from City staff and local documentation such as Puget Sound Energy's (PSE) billing records, records from local wastewater treatment facilities, and municipal fleet vehicle fuel use records.

For the community inventory, key data sources included electricity consumption from PSE, modeling outputs for vehicle miles traveled by fuel type from Puget Sound Regional Council

(PSRC) tonnage records from Bainbridge Disposal and estimates of agricultural landowners and acreage from the Kitsap County Conservation District. Where local data were not available, downscaled national data sources such as from the Federal Transit Administration, U.S. Census Bureau, and the U.S. Department of Agriculture were used.

The activities and sectors included in GHG emission inventories are often classified into three “scopes,” which represent relative levels of control over an emissions source:

- **Scope 1** emission sources include those directly caused by an organization’s actions, such as from owned equipment and facilities the organization owns.³⁹
- **Scope 2** emissions are those indirectly associated with purchased electricity, steam, heating, or cooling.
- **Scope 3** includes all other indirect emissions that are not covered in Scope 2.

The community and municipal inventories for Bainbridge Island included emissions sources from all three scopes. The inventories included all sources required by the consulted protocols and additional sources, as relevant.

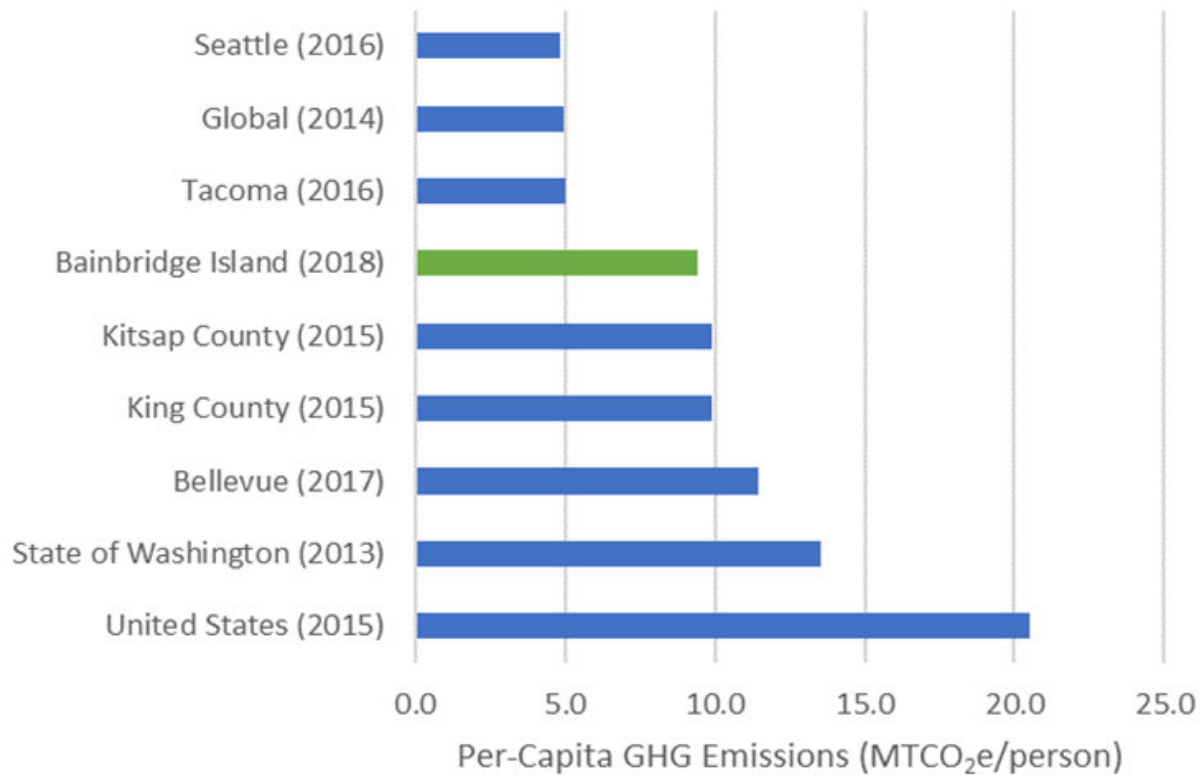
The inventories cover two representative years, **2014** and **2018**. 2018 was the most recent year with the most comprehensive, consistent, and relevant information on community GHG emissions. For a comparison year, 2014 had no major differences in organizational structure or infrastructure from 2018, and all the needed data was available and derived using methodologies consistent with 2018.

2.2. Inventory Results

Community Emissions

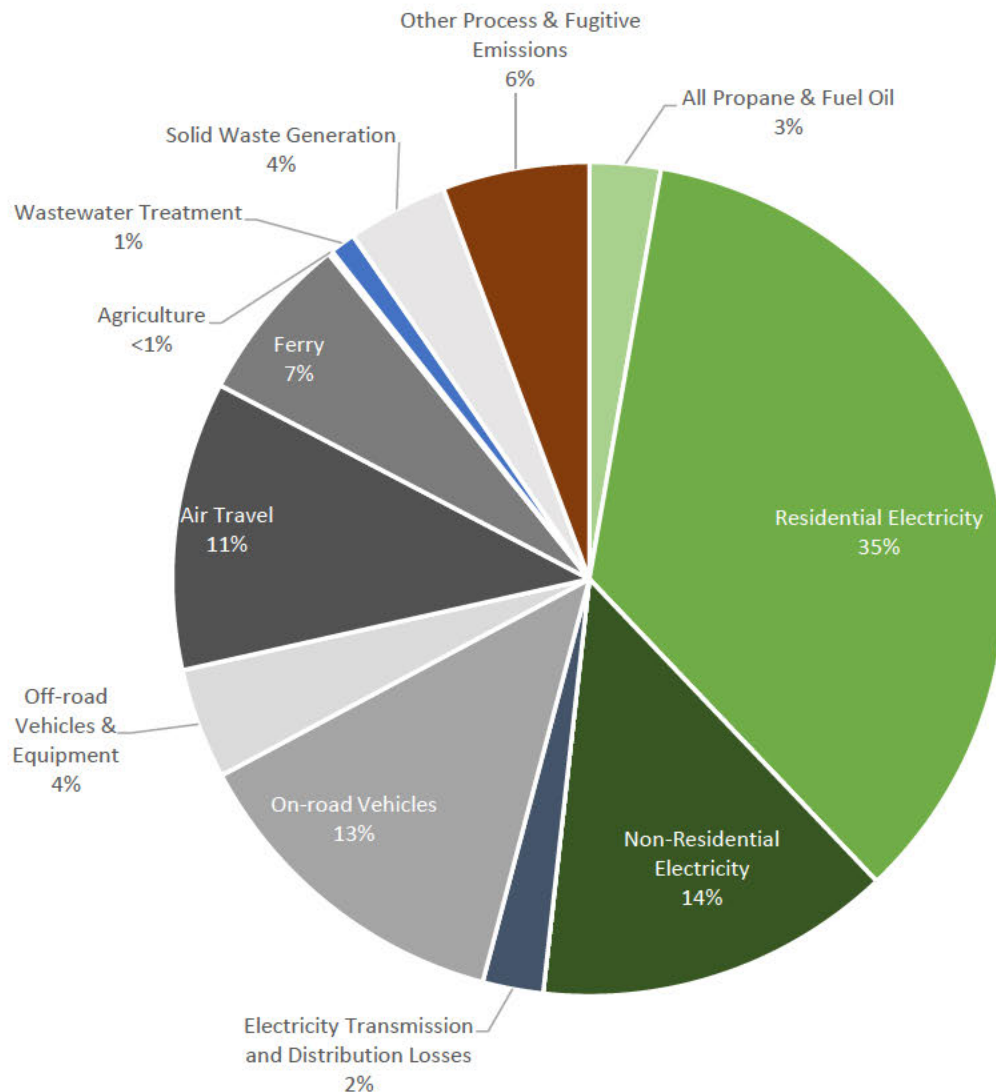
The Bainbridge Island community emitted about 214,425 MTCO₂e in 2014 (9.3 MTCO₂e per Bainbridge Island resident) and 233,998 MTCO₂e in 2018 (9.4 MTCO₂e per Bainbridge Island resident). A high-level comparison suggests that this per-capita estimate is consistent with that of Kitsap County (9.9 MTCO₂e per person), and lower than per-capita estimates for the U.S., Washington State, King County, and Bellevue. However, Bainbridge Island’s estimated per-capita emissions are almost twice those of Seattle and Tacoma (Figure 2.2) based on the Community-based inventory.

Figure 2.2 Per Capita GHG Emissions Comparison ⁴⁰



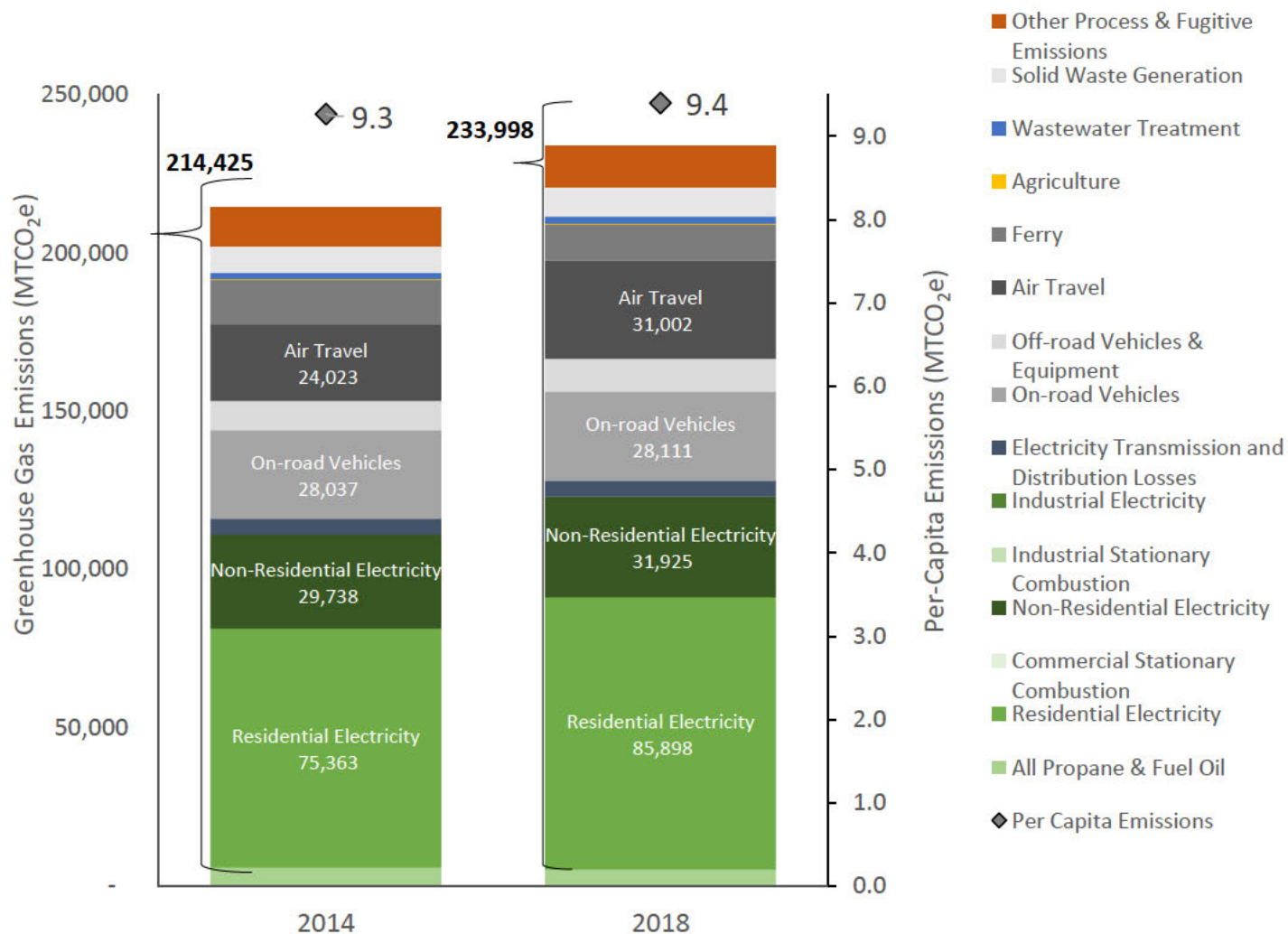
The majority of Bainbridge Island community emissions stems from consumption of electricity in homes and commercial buildings (about 53%). Transportation makes up another one-third (about 35%) and other sources like solid waste generation and refrigerant loss accounting for another 11% (Figure 2.3).

Figure 2.3 Bainbridge Island Community Wide Emissions in 2014 (Total = 214,425 MTCO₂e)



Overall, communitywide emissions in 2018 increased by 9% since 2014 (Figure 2.4). The largest increases were from air travel (23% increase), residential electricity (12% increase), and non-residential electricity (7%). Per-capita emissions, however, only increased 1% over that period.

Figure 2.4 Bainbridge Island Community Emission Trends by Year and Source

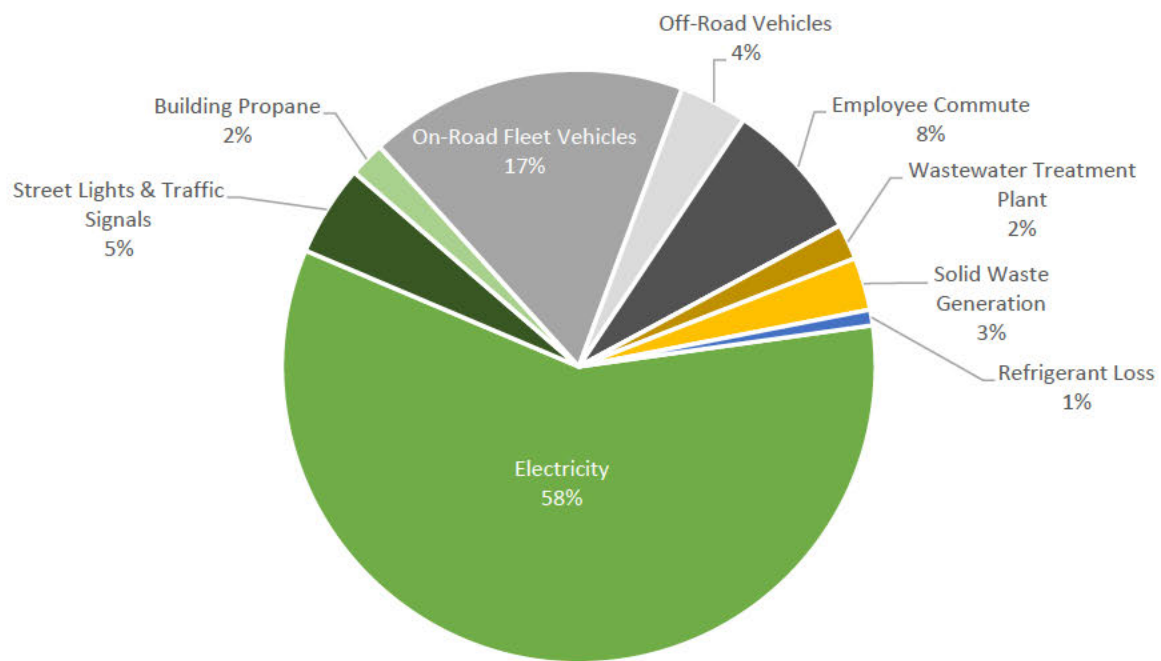


City Government Emissions

Emissions from COBI activities—which make up about 1% of the total community emissions—increased 11% from 2014 to 2018 (2067 to 2291 MTCO₂e). Major emissions sources included facility electricity consumption (60%) and on-road fleet vehicles (17%) (see Figure 2.5).

Emissions from municipal facility electricity and on-road fleet vehicles increased 14% and 7%, respectively. Just four facilities accounted for 80% of all facility electricity use in 2018: Bainbridge Island Wastewater Treatment Plant (WWTP), City Hall, Fletcher Bay Well Field, and Bainbridge Island Public Works Operations and Maintenance Yard.

Figure 2.5 Bainbridge Island City Operations GHG Emissions in 2014 (Total = 2.067 MTCO₂e)

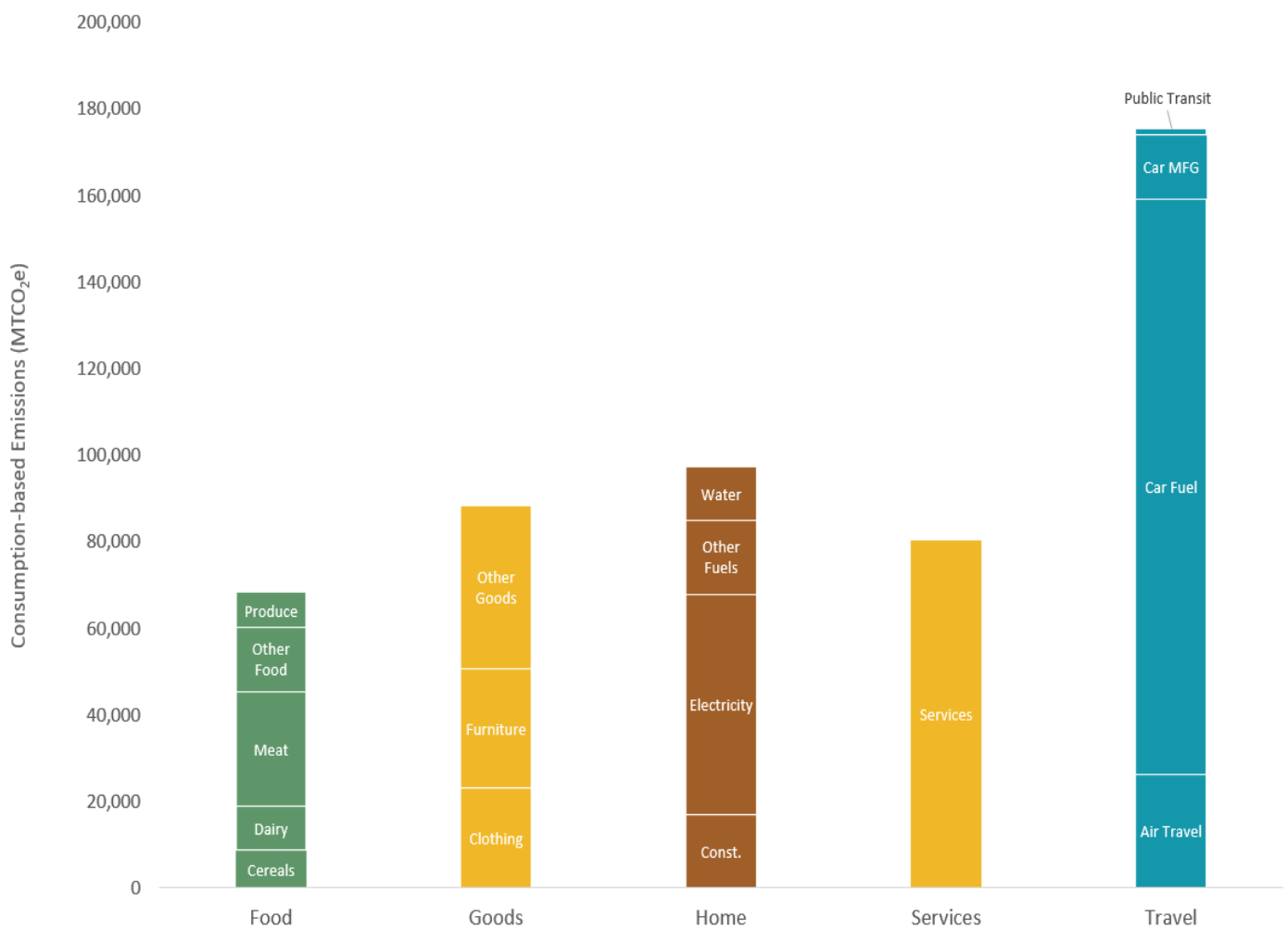


Consumption-based Emissions

The purchasing decisions we make impact the environment. Some types of foods and materials, such as meat and furniture, can carry a significant GHG emissions burden. For example, meat and dairy cows emit methane—a potent GHG. Residents on Bainbridge Island who consume beef contribute to the emissions from these cows—even if the cows are raised outside the Island.

Results from a household-based economic modeling tool suggest that purchasing behaviors of the average Bainbridge Island household contributes 52 MTCO₂e a year (see Figure 2.6).⁴¹ There were an estimated 9,404 and 9,798 households on Bainbridge Island in 2014 and 2018, respectively, indicating that total consumption-based emissions from all households on Bainbridge Island could have reached approximately 510,000 MTCO₂e in 2018. Major drivers include the purchase of meat, furniture, clothing, home energy, and travel-related expenses such as car fuel and air travel.

Figure 2.6 Consumption-Based Emissions per Bainbridge Island Household



2.3. GHG Inventory Conclusions

The GHG emissions inventory provides an informative starting point for the community's current GHG emissions status. Key findings are:

1. More than half of the community GHG emissions are from fossil fuel emissions by the Island's sole energy provider, PSE. The contribution from electrical generation will decline in the future in line with the requirements of the Washington State Clean Energy Transformation Act (CETA) targets (see Section 1), although there are actions the City can take to support and even accelerate this transition (See Section 3 and Section 5).
2. On-road motor vehicle transportation and air travel together accounted for another 24% of community emissions. Reducing air travel and motor vehicle emissions will require both actions at the state level and private citizen action. The air travel and motor vehicle transportation sectors analysis relied on regional models. Future inventories will need to take into account locally tracked data, if possible.

3. Emissions from ferry travel (7%) should be reduced in the future because all of the Bainbridge ferries are scheduled to transition from diesel to hybrid-electric propulsion by 2022.
4. The contributions from hydrofluorocarbons (~6%) will be reduced as the State of Washington phases out their use over the next several years.
5. The report indicates that community emissions increased 9% from 2014 to 2018 while per-capita emissions increased only 1%.

The initial GHG emissions inventory provides the basis for an **informed foundation** for taking climate action. The inventory identifies the sectors at both community and municipal operation scales that contribute the largest relative amounts of GHG emissions. Regular inventories will continue to be needed and incorporate into future decision-making. This will be critical for evaluating progress toward emissions reductions targets and for identifying cost-saving opportunities.

2.4. Goals/Targets

A. Implement a GHG emission tracking plan to monitor the CAP GHG emissions reduction goals.

- By 2021, select software (e.g., ICLEI Clear Path) that can be used to obtain community-wide data for the next GHG emissions inventory.
- By 2022, complete a new GHG emissions inventory, followed by an inventory in 2026 and every 5 years thereafter.

B. Re-evaluate the forest sequestration analysis.

- By 2023, complete a new forest sequestration analysis for the Island and prepare a plan to reanalyze the forest sequestration analysis periodically.

2.5. Challenges

- **Community Engagement:** Sufficient community engagement is needed to provide statistically reliable GHG emissions inventory results.
- **City Training:** The City received some training from Cascadia to continue inventories using the same methods in the GHG emissions inventory. Additional training is needed.
- **Conducting Valid Surveys:** Conducting voluntary community-wide surveys is challenging to avoid selection biases and to get a statistically valid sampling of participants.
- **Developing Metrics:** Measuring the reduction in GHG emissions from a specific action is challenging as the data many times are not available. One option may be to fine tune the Clear Path tool used in the original inventory. This is important to getting accurate metrics for CAP action responses among the resident behavior.

2.6. Current Actions

- **Carbon Footprint Calculators:** Several groups are using different software to calculate their organizations carbon footprint such as *Taming Bigfoot*⁴², *CoolClimate*⁴³ and *Energy Star*.⁴⁴
- **Bainbridge High School:** [REDACTED] members are working with Eagle Harbor High School to develop curriculum that will enable students to conduct individual/district GHG inventories.

2.7. Strategies/Actions

Goal A: Implement a GHG emission tracking plan to monitor the CAP GHG emissions reduction goals

Strategy A.1. Refine the software tool used for the 2019 GHG emissions Inventory (i.e., Clearpath).⁴⁵

Priority Action(s)

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

Other Action(s):

- 2. A.1.b. COBI will work with the [REDACTED] to customize the tool as needed to distinguish electric vehicle (EV) from gasoline/diesel-powered motor vehicle use and other criteria.
- 2.A.1.c COBI will work with the [REDACTED] to develop a protocol for measuring uncertainty.
- 2.A.2.d. COBI will work with the [REDACTED] to conduct validation and verification assessments of any future updates to regional consumption-based models.

Strategy A.2. Complete updates to the GHG inventory.

Priority Action(s)

- 2.A.2.a. COBI will complete the next GHG emissions inventory by 2022 for the year 2021. Complete the next GHG emissions inventory by 2026 for the year 2025 and then complete a GHG emissions inventory every 5 years thereafter.

Goal B: Re-evaluate the forest sequestration analysis

Strategy B.1. Explore more rigorous analysis methods, including ground-truthing tree inventories and soil sequestration analysis.

Priority Action(s)

- 2.B.1.a. COBI, working with the [REDACTED] will approach academic institutions for assistance to plan more rigorous analysis methods, including ground-truthing of tree inventories.

Collaborations may include student apprenticeships, student thesis research opportunities, or collaborative research grant proposals. Consider also joint studies with BILT.

Other Action(s)

- 2.B.1.b. COBI, working with the [REDACTED] and academic and local environmental and agricultural organizations, will explore expanding the forest sequestration analysis to include carbon sequestration from agricultural lands, shorelines, open meadows and parks.

2.8. Reductions Needed to Meet 2045 Reduction Goals

As discussed in Section 1, the CAP establishes a mitigation goal of reducing GHG emissions by 90% by 2045 compared to 2014 levels, with interim goals of 25% by 2025 and 60% by 2035 compared to 2014 GHG emission levels.

Figure 2.7 shows the GHG emission reductions needed in order to meet those targets. The figure provides a linear trend in GHG emissions of 9% per year. This is what the increase in GHG emissions were from 2014 to 2018. As can be seen, there will need to be substantial decreases in GHG emissions to meet our interim targets in 2025 and 2035 and our final targets in 2045.

Figure 2.7 Reductions in GHG Emissions Needed to Meet Targets

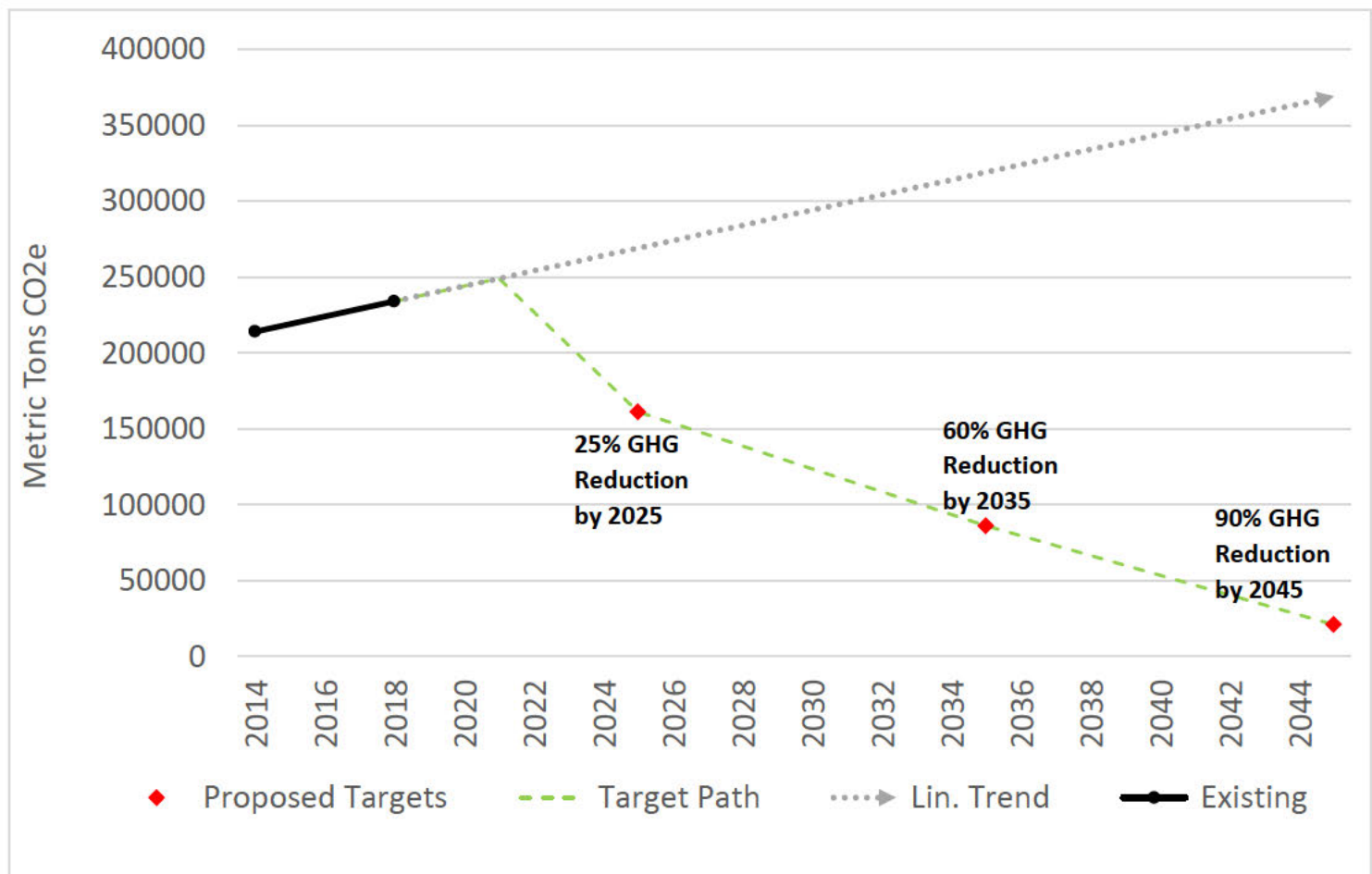


Figure 2.8 illustrates the potential reductions in GHG emissions from different areas of action. There are four areas where reductions will take place as described below. For each of these areas, the [REDACTED] used the best available information and also made some best professional judgements on what might occur in the future.

In Figure 2.8, the value of the bar indicates the percent reduction associated with a particular action area. For example, State policies are estimated to reduce emissions from a 2014 baseline of approximately 214 MtCO₂e to approximately 89 MtCO₂e when fully implemented by 2045 (59% GHG reduction from 2014 levels). Recommended CAP-identified actions could bring us down to 55 MtCO₂e if fully implemented (an additional 16% or 75 total GHG reduction). Finally, partnerships and other actions could take us down to about 21 MtCO₂e or 90% total GHG reduction by 2045 from 2014 levels.

State Actions

In 2019, the Washington State legislature passed the Clean Energy Transformation Act (CETA)⁴⁶ requiring the State's electrical supply to be free of coal by 2025, carbon neutral⁴⁷ by 2030 and 100% carbon-free by 2045. They also passed legislation that requires the phase-out of hydrofluorocarbons.⁴⁸ In addition, the ferries from Bainbridge Island to Seattle will be able to run on 100% electric power as of 2022. These actions will contribute about 59% of the 90% GHG reductions needed to meet the 2045 mitigation goals.

Bainbridge Island Climate Actions

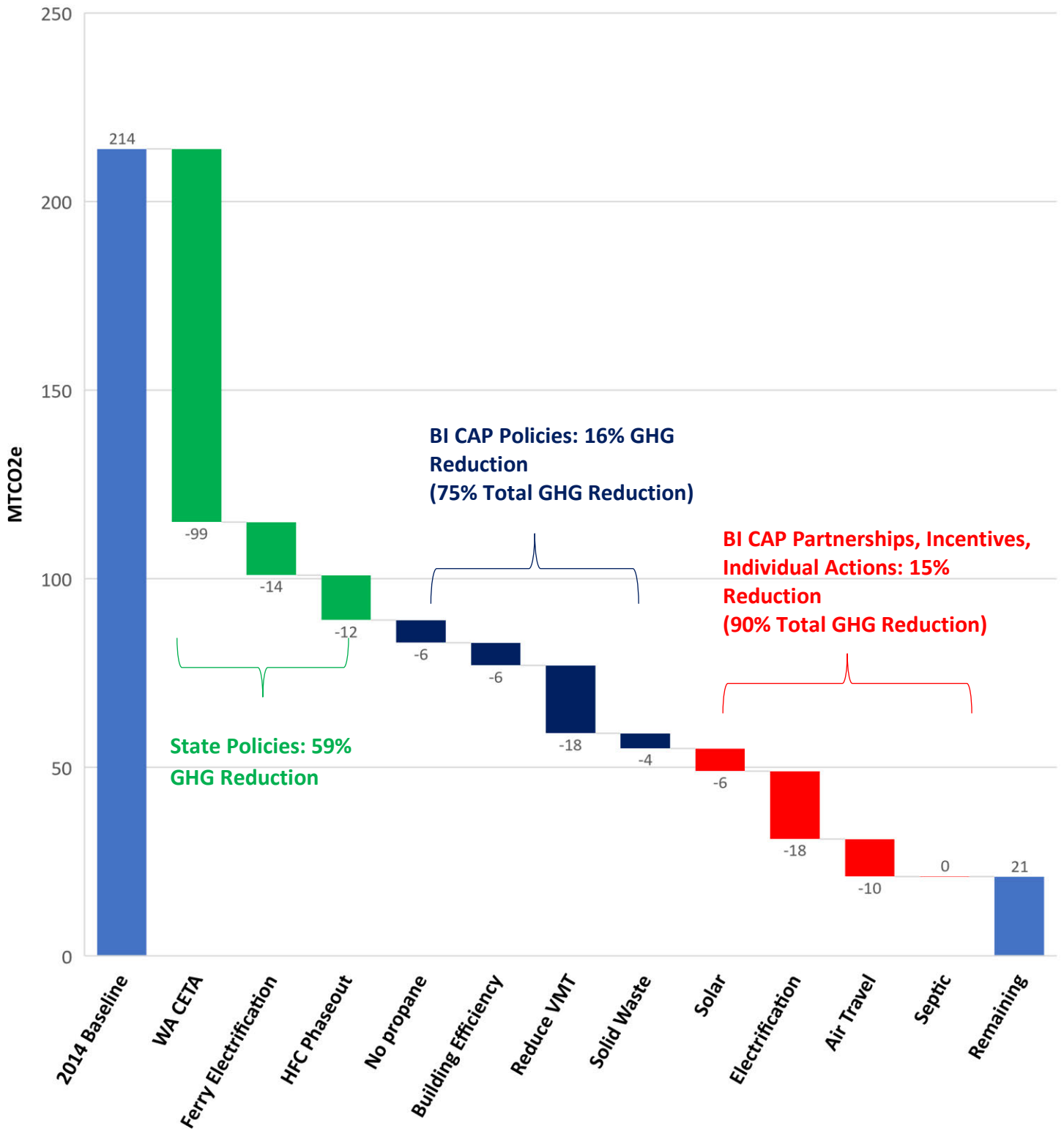
These actions are related to specific actions (e.g., prohibiting propane as a primary heating source in new developments; adopting a green building code; implementing recommendations from Sustainable Transportation Task Force; reducing vehicle miles traveled, and reduce amount of waste landfilled). These actions will contribute about another 16% of GHG reductions.

In total, State and local actions will contribute about 75% of the 90% of GHG reductions needed to meet the 2045 mitigation goals.

Partnerships, Incentives, and Individual Actions

About 15% of GHG reductions will come from community and individual actions such as: installing community solar projects; buying electric cars, bikes, and buses; and reducing the amount of air travel.

Figure 2.8: Reductions in GHG from State and Local Policies



Section 3: Energy



Section 3: Energy

Energy use is the largest source of Community emissions on Bainbridge Island. The GHG emissions inventory for Bainbridge Island indicates that about 53% of the community's GHG emissions come from electricity generation. In Washington State electricity generation contributes about 20% of the State's greenhouse gases.⁴⁹ Bainbridge Island's GHG emissions from electricity generation are higher than the State average because PSE, the Island's electricity provider has an energy mix containing over 56% fossil fuels.⁵⁰

The Washington State legislature passed a bill in the 2019 legislative session⁵¹ requiring the State's electrical supply to be free of coal by 2025, carbon neutral⁵² by 2030 and 100% carbon-free by 2045.

Across the U.S., over 90 cities, more than ten counties and two states have adopted 100% clean energy goals. Six cities in the U.S.--Aspen, Colorado; Burlington, Vermont; Georgetown, Texas; Greensburg, Kansas; Rock Port, Missouri; and Kodiak Island, Alaska--have already hit their targets.⁵³

Bainbridge Island should strive to achieve 100% clean, renewable energy, and should evaluate timelines to achieve this goal sooner than 2045 in order to do our part to keep global temperatures below 1.5 degrees Celsius compared to pre-industrial levels.

3.1. Goals/Targets

A. Increase energy conservation and efficiency throughout the planned and existing built environment, including customer-owned generation.

- By 2022, COBI will have established a Green Energy and Building Fund to assist with conversions and efficiency upgrades for homes, with a focus on low-income housing.

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

- By 2022, COBI adopts policies that prohibit propane, fuel oil, and wood stoves as the primary source of heating in all new residential, commercial, industrial, and municipal buildings.
- By 2040, all of Bainbridge Island's sources of electricity are carbon-free.

BI Comprehensive Plan: Energy

Goal CF-4: Public facilities constructed on BI meet appropriate safety, construction, energy conservation, durability and sustainability standards.

CF 4.4: Require public facilities to incorporate energy generation when and where possible.

EN 10.9: Maintain and improve Island air quality, by promoting the development of carbon free infrastructure.

EN 12.6: Promote energy conservation measures by all government entities.

EN12.7: Promote the installation of residential solar panels and the adoption of other energy saving technologies such as LED lights, heat pumps, and insulation.

U14.1: Develop a plan together with the electric service providers to undertake energy efficiency improvements and other alterations of electric utility facilities to provide capacity for future growth.

U14.5: Encourage the electric service providers and electricity users to use carbon neutral electricity generation, local electricity generation and innovative technologies such as solar power.

U14.7: New taxpayer-funded buildings shall use carbon-neutral energy for heating, cooling and operational use.

U14.9: Explore ways to obtain 100% green electricity including investing in new renewable energy projects.

C. Create energy self-sufficiency for emergency preparedness and increase energy infrastructure reliability and resilience in light of the changing climate.

- By 2023, half of the Bainbridge Prepares disaster hubs have installed 6-20kW solar arrays and storage for resilience.

3.2. Challenges

- **Energy efficiency of existing building stock is unknown:** While many buildings around the Island are energy-efficient (e.g., Grow Community and individually green-built homes) the overall energy efficiency of the Island building stock is unknown.
- **Lack of understanding of non-electric fuel sources:** Although the primary form of energy use on Bainbridge Island is electricity, there are an unknown but likely substantial number of other sources used for heating homes and powering appliances including: wood-burning stoves; propane generators, furnaces, fireplaces and appliances; and fuel oil in older units.
- **Emergency preparedness:** Bainbridge Island is susceptible to significant weather and natural disasters such as flooding in some areas as a result of climate change. The emergency preparedness and infrastructure resilience of the Island needs significant additional investment and coordination.

3.3. Current Actions

- **City Hall's community solar system:** City Hall has a system that generates more than 71 kilowatts of energy with a solar system composed of 297 panels. This is the largest solar system on the Island. The City Hall system had investments from 25 local Islanders totaling \$450,000. COBI will plan to operate, maintain, and expand through 2045.
- **Energy Efficiency improvements:** Recent energy efficiency improvements were made to the Wastewater Treatment Plant (WWTP) operations.⁵⁴
- **PSE Franchises Agreement:** COBI's current franchise with PSE took effect on April 23, 2007, and will expire on April 23, 2022, unless extended. The work to renew an electric utility franchise agreement is typically a multi-year effort that incorporates legal requirements, economic aspects, and community priorities. Prior to the pandemic, COBI workplans anticipated that tasks related to this negotiation would begin in Q1-2020 and continue throughout 2020 and into 2021 as needed.
- **Community PSE's Green Power program:** PSE's voluntary renewable electric energy programs include: Solar Choice, Green Power, and Customer Connected Solar.⁵⁵
- **Solar at Sakai:** The Solar for Sakai school project, installed in 2009, has 30-solar panels with a 5.1-kilowatt array.
- **Green buildings:** There are several buildings on the Island that were constructed using a Green Building Certification Program (e.g., Living Building Challenge or Leadership in Energy and Environmental Design (LEED)⁵⁶) such as the Grow Community, Ericksen Urban Cottages, Heron Hall, Bainbridge Artisan Resource Network (BARN), and Bainbridge Island Museum of Art (BIMA).
- **PSE biodigester pilot project:** A biodigester pilot project was started with the Harbor Public House (the Pub) and PSE as a proof of concept.

- **PSE proposals for improving reliability:** PSE's proposal to increase reliability by undergrounding overhead lines in risk corridors⁵⁷ and by a proposed tripling of: a) new transmission infrastructure (including a link between the Murden Cove and Winslow substations); b) a new 3.3-megawatt (MW) battery energy storage system; and c) targeted conservation, demand response tools, and customer-owned generation.⁵⁸

3.4. Strategies/Actions

Goal A. Increase energy conservation and efficiency throughout the planned and existing built environment, including customer-owned generation.

Strategy A.1. Promote energy efficiency through existing and potential newly funded City and PSE programs.

Priority Action(s)

- 3.A.1.a. All COBI projects (e.g., Police Station, WWTP improvements) adopt requirements to maximize energy efficiency and reduce total energy demand whenever feasible (e.g., variable frequency drives in HVAC systems, heat recovery systems, and dedicated outdoor air systems).
- 3.A.1.b Work with PSE to: 1) raise awareness about existing rebate and assistance programs that will increase access to energy conservation and efficiency programs, focusing on low-income households and nonprofit organizations,⁵⁹ and 2) explore creating new incentive/rebate programs.

Other Actions

- 3.A.1.c. Encourage, and assist when possible, other taxing entities (e.g., BISD, BIMPRD, and BIFP) to adopt requirements to use high-performance retrofit technologies in all their projects.

Strategy A.2. Establish a Green Energy and Building Fund.

Priority Action(s)

- 3.A.2.a. Establish and use the Green Energy and Building Fund to provide incentives to building owners and residents to increase electrification conversions and battery storage and to assist in energy audits for residential home projects, including affordable housing (e.g., install energy conservation measures, provide financial incentives for existing building owners to transition from propane, fuel oil, and wood stoves to all electric buildings). Possible funding sources are included in end note.⁶⁰

Other Action(s)

- 3.A.2.b. Identify and apply for grants and subsidies for energy efficiency improvements for low-income residents to address equity concerns.

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

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

Priority Action(s)

- 3.B.1.a. Work collaboratively with PSE, via the PSE Franchise agreement update and other mechanisms, to move towards a 100% carbon-free electrical supply, preferably sooner than the Washington State mandated goals.
- 3.B.1.b. Work with PSE and others to develop incentive programs to increase installation of renewable energy, wind, and passive photovoltaic (PV) solar or other technologies on new and existing buildings.⁶¹
- 3.B.1.c. Adopt a policy that prohibits propane, fuel oil, and wood stoves as the primary energy source for all new municipal, commercial, industrial, and residential buildings and in renovations and additions over a certain size.
- 3.B.1.d. Develop incentives for existing commercial, industrial, and residential buildings to replace propane, fuel oil, and wood stoves as their primary heating sources.

Other Action(s)

- 3.B.1.e. Explore opportunities to work with PSE and local banks/credit unions to create local renewable energy projects, such as community solar, urban wind power, and other forms of generation and storage.

Strategy B.2. Partner with neighboring communities (e.g., Puget Sound area in general with focus on Kitsap County and unincorporated areas in Kitsap County) on programs that will reduce GHG emissions.

Priority Action(s)

- 3.B.2.a. Develop and hold trainings/workshops for Island and neighboring communities' builders, contractors, architects and homeowners that can help Bainbridge Island and neighboring communities to implement the fuel-switch from carbon-based to electrification of the building stock.

Other Action(s)

- 3.B.2.b. Collaborate with neighboring communities to learn from each other on programs to reduce GHG emissions.

Goal C. Create energy self-sufficiency for emergency preparedness and increase energy infrastructure reliability and resilience in light of changing climate.

Strategy C.1. Create microgrids for critical infrastructure throughout the community.⁶²

Priority Action(s)

- 3.C.1.a. Work with PSE to develop a local program to encourage homeowners, businesses, and other entities like BISD, BIMPRD, and BIFP to acquire customer-owned generation like roof-top solar and small wind turbines as well as customer-owned storage.
- 3.C.1.b. Research and develop microgrids for community disaster hubs (City Hall, Seniors Center, Bainbridge Island School District (BISD), Island Wood) in partnership with PSE and Bainbridge Prepares and possibly using Washington Clean Energy Fund (CEF) funding.⁶³⁶⁴ See also Section 8 Community Engagement Action 8.C.2.a.

Strategy C.2. Create large-scale neighborhood microgrids with distributed energy resources.

Priority Action(s)

- 3.C.2.a. Work with partners (e.g., PSE) to determine the feasibility of developing large-scale neighborhood microgrids with customer-based storage or utility-scale storage, or a combined heat and power biodigester sited adjacent to the community pool.

Section 4: Transportation



Section 4: Transportation

On- and off-road vehicles, ferries, and air travel account for 35% of Bainbridge Island's GHG emissions. Motorized vehicles also contribute to localized air pollution and can impact public and environmental health and safety. Increasing the use of alternative modes of transportation, including walking, biking, and public transit, can help alleviate these impacts.

Greater use of electric vehicles can reduce local pollution along with overall GHG emissions, especially as our grid moves toward cleaner energy sources. Greater housing density when sustainably located, together with greater availability of electric vehicle (EV) charging and public transit infrastructure, could facilitate all of these shifts towards a more sustainable community. Finally, COBI may be able to facilitate adoption of infrastructure to help electrify ferry travel, and take steps to educate the community about the impacts of air travel.

4.1. Goals/Targets

A. Reduce motorized⁶⁵ vehicle miles traveled (VMT)⁶⁶ per capita

- By 2030, reduce VMT per capita by 25% (currently 3,000 VMT/capita), and by 50% by 2045. To support this goal, at a minimum:
 - By 2030, increase the mode share⁶⁷ of active transportation (biking and walking) to 25%, and to 50% by 2045.
 - By 2030, increase the mode share of public transit⁶⁸ to 5% (currently 2%) and to 10% by 2045.

B. Reduce GHG emissions from motorized transportation, including through electrification of all modes (on-road, off-road, and ferries) and encourage reduction of air travel.

- By 2025, transition COBI's fleet to 75% electric vehicles and the remainder to biofuels.
- By 2045, 80% of registered vehicles on Bainbridge Island will be either electric vehicles or plug-in hybrid electric vehicles.

BI Comprehensive Plan: Transportation

EN 12.2: Facilitate the improvement and convenience of low carbon mass transit and increased carsharing, cycling, walking and the development of alternative vehicle infrastructure (e.g., charging stations) to reduce greenhouse gas emissions.

TR 3.4: Support WSF and other providers to create and incorporate best practices into ferry service that reduce greenhouse gas emissions and vulnerability of ferry transit from climate change.

TR 7.2: Develop a master plan for the SR 305 corridor as a green and scenic highway balancing the objectives of maintaining its character, and providing safe visibility. Incorporate best practices into highway improvements that reduce greenhouse gas emissions and transit vulnerabilities from climate change.

TR 12.2: Develop transportation plans and programs that reduce travel demand, improve traffic flow and consider the impact to air quality including reducing greenhouse gas emissions.

4.2. Challenges

- **Barriers to increasing cycling and walking:** Experience in other communities and countries shows that safe, convenient and attractive networks of cycling and walking pathways for all ages and abilities – well-linked from residential areas to employment, school, and shopping – are required to significantly increase biking and walking. Such networks must include separated or protected bike lanes. Bainbridge Island currently lacks such networks and currently has an assortment of disconnected off road trails in need of enhancement and connections. Much of the Island’s transportation infrastructure is designed around automobile travel (e.g., roads with no shoulders or sidewalks, free and abundant parking), which further discourages cycling and walking.
- **Historical development patterns:** Walking and bicycling are easiest within compact, mixed-use neighborhoods that actively accommodate these modes through well-designed roads, trails, and other pedestrian- and cycling-specific infrastructure. This mode of development may conflict in some cases with residents’ preferences and with extant infrastructure. Outside of core areas, the majority of Island residences are spread out and separate from commercial destinations, which presents barriers to walking and biking to accomplish many activities.
- **Constraints to using public transit:** A combination of physical, cost, and behavioral barriers can inhibit the availability and use of public transit. Increased service, along with transit-oriented development, which might include increased housing density in Winslow and the three service areas could help overcome these barriers.
- **Barriers to electric modes of transport:** Although electric vehicles are increasingly popular, there are still cost, physical and psychological barriers to widespread adoption. Providing adequate public charging infrastructure, along with greater education and outreach, can help reduce these barriers. Alternative transportation modes – like e-bikes and scooters – can be promoted through measures to encourage non-motorized travel.
- **Island geography:** Bainbridge Island has lower average vehicle-miles traveled per capita than other communities in Washington and the rest of the country. This could be simply because we have fewer road miles to drive on (e.g., compared to Seattle), and the vast majority of trips on the Island are under 5 miles. It likely also reflects the fact that a greater share of resident vehicle-miles occurs outside community boundaries (e.g., shopping trips and other engagements that are off Island). Thus, a significant component of travel emissions from Island residents may be occurring in other jurisdictions, which makes it harder for the community to influence them.

Related Targets from Other Locations

Vehicle Miles Traveled (VMT)

- Washington State: Reduce VMT by 30% by 2035 and 50% by 2050.
- Los Angeles, CA: Reduce VMT by at least 13% by 2025; 39% by 2035; and 45% by 2050.
- Minneapolis, MN: Reduce motorized VMT by 40% by 2040

Mode Share

- Vancouver BC: Their goal of 50% of trips by motor vehicle by 2020 was reached ahead of schedule. Current goal is 33% of all trips by motor vehicle by 2040.
- Portland, OR: In 2008, 66% of trips were drive alone. By 2030, aim to achieve 30% of trips be drive alone.
- Orlando, FL: Goal is to achieve less than 50% of trips by motor vehicle by 2040.

- **Air travel emissions:** The GHG emissions inventory indicated that air travel constitutes 13% of our GHG emissions. Actions to address air travel emissions are generally beyond the reach of any individual municipal government. However, there are actions COBI can take to help reduce air travel by Bainbridge Island residents and COBI employees. COBI can work with the BI Chamber of Commerce, KPUD, and internet service providers to encourage employees and residents to reduce air travel by using technology that makes virtual meetings more effective and affordable.

4.3. Current Actions

Municipal

- **Current COBI Policies:** COBI has multiple policies and incentives in place to encourage employees to reduce their single occupancy driving miles. These include:
 - The Commute Trip Reduction (CTR) program: if employees of COBI get to work without a single occupancy vehicle trip more than 60% of the time, they receive \$50 a month.
 - The Scoot Car: a Kitsap transit program that allows employees to use a car from City Hall for free during the day.
 - Employees may use City ORCA cards for city business to encourage bus and light rail trips.
 - For the past few years COBI's Green Team has promoted Bike-to-Work day for employees and intends to continue this promotion.
- **State code requirements:** State code requires electric transition for municipalities: RCW 43.19.648 directs municipalities to transition "to the extent practicable, to satisfy 100% of their fuel usage for operating publicly owned vehicles, vessels and construction equipment from electricity or biofuel, effective June 1, 2018."⁶⁹
- **Island-wide transportation plan:** In 2017, COBI adopted an Island-wide transportation plan (IWTP)⁷⁰ that has non-motorized elements (see Chapter 6) which the City can implement and thereby address some of these goals.
- **Sustainable transportation initiative:** COBI is working on a sustainable transportation plan and has hired a consultant to advise the City on potential options along with forming a Sustainable Transportation Task Force. This plan is expected to set higher targets than the 2017 IWTP, recognizing the need to reduce greenhouse gases.

Community

- **Community outreach:** The Climate and Energy Forum, a collaborative of Bainbridge community environmental groups, has hosted multiple events over the past few years addressing impacts of internal combustion vehicles and the opportunities for electrification and reduced motor vehicle use.
- **Bainbridge Greenways:** Bainbridge Greenways is a coalition of community groups promoting and advocating sustainable transportation modes on the Island, particularly safe biking and walking for all ages and abilities. In 2018, this group (then called the Bainbridge Mobility Alliance) conducted an extensive survey of the community regarding non-

motorized transportation opportunities, in which they found that Islanders felt our biking and walking infrastructure is generally unsafe.⁷¹

- **Kitsap Transit:** On Bainbridge Island, Kitsap Transit is working with the state on the expansion of the Day Road Park & Ride to add capacity. At this time, there are 122 stalls of leased park and ride space on the Island; the expansion of Day Road could add between 75-90 new stalls. Just off the Island at the Clearwater Casino, Kitsap Transit has leased 96 stalls to gather commuters prior to driving on the Island.
- **Electric bus:** For the past year, Kitsap Transit has been operating a 40-foot, 100% electric bus in its fleet as a pilot program to evaluate the technology and is planning on a second electric bus.
- **Cleaner diesel buses:** For the last five years, Kitsap Transit has been retiring older diesel ACCESS buses, replacing them with cleaner, propane-powered small buses which can reduce black carbon and also contribute to improved air quality.
- **Transit infrastructure:** Kitsap Transit is currently preparing a study on infrastructure requirements so that the conversion to electric buses is planned and it has the infrastructure in place to support an electric fleet.
- **Washington State Ferries (WSF):** WSF is planning to transition the three boats servicing Bainbridge Island to hybrid boats (diesel/electric) that can run on 100% electric power by 2022.

4.4. Strategies/Actions

Goal A. Reduce motorized vehicle miles traveled per capita⁷²

Strategy A.1: Develop interconnected networks of safe, convenient, and attractive biking and walking pathways for use by people of all ages and abilities to allow for potential increases of non-motorized transportation on the Island.

Priority Action(s)

- 4.A.1 a. Through the Sustainable Transportation Planning Process and other means, develop an ambitious plan to create networks of pathways required to achieve a substantial mode shift to biking and walking, including separated or protected biking and walking lanes.⁷³
- 4.A.1.b. Increase COBI staff time or hire a consultant to enhance COBI's capacity to identify and apply for sources of funding (such as federal grants for Safe Routes to Schools and public private partnerships for the needed infrastructure).
- 4.A.1.c. Explicitly consider climate change mitigation (e.g., greenhouse gas reductions) when evaluating options as COBI develops its Sustainable Transportation plan.

Other Action(s)

- 4.A.1.d. Explicitly consider non-motorized transportation options in all appropriate Capital Improvement Plans.
- 4.A.1.e. Work with BISD and BIMPRD to increase the Island's network of separated or protected routes for walking and biking.

- 4.A.1.f. Work with BSD to offer incentives for commuting to school and activities by bicycle or non-motorized alternatives.
- 4.A.1.g. Develop policies to support usage of electric bikes (e.g., invest in public charging infrastructure, and work with community organizations like Helpline House to provide subsidies for low-income residents).
- 4.A.1.h. Develop a complete sidewalk system, where appropriate, along with improved safety features to encourage walking.
- 4.A.1.i. Review current bike parking requirement in COBI code for commercial and multi-family projects to see if there is a need to increase the number of safe spaces to park bikes for their customers, employees, and residents.

Strategy A.2: Promote mixed use development and multi-family housing in core areas that enables greater use of non-motorized transportation options and prioritize transit-oriented new development.

Priority Action(s)

- 4.A.2.a. Require incorporation of non-motorized transportation options into all new development (e.g., include sidewalks or pedestrian trails linked to existing and planned trail/sidewalk networks; incorporating bicycle lanes and trails; etc.).
- 4.A.2.b. Require all new development and improve existing connections between developments to accommodate non-motorized and public transit transportation options (including incorporation of bus shelters and other amenities).

Other Action(s)

- 4.A.2.c. Require land use planning that explicitly incorporates walking and bicycling networks, promotes greater density, and optimizes space to minimize the distance people have to travel by car.
- 4.A.2.d. Evaluate increasing Transportation Impact Fees, and possible other fees, to generate revenue to expand non-motorized transportation on the Island.
- 4.A.2.e. Use COBI budgets and other sources to provide significant funding for non-motorized transportation options throughout the Island (e.g., pedestrian and bicycling infrastructure, pathways, bicycle parking, etc.) in existing and new development.
- 4.A.2.f. Provide education and outreach to developers and contractors on incorporating non-motorized transportation options in development, including targeted training to Island and neighboring communities' architects, landscape architects, builders, and related construction professionals.
- 4.A.2.g. Limit incentives for driving (e.g., limit expansion of commercial parking where possible, increase charge for parking at Island commercial centers, provide more convenient parking for EVs) to encourage greater use of biking, walking, and public transportation.

Strategy A.3. Work with Kitsap Transit to encourage the use of existing transit and expanding service on the Island.

Priority Action(s)

- 4.A.3.a. In consultation with Kitsap Transit, develop a robust marketing, outreach, and educational program to inform Island residents and those who traverse the Island from outside about public transit options, including park and rides (e.g., information for Island visitors on bus/transit routes & options).

Other Action(s)

- 4.A.3.b. Work with Kitsap Transit to expand on-Island transit service, with greater frequency and coverage, including service on Sundays and during evenings and increase the number of electric buses in the Kitsap Transit fleet.
- 4.A.3.c. Work with Kitsap Transit to expand options and service for people commuting to work on the Island and to the ferry from off Island.
- 4.A.3.d. Work with WSF to provide incentives for people to use a bike for traveling to and from the ferry (e.g., expanding the bike barn, surface-level bike racks (especially important for electric bikes), and provide better space on the ferry).
- 4.A.3.e. Evaluate increasing the price of parking at the ferry to encourage people to take public transportation, bike or walk.

Strategy A.4. Encourage greater use of school buses and carpooling for student transportation.

Priority Action(s)

- 4.A.4.a. Work with BISD on measures to discourage private-vehicle drop-offs and pick-ups, encourage car-pooling, biking and walking and promote greater use of school buses.

Other Action(s)

- 4.A.4.b. Work with BISD to develop an anti-idling program for school buses and drop-off areas.
- 4.A.4.c. Work with BISD to explore options beyond biking and walking for helping move students to and from after-school activities, such as partnerships with BI Ride or other entities that could help reduce single student transportation.
- 4.A.4.d. Work with BISD to offer incentives to students for carpooling or riding the bus to/from school.

Goal B. Reduce emissions from motorized transportation, including through electrification of all modes (on-road, off-road, and ferries) and encourage reduction in air travel.

Strategy B.1: Convert COBI vehicle fleet to electric or biofuels and encourage other Bainbridge Island taxing districts (i.e., BISD, BIMPRD, and BIFD) to convert their fleets to electric or biofuels.

Priority Action(s)

- 4.B.1.a. Transition COBI's fleets to primarily electric vehicles and using biofuels where electric vehicles are not an option and encourage other Bainbridge Island taxing districts to also develop a plan.

Other Action(s)

- 4.B.1.b. Install charging infrastructure across municipal locations (City Hall, Public Works, Police Department) and encourage the installation at the BISD Bus Barn.
- 4.B.1.c. Require justification for COBI to purchase a conventional vehicle.

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

Priority Action(s)

- 4.B.2.a. Evaluate current code to see if there is a need to increase the number of EV-charge-ready for all new development and major renovations and that multifamily units and commercial development include EV charging infrastructure and secure storage options.
- 4.B.2.b. Install additional charging stations in commercial centers, including Island Village, Coppertop, Lynwood Center.

Other Action(s)

- 4.B.2.c. Explore municipal grants and public-private partnerships, such as working with PSE, to develop grants for EV infrastructure adoption.
- 4.B.2.d. Work with PSE to facilitate and promote adoption of charging infrastructure.

Strategy B.3: Support, as needed, efforts to electrify ferry vessels.

Priority Action(s)

- 4.B.3.a. Coordinate with Washington State Ferries, PSE, and other entities as necessary to evaluate the need for, and feasibility of, establishing charging infrastructure on the Island to service ferries.

Strategy B.4: Encourage reduced vehicle GHG emissions and improved fuel economy.

Priority Action(s)

- 4.B.4.a. Adopt a city-wide anti-idling ordinance that includes an enforcement component and work with the WSF and State Patrol to reduce idling at the ferry parking lots.

Strategy B.5: Encourage reduction of air travel by COBI staff and local residents.

Priority Action(s)

- 4.B.5.a. Work with partners (e.g., Climate Action Bainbridge and Puget Sound Clean Air Agency) to provide public information on benefits of sustainable travel, including reducing air travel.
- 4.B.5.b. Work with service providers to help our community develop and maintain the digital infrastructure it needs to enable more virtual meetings.

Section 5: Buildings



Section 5: Buildings

The energy to heat, light, and power buildings and other workspaces is a major source of GHG emissions. Building-related emissions are the state's fastest growing source of GHG emissions and account for 27% of the carbon pollution in Washington.⁷⁴

Additional environmental impacts from buildings include: stormwater runoff; loss and fragmentation of natural areas and wildlife habitat; increased use of limited resources including groundwater; and burdens on existing landfill space, particularly from construction and demolition debris. In addition, results of climate change such as sea level rise, flooding and slope stability may increase the vulnerability of the Island's housing stock.

Green building techniques, coupled with upgrades, proper maintenance and efficiency improvements for existing buildings, can help reduce these impacts. It will also be important to provide incentives and resources to assist low income households in making the necessary changes to reduce their carbon footprint.

5.1. Goals/Targets

A. Reduce GHG emissions from all municipal, commercial, industrial and residential buildings.⁷⁵

- By 2021, COBI has adopted green building standards and practices for all new municipal, residential, commercial, and industrial buildings, including affordable housing and all renovations and additions⁷⁶ of a certain size.

B. Establish procedures to ensure buildings and infrastructure are resilient to climate change impacts (e.g., higher precipitation, sea level rise, wildfire risk and temperatures).

- By 2025, COBI will complete an analysis, develop a plan, and design a process for regularly updating the plan to ensure all City-owned assets will be resilient from sea level rise over the lifespan of the infrastructure.
- By 2025, COBI will complete an analysis, conduct public outreach activities, and identify those properties at highest risk from sea level rise impacts over the next 50 years.

5.2. Challenges

- **Lack of familiarity with green building programs:** Many residents and builders lack familiarity with green building programs and certification approaches. This makes it harder

BI Comprehensive Plan: Buildings

EC 3.1: Encourage use of green building materials and techniques in all types of construction, as well as design approaches that are responsive to changing conditions.

EC 6.3: Develop urban design strategies to ensure that the built environment is appropriate for present and future conditions, including the impacts of climate change.

EN 10.4: Ensure beneficial indoor air quality in all renovations and new construction of City-owned facilities

U 14.5: New taxpayer-funded buildings shall use carbon-neutral energy for heating, cooling, and operational use to the maximum extent practical.

EN 7.1: Consider the implications of sea level rise in all relevant decision-making by using regional sea level rise projections and shoreline instability maps (as provided by the WA Department of Ecology and utilized and interpreted with the Bainbridge Island Climate Impact Assessment).

EN 7.2: Coordinate with Tribal, Federal, State and local agencies to address issues related to sea level rise.

to adopt and incorporate green building practices. Also, city staff involved in planning, building and public works lack familiarity with green building codes and what they can accomplish.

- **Lack of information on the cost-effectiveness of green building programs:** There is a lack of information on the cost effectiveness of adopting green building standards. This makes it difficult to convince developers, builders and homeowners to adopt green building practices. It also provides challenges for municipalities looking to justify the programs.
- **Need to include life-cycle costs:** Sometimes, there is a higher upfront cost for green building and this is viewed as a lost cost instead of an investment. More information on and integration of the life-cycle costs for a project is needed during the planning and permitting process⁷⁷ and for the maintenance and operation of the buildings.
- **More information on green building materials:** There is a lack of familiarity among developers, contractors, builders and homeowners about green materials used in green building and the demolition and recycling of materials.

5.3. Current Actions

Municipal

- **Comprehensive Plan:** The Comprehensive Plan highlights the need to develop and implement green building strategies.
- **Green building task force:** COBI initiated a process for developing a green building code and formed a Green Building Task Force to provide recommendations to the City on the direction for green building on the Island.
- **City Green Team:** COBI has a Green Team that is working to implement green practices for municipal purchasing and internal operations such as waste diversion and energy conservation actions.
- **Community Solar:** COBI enabled a community-funded solar project to be installed on the roof of City Hall in 2012.

Community

- **Green building certified buildings:** Several buildings on Bainbridge Island are certified as LEED Gold⁷⁸ or better, and some are part of the Living Building Challenge.⁷⁹
- **PSE services:** PSE provides free home energy audits and rebates for retrofits to cleaner/more efficient energy systems.⁸⁰

5.4. Strategies/Actions

Goal A: Reduce GHG emissions from all municipal, commercial, industrial and residential buildings.

Strategy A.1: Adopt green building practices and standards for all new municipal, commercial, industrial and residential buildings and all renovations or additions of a certain size⁸¹.

Priority Action(s)

- 5.A.1.a. Adopt Green Building Task Force recommendations on green building practices and standards for all new municipal, commercial, industrial and residential building and all renovations and additions over a certain size.⁸²
- 5.A.1.b. Require all new and renovated buildings to apply the [REDACTED] Adaptation Certification Tool⁸³, or similar tool, to identify and avoid climate risks as part of the permitting process.

Other Action(s)

- 5.A.1.c. Require a life cycle cost/benefit analysis for all new and renovated municipal buildings that includes a GHG emissions analysis.
- 5.A.1.d. Establish a Green Building team within the City that consists of staff from planning and community development and public works that would be responsible for overseeing the implementation of any green building code.
- 5.A.1.e. Join the Regional Code Collaborative to leverage economies of scale in developing and updating green codes.⁸⁴
- 5.A.1.f. Work with the Green Building Task Force to develop guidelines for green affordable housing and provide green design assistance for affordable housing projects.
- 5.A.1.g. Explore using Washington State's Evergreen Sustainable Development Program for the development of green affordable housing.
- 5.A.1.h. Ensure that water-dependent permits include plans for sea level rise.

Strategy A.2. Establish or expand programs to assist building owners to reduce GHG emissions, energy use and water consumption.

Priority Action(s)

- 5.A.2.a. Develop training and outreach programs to provide technical assistance to developers, contractors, architects, landscape architects, city employees, and homeowners on green building that includes the cost/benefit to occupants of green building, use of reused and recycled materials, and the health benefits from green buildings to occupants.
- 5.A.2.b. Work with the BISD, BIMP, and BIFD to ensure any new buildings they build consider green building standards and practices adopted by COBI.

Other Action(s)

- 5.A.2.c. Host a workshop with neighboring communities (e.g., Poulsbo, Silverdale, Bremerton, and Port Orchard) and other Puget Sound communities to learn from about their green building programs.

Goal B. Establish procedures to ensure buildings and infrastructure are protected from climate change impacts (e.g., higher precipitation, sea level rise, and increased temperatures).

Strategy B.1: Identify and protect City assets at risk due to sea level rise.

Priority Action(s)

- 5.B.1.a. As recommended by the 2019 [REDACTED] Report on Sea Level Rise conduct a systematic, high-resolution analysis of exposure of City assets to sea level rise.
- 5.B.1.b. As recommended by the 2019 [REDACTED] Report on Sea Level Rise create a prioritized list for addressing COBI assets at high risk of sea level rise (e.g., roadways that are expected in the coming decades to be sufficiently flooded that they will not be functional for motorized transit.)
- 5.B.1.c. As recommended by the 2019 [REDACTED] Report on Sea Level Rise, integrate sea level rise analysis into all City planning to identify and avoid or minimize risk to planned infrastructure and development.

Other Action(s)

- 5.B.1.d. Create a tiered strategy for assets at longer-term risk (beyond 2030 but within infrastructure lifespan) and identify solutions for their management

Strategy B.2. Assist property owners in identifying risks to existing and planned infrastructure from sea level rise and other climate change impacts.

Priority Action(s)

- 5.B.2.a. Conduct a high-resolution analysis of all shoreline properties to inform landowners of exposure to sea level rises, make this information widely available for property owners to use in decision-making, and provide guidance on possible solutions and regulatory requirements.
- 5.B.2.b. COBI integrates sea-level rise analysis into all City permitting to help applicants identify and avoid or minimize risk to existing infrastructure and land uses and planned infrastructure and development from sea level rise or other climate impacts.
- 5.B.2.c COBI hosts community workshops on climate impacts, how they might impact buildings, and how to prepare properties for these impacts.

Other Action(s)

- 5.B.2.d. Conduct similar analysis for other climate change impacts (e.g., higher precipitation and increased temperatures) and provide guidance on possible solutions and regulatory requirements.

Section 6: Natural Environment



Section 6: The Natural Environment

Our actions today will affect the future of our Island's natural resources as the climate changes. COBI's Comprehensive Plan identifies the importance of continuing to protect our open spaces and environmentally sensitive areas, while affirming that climate change will create significant changes to many of these resources. Therefore, the goals, policies and approaches that COBI and other landowners and managers use to protect and sustain these landscapes will also need to shift in order to maintain their effectiveness under these new conditions.

6.1. Goals/Targets

A. Steward Bainbridge Island's natural resources to function as healthy, resilient ecosystems that can continue to serve multiple ecological functions including providing habitat, maintaining the hydrologic cycle and storing carbon in the face of the added stresses of climate change.

- By 2021, COBI is using the [REDACTED] Adaptation Certification (or a similar tool) to evaluate land acquisition and development proposals to ensure decisions are climate informed.
- By 2023, COBI will complete a forest stocking density evaluation of City-owned lands to inform its forest management practices.
- By 2025, COBI will develop a comprehensive plan to control and reduce invasive plant species across Bainbridge Island in partnership with relevant stakeholders.
- By 2025, COBI will evaluate and as necessary revise the Community Forest Management Plan adopted in 2017 to ensure that it incorporates adaptation to climate change risk factors including wildfire and drought and pathogens, and will work collaboratively with all stakeholders that manage forest resources to establish consistency in priorities and planning for climate change impacts on forests across jurisdictions and ownership.

B. Protect and maintain the integrity of our Island's surface and groundwater resources in the face of climate change.

- By 2023, COBI will adopt a Groundwater Management Plan that accounts for climate change in its projections, policies, and guidance.

BI Comprehensive Plan: Natural Environment

EN 1.1: A primary goal of the Comprehensive Plan is protecting the Island's natural environment; land use decisions implement this goal.

EN 1.3: Protect and enhance the natural systems and environmental quality of Bainbridge Island by continuing to build cooperative relationships between the City, citizens, landowners and other public, non-profit and private organizations.

EN 1.5: Create and maintain overlay maps that show the location of agricultural lands, critical aquifer recharge areas, geologically hazardous areas, floodplains, streams, wetlands and fish and wildlife. Integrate the maps from the BI Climate Impact Assessment.

EN 1.8: Consider the potential impacts of climate change and its impacts in all decisions related to natural systems and environmental quality.

EN 5.10: Consider climate change and its impacts in all decisions related to wildlife, fish resources and natural systems.

C. Steward our Island's shorelines to allow for resilience in the face of climate impacts including sea level rise.

- By 2025, COBI will integrate into its Shoreline Master Program approaches to address and adapt to the impacts of sea level rise on the natural resources of our shorelines, and will work collaboratively with all stakeholders that manage shoreline resources to establish consistency in priorities and planning for sea level rise across jurisdictions and ownership. The City should consider explicitly incorporating flood risk projection updates into its 2021 periodic review of the SMP.

D. Support an agricultural system that prioritizes climate change resilience, local food production, and ecosystem services including soil carbon storage and water management.

- By 2023, agricultural uses will be incorporated into groundwater planning via the Groundwater Management Plan (see goal B).

6.2. Challenges

- **No one-size-fits-all approach:** The complexity of our Island's ecology and geomorphology means that there is no one-size-fits-all approach to climate mitigation and adaptation. Different systems and areas of the Island will require site-specific decision making.
- **Complex forest management history:** Bainbridge has a complex history of forest management, including major deforestation events and a current patchwork of suburban-rural interface and, in some areas, little to no management of dense secondary regrowth. These factors present wildfire and disease risks that are likely to increase under climate change.
- **High level of shoreline modification:** Adaptation to sea level rise is complicated by a high degree of human shoreline modification, as well as significant financial and emotional investments in properties and infrastructure.
- **Low adaptive capacity for streams and wetlands:** Many of our Island's small streams and wetlands are already seasonal in nature, subject to extremes of dry and wet, and have little buffering capacity to withstand additional stresses such as longer periods of drought, more extreme runoff, and/or increasing input of nutrients or pollutants.
- **Sole source aquifer:** Bainbridge Island is a sole source aquifer community, with the vast majority of its groundwater coming from precipitation that falls on the surface of the Island, some of which infiltrates the ground. Our stewardship of this limited resource is likely to be further stressed by lower rates of aquifer recharge expected under climate change along with increasing demand for water with increasing temperatures.
- **Potential saltwater intrusion:** Sea level rise can be expected to increase the possibility of saltwater intrusion into our sea-level aquifer, with repercussions for homeowners who obtain their water from those areas. Septic systems will likely be impacted, diminishing their function and increasing release of nutrients and pathogens into surrounding water and soils. Septic systems, such as on Point Monroe, are already threatened by seawater intrusion.
- **Balance agriculture with growth:** Bainbridge has a rich agricultural history with community and municipal commitments to agriculture that are complicated by high property values and development pressures. Our community faces difficult choices in how to maintain

agricultural values in balance with these competing pressures. We can expect climate change to add challenges to our agricultural activities in several ways including new pests and pathogens, altered water availability, increased water demand and diminished soil health.

6.3. Current Actions

Municipal

- **Updated Comprehensive Plan:** COBI's Comprehensive Plan is a powerful guide for addressing climate change mitigation and adaptation in our open spaces and ecosystems (see inset boxes in Strategies highlighting this guidance).
- **Developing Groundwater Management Plan Under Development:** COBI is working towards a comprehensive groundwater management plan that can lay the foundation for monitoring and adapting groundwater management under climate change.
- **Community Forest Management Plan:** in 2017 the City adopted this management plan that sets canopy coverage and forest management goals.
- **Periodic review of the SMP:** review of the Shoreline Master Plan is currently underway and presents opportunities to include issues including flood risk.
- **Addressing climate risks to some COBI infrastructure:** current efforts include the incorporation of sea level rise into the head of Eagle Harbor culvert replacement and moving sewer lines out of the intertidal zone in Eagle Harbor.

Community

- **Stakeholders already considering climate change:** The Bainbridge Island Metropolitan Parks and Recreation District (BIMPRD), and Bainbridge Island Land Trust (BILT) are two of the largest owners and managers of open spaces on the Island, each managing approximately 1500 acres of land. Both entities recognize the importance and risks of climate change to their holdings. BILT is actively pursuing identification of climate risks in its conservation easements and owned lands and is working with multiple entities on the Island and throughout the region to understand how to manage their easements and properties under climate change.
- **Many groups active on Island:** Bainbridge Island is very fortunate to have a wide range of groups⁸⁵ committed to education and active stewardship that are and will be essential to

BI Comprehensive Plan: Forests

EN 1.4: Maintain and enhance natural systems and protect wildlife, fish resources and open spaces through land use plans and development patterns including tree retention and planting.

EN 10.2: Encourage the retention of existing trees and vegetation and the planting of new trees and vegetation that provides natural filtration of suspended particulate matter, removes carbon dioxide and improves air quality.

EN-14: Collaborate with the Kitsap County Noxious Weed Board and other relevant agencies and organizations to develop and maintain a plan to remove and control invasive plant and animal species, as well as prepare for vulnerability to future invasive plant and animal species resulting from climate change and international commerce.

EN-18: Encourage the retention of forest land and multiple-aged forests since healthy forests provide many ecological benefits to all forms of life on the Island and help mitigate climate change.

our ability to mitigate and adapt our natural resource management for climate change. For example, both BILT and BIMPRD have active volunteer and paid teen programs that help with invasive species removal, native planting, monitoring and other activities to build the health and resilience of our ecosystems in the face of climate change.

6.4. Strategies/Actions

Goal A. Steward Bainbridge Island's natural resources to function as healthy, resilient ecosystems that can continue to provide multiple ecological functions including providing habitat, maintaining the hydrologic cycle, and storing carbon in the face of the added stresses of climate change.

Strategy A.1. Steward Bainbridge Island's natural areas using the best available scientific knowledge about local ecology and climate change.

Priority Action(s)

- 6.A.1.a. Ensure that the City is using the most appropriate, relevant and recent data and information about natural resources, climate change and other associated parameters in decision-making.⁸⁶ If data sources are missing, identify how to obtain needed information.
- 6.A.1.b. Develop and adopt a comprehensive strategy for addressing invasive species on City lands to reduce these significant stressors on ecosystems.
- 6.A.1.c. Evaluate all COBI land acquisition and development decisions for City lands or in City review of private development using the [REDACTED] Adaptation Certification Tool⁸⁷ (or other similar tool) to ensure decisions are climate informed.

Other Action(s)

- 6.A.1.d. Partner with community organizations to leverage additional data sources and monitoring efforts that contribute to well informed natural resource management. For example, update mapping resources of key wildlife habitat in interior forest cores and connective networks.
- 6.A.1.e. Incorporate ecological functions and ecosystem processes contributed by forested landscapes into COBI land use decisions and permitting.
- 6.A.1.f. Add staff training about climate change and its impacts on natural resources in order to build institutional knowledge and integrate climate-savvy thinking into planning decisions. Consider contracting with or adding a wildlife biologist or ecologist to COBI staff who is knowledgeable about climate change and would apply that knowledge and relevant tools to proactively manage natural resources and be a resource for staff and the community.

Strategy A.2. Proactively manage Bainbridge forests for anticipated vegetational composition shifts projected under climate change.

Priority Action(s)

- 6.A.2.a. Work with COBI arborist and partnering community groups, as appropriate, to create a preferred list of tree and plant species expected to be favored by climate change projections for use in City planning and restoration efforts. This list can also be used to advise local landowners and be applied to climate savvy development.

Other Action(s)

- 6.A.2.b. Collaborate with community groups to proactively foster climate savvy forest management through information sharing and partnering on education, outreach and stewardship.
- 6.A.2.c. Investigate and integrate best practices for maintaining and where possible improving soil and biomass carbon storage into COBI and other stakeholders' forest management plans.

Strategy A.3. Reduce wildfire and forest disease risk through proactive forest management.

Priority Action(s)

- 6.A.3.a. Conduct an assessment of stocking densities on COBI owned lands and evaluate forest health improvements and wildfire risk reduction.
- 6.A.3.b. Ensure that COBI policies prioritize wildfire risk reduction in proximity to homes consistent with FireWise guidelines⁸⁸ and strengthen wildfire risk-reduction design guidelines for Island construction (residential and business) using approaches such as reviewing new subdivision standards for opportunities to integrate wildfire risk reduction.

Other Action(s)

- 6.A.3.c. Work with partnering agencies, including the Bainbridge Island Fire Department, to help communicate to private land owners' techniques and resources for reducing wildfire risk while maintaining forest health and wildlife habitat values.
- 6.A.3.d. Work with public agencies (e.g., Kitsap Transit, BIMPRD) and utilities (PSE) to design and maintain infrastructure and land use to reduce wildfire risk.
- 6.A.3.e. Prioritize the control and elimination of invasive species such as scotch broom and holly that are known to have additional wildfire risk (flammability).
- 6.A.3.f. Work with community organizations including BIMPRD and BILT to proactively identify, treat and contain plant pathogens, as well as invasive species.

Goal B. Protect and maintain the integrity of our Island's surface and groundwater resources in the face of climate change.

BI Comprehensive Plan: Water Resources

WR 1.1: Study future climate and demand scenarios to accurately plan for future water resource conditions.

WR-3: Surface Water Protection

Achieve no net loss of ecological functions and processes necessary to sustain aquatic resources including loss that may result from cumulative impacts over time.

WR 3.11 Consider the impacts of climate change and ocean acidification when developing regulations or approving capital projects related to aquatic resources including marine nearshore, wetlands, streams, lakes, creeks, associated vegetated areas and frequently flooded areas.

WR-6: Public Education and Outreach

The City in conjunction with partners will continue to improve and implement comprehensive public education and outreach program to promote protection and management of all water resources.

Strategy B.1. Maximize protections for intact hydrologic processes including aquifer recharge, groundwater-surface water interactions, and stormwater runoff.

Priority Action(s)

- 6.B.1.a. Incentivize and maximize opportunities for incorporating water conservation features in Green Design and Building Codes (see Buildings Section Goal A).
- 6.B.1.b. Continue a robust surface water monitoring program that can identify trends in streamflow and water quality to inform adaptive management to protect stream health and integrate into monitoring climate change-sensitive parameters as appropriate.

Other Action(s)

- 6.B.1.c. Prioritize evaluation and adaptive management (e.g., ARPA implementation) of the Critical Areas Ordinance to maintain the integrity of streams, wetlands and their buffers.
- 6.B.1.d Evaluate and revise stormwater code through the lens of likely increases in storm intensity and rainfall
- 6.b.1.e Evaluate and support opportunities to increase aquifer recharge, e.g. through upland discharge or infiltration of tertiary sewage effluent.
- 6.B.1.f. Protect water rights for natural systems, assessing hydrological human/nature conflict potential as part of land use planning, including evaluation of projected water scarcity and over abundance.
- 6.B.1.g. Partner with community organizations such as Sustainable Bainbridge, Washington State University Extension, and BILT to conduct education and outreach with the public about their role in protecting hydrologic processes given the realities of climate change via protecting intact functioning streams and wetlands, as well as incorporating rain gardens and other low impact development techniques into their properties.

Strategy B.2. Identify and implement targets that will balance aquifer discharge and recharge, incorporating climate change projections.

Priority Action(s)

- 6.B.2.a. Complete and implement COBI's Groundwater Management Plan, including incorporation of expected changes to groundwater inputs and outputs under climate change.

Other Action(s)

- 6.B.2.b. Work collaboratively with the Utility Advisory Committee and all Island drinking water systems on ways to maintain sustainable yields in the face of climate change, including outreach and communication about water conservation.

Goal C. Steward our Island's shorelines to allow for resilience in the face of climate impacts including sea level rise.⁸⁹

Strategy C.1. Incorporate sea level rise and changes in shoreline stability and erosion into the shoreline master program and other shoreline management planning decisions.

Priority Action(s)

- 6.C.1.a. Ensure that planning for sea level rise on the timeframe relevant to any proposed action's lifetime impact is explicitly incorporated into the Shoreline Master Plan, including incorporating capacity for inundation and change to natural shoreline features, such as planting for shifting vegetative communities, infrastructure movement or abandonment to adapt to habitat loss at shoreline.

BI Comprehensive Plan: Agriculture

EN15.9: Work with the Conservation District and nonprofits to encourage farming that accounts for changing Island conditions with regard to hydrology, temperature and other climatologically influenced factors.

EN15.10: Improve public information and creating new programs to promote agriculture while advocating for farming practices that protect water quality and quantity.

Other Action(s)

- 6.C.1.b. Ensure that ecosystem concerns are included in any plans for potential transitions to open space or living shorelines for properties that will be inundated by sea level rise or degraded by coastal erosion and/or slope instability. Begin community conversations regarding our desired outcomes related to sea level rise, coastal erosion and slope instability (see Buildings Section Goal B for other actions).
- 6.C.1.c. Work with Island stakeholders with publicly accessible properties and properties held in trust for natural resource values, including the Bainbridge Island Land Trust and the Bainbridge Island Metropolitan Parks and Recreation District to collaboratively identify and integrate sea level rise changes into planning for shoreline resources.
- 6.C.1.d. Partner with community organizations such as Puget Sound Restoration Fund and Bainbridge Beach Naturalists to monitor local effects of ocean acidification on shellfish resources.

Goal D. Support an agricultural system that prioritizes climate change resilient, local food production and ecosystem services, including soil carbon storage and water management.

Strategy D.1. Maximize opportunities for agricultural practices that mitigate climate change, including lower energy intensive practices, carbon storage, aquifer recharge, and smaller foodsheds.⁹⁰

Priority Action(s)

- 6.D.1.a. Work collaboratively with individual farmers and community groups including Friends of the Farms, Master Gardeners, and Kitsap Conservation District to identify and promote agricultural policies that increase carbon storage (e.g., soil sequestration) and hydrologic integrity, and reduce emissions including permaculture and reduced energy inputs (e.g., fertilizer, fossil fuels).

Other Action(s)

- 6.D.1.b. Work with partnering entities to promote and facilitate the equitable adoption of non-traditional agricultural opportunities (e.g., community gardens, urban agriculture,

vertical agriculture, public food forests) to promote local food production throughout the community.

- 6.D.1.c. Support opportunities for energy production co-located with agricultural activities (e.g., biodigester and solar projects).
- 6.D.1.d. Ensure that water use-related permits include plans for future water conditions.
- 6.D.1.e. Collaborate with Public Farmland partners and resource agencies (e.g., Kitsap Conservation District) to ensure water conservation efforts are integrated into public farmland management.
- 6.D.1.f. Work with partnering organizations including the Kitsap Conservation District to bring resources for water conservation to private and other community farming efforts.

Strategy D.2. Improve manure management to reduce emissions associated with livestock waste and fertilizer delivery.

Priority Action(s)

- 6.D.2.a. Work collaboratively with Kitsap Conservation District to offer technical resources to livestock owners for manure management. Consider development of a memorandum of understanding and funding to support additional manure management efforts.

Other Action(s)

- 6.D.2.b. Work with community groups and other entities to identify additional opportunities for manure management (e.g., community composting systems, digesters, or other resources that reduce manure emissions; see Chapter 7 for more on this topic) and code changes that could facilitate the implementation of local green waste management.

Section 7: Waste



Section 7: Waste

The GHG Community emissions inventory indicated that less than 1% of current greenhouse gases are from wastewater treatment and about 4% are from solid waste generation.

In addition, the consumption-based GHG inventory indicated that our purchasing decisions result in an estimated 52 MTCO₂e per year per household, confirming that consumption is a significant contributor to emissions.

The choices we make about the food we eat, our driving habits and vehicle selections, consumer purchases, and the type of housing we choose, all have a large impact on GHG emissions. The waste and disposal of materials during and at the end of these consumption choices can be a substantive component of those emissions.

There has arguably never been more urgency around the need to reduce our collective waste footprint. Reasons for the urgency include:

- The climate impacts of transporting and landfilling our waste.
- The land use impacts of landfilling.
- The substantial problem of food waste wherein 40% of food grown in the US is wasted along the entire pathway from producer to consumer.
- The substantive impacts of single-use plastics on their production, landfilling and improper release into our environment.
- The substantial impacts of excess packaging, particularly non-recyclable packaging, on our carbon and waste footprints.

BI Comprehensive Plan: Waste

E.C.3.3: Encourage local enterprises to participate in programs such as Kitsap County Waste Wise and Green Community Initiative.

E.C.3.4: Encourage public sector solid waste reduction, reuse and recycling.

E.C. 3.5: 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. 3.6: 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.

7.1. Goals/Targets

A. Reduce Island residential, commercial, and industrial waste generation.

- By 2021, COBI's approved sustainable procurement plan⁹¹ is applied across all departments for 100% of purchases.
- By 2021, COBI establishes policies to substantially reduce the use of single-use disposable food service ware by Island businesses.

B. Increase diversion of waste from the landfill

- By 2023, regular commercial compost services are established and consistently used.
- By 2025, COBI develops a requirement for the diversion of all food waste from the landfill.

C. Optimize collection and disposal systems to minimize GHG emissions

- By 2030, Bainbridge has a closed-loop system for its green and agricultural waste, such that organic materials are recycled and reused on Island to the maximum extent practicable.

D. Ensure that any new waste-related infrastructure, such as transfer stations or composting facilities, are not sited in current or future hazard areas.

7.2. Challenges

- **Lack of markets:** Un-recyclable packaging and overabundance of disposable plastics is a massive, global problem. The US recycling market is facing severe challenges in terms of tightened restrictions on what is accepted overseas. This causes real strains on waste management. Domestically, we are not prepared for the flood of materials that do not have places to go. These large issues translate to direct impacts on our local community. These impacts include a glut of non-recyclable, fossil-fuel based materials, increases in recycling costs, and reduction in what materials can be accepted for recycling locally.
- **Location:** We face specific challenges in waste reduction as a small Island community in Puget Sound. Our solid waste is trucked and shipped by rail to be landfilled in eastern Oregon, which represents a large carbon footprint in terms of both transportation and landfilling.
- **Lack of composting facilities:** The vast majority of our green waste is trucked off Island to Belfair in Mason County. We do not currently capture for composting an unknown, but likely substantial, portion of our green waste (particularly food and compostable materials) that is generated from residential, commercial and agricultural activities.
- **Lack of infrastructure:** Infrastructure barriers need to be overcome to address these issues: for example, no current commercial food waste service is provided for businesses, and narrow access points in some commercial areas (especially downtown) create obstacles to additional waste bins and pickup service.
- **Lack of understanding:** The public does not have a clear understanding of the different types of compostable materials, such as plant-based plastics and packaging alternatives, and which can be accepted by Island composting services. Some “compostable” packaging is compostable by commercial facilities in King County but not in Kitsap County.

These challenges also represent an opportunity to achieve meaningful emissions reductions and environmental impacts if we can find ways to reduce the amount of materials that are sent to landfills, divert more waste to compost, and reduce the transportation footprint of green waste.

7.3. Current Actions

Municipal

- **Sustainable Procurement Plan:** COBI has an approved sustainable procurement plan, which states that staff should buy sustainable alternatives if the price is comparable.

- **Staff in place:** COBI has oversight staff in each department to check on internal composting and recycling within the facility.

Community

- **Bainbridge Disposal (BD) Yard Waste Service:** The public has an option to purchase residential curbside recycling and/or yard waste services through BD. The latter allows for composting of both green and food waste.
- **BISD:** BISD has formed a District green team to address waste reduction and conservation. This entity has worked with district-wide and campus policies to pursue changes including the elimination of disposable flatware at many schools; the implementation of recycling waste streams including for plastic film, Styrofoam, markers and more; and 3-bin compost/recycle/landfill with educational programs and monitoring at multiple campuses.
- **Bainbridge Island Zero Waste (BIZW):** BIZW is a program of the nonprofit organization Sustainable Bainbridge. Its website⁹² provides many resources to guide local waste reduction, reuse and recycling. Its volunteers undertake a wide variety of efforts including, but not limited to, education and waste sorting at major community events, Styrofoam recycling events twice a year at Bay Hay and Feed, and a lending library of reusable dinnerware and other items available for free to the public.
- **Buy Nothing Bainbridge:** This, and other similar groups on social media such as “Free on the Rock,” disseminate free items throughout the community from individuals who want to dispose of an item to individuals who want the item. These groups likely keep thousands of items circulating in the local economy and prolong their life out of the landfill. As such they contribute to community waste reduction.
- **The Bainbridge Island Rotary Auction and Rummage sale:** The Rotary Auction can reasonably be called one of the largest reuse and recycling events on the Island, not only because of all the materials that are resold for reuse, but also because the Rotary Green Team works tirelessly to reduce and divert literally tons of landfill waste through proper recycling and through partnerships with dozens of nonprofits to take materials that might otherwise go to the landfill.
- **Kitsap County:** The County is charged with education outreach for all of Kitsap County, including Bainbridge. Resources include:
 - Fliers and corrugated posters (for posting at outdoor multifamily residences) that Kitsap Solid Waste and Bainbridge Disposal (BD) give out, although this past year BD created their own fliers for the transfer station and commercial recycling.
 - EnviroStars green business program.
 - Outreach materials for BIZW as requested, including fliers, corrugated posters, compost buckets, bags.
 - A "What Do I Do with It?" web page with recycling and reuse information (<http://recycle.kitsapgov.com/Pages/Home.aspx>).
 - A Kitsap County Recycling and Garbage News email newsletter.
 - The Kitsap County Solid Waste Advisory Committee. A BIZW member is currently the City’s representative on the Kitsap County Solid Waste Advisory Committee, and as such serves as a liaison for our community.

- A resource and waste reduction specialist who will come speak to any Island group, and has spoken at multiple City and nonprofit events.

7.4. Strategies/Actions

Goal A. Reduce Island residential, commercial, and industrial waste generation

Strategy A.1. In collaboration with COBI's Green Team, promote sustainable consumption within COBI operations.

Priority Action(s)

- 7.A.1.a. Centralize purchasing within COBI to increase adherence to COBI's sustainable procurement policy.

Other Action(s)

- 7.A.1.b. Install hydration stations in all municipal facilities to allow refills of reusable water bottles.
- 7.A.1.c. Require an annual audit of the COBI sustainable procurement policy to ensure compliance.

Strategy A.2 Promote sustainable consumption in the community.

Priority Action(s)

- 7.A.2.a. Adopt an ordinance to reduce the use of single-use plastic food service ware, including utensils and take-out containers, by all Island food service establishments.

Other Action(s)

- 7.A.2.b. Support efforts to make hydration stations available throughout the community including parks.
- 7.A.2.c. Consider a COBI small grants program (e.g., Neighborhood Matching Grants program) to support BIZW and similar efforts to provide community services that reduce the use of single-use plastics (e.g., through lending libraries, consumer education, etc.).
- 7.A.2.d. Work with partnering organizations to identify opportunities for providing space for the implementation of sustainability events and programs (e.g., fix-it fairs and lending libraries).
- 7.A.2.e. Consider creating a forum or platform whereby local businesses can share their ideas and problem-solve issues related to sustainable consumption (e.g., reducing packaging, increasing waste diversion, reducing single-use items, sourcing materials more sustainably).

Strategy A.3. Reduce food waste by both commercial entities and residents.

Priority Action(s)

- 7.A.3.a. Educate the community about ways to reduce food waste and promote opportunities for viable food to get to those who need it, including food banks and neighborhood giving.

Other Action(s)

- 7.A.3.b. Work with partnering organizations such as Kitsap Harvest to increase collection of excess fresh food (i.e., gleaned, or harvesting excess or unwanted crops for distribution to those in need) at private and public farmlands.
- 7.A.3.c. Provide small grants to BIZW to partner with community/youth/sports groups that can volunteer to do waste diversion efforts at community events.
- 7.A.3.d. Urge WSF to renew on-ferry composting service and provide good signage.

Goal B. Increase diversion of waste from the landfill

Strategy B.1 Expand municipal, residential and commercial recycling and composting participation.

Priority Action(s)

- 7.B.1.a. Work with Bainbridge Disposal (BD) to offer curbside compost pickup for all commercial facilities as a weekly service.
- 7.B.1.b. Require that all commercial entities participate in recycling and, once established, in the green waste program.

Other Action(s)

- 7.B.1.c. Consistently pair and provide clear signage for all compost and recycling bins in all meeting rooms in COBI facilities.
- 7.B.1.d. Evaluate the adoption of a program to require community-wide diversion of organic waste from the landfill.
- 7.B.1.e. Facilitate and support education and outreach to consumers about green waste options and what materials are acceptable for composting.
- 7.B.1.f. Recognize/award businesses that are taking voluntary and meaningful steps to reduce their waste (e.g., composting).
- 7.B.1.g. Encourage businesses to receive green certification from their respective certifying organizations (e.g., Green Circle Salons, Green Restaurant Association, etc.).
- 7.B.1.h. Work with BD to add specialized recycling streams at the Transfer Station (e.g., expanded polystyrene—aka Styrofoam).
- 7.B.1.i. Support state policies that decrease/eliminate the use of non-sustainable, non-recyclable packaging materials such as Styrofoam and single-use plastics.
- 7.B.1.j. Require that organizers and vendors of festivals, sporting events, and official gatherings on the Island provide and fund composting and recycling services for their events to maximize waste diversion from landfills. This can be done through language in permit

forms for special events. Fund oversight and enforcement of waste diversion at City-permitted events.

Strategy B.2 Increase the collection and diversion of construction, renovation, and demolition waste.

Priority Action(s)

- 7.B.2.a. Require, and where appropriate provide incentives for, the reduction, collection and diversion of construction and demolition waste. Seek specific recommendation from the City's Green Building Task Force on this action.

Goal C: Optimize collection and disposal systems to minimize GHG emissions

Strategy C.1 Reduce GHG emissions associated with off-Island transportation of green waste.

Priority Action(s)

- 7.C.1.a. Evaluate and support opportunities to better accommodate on-Island or more local processing of green waste (e.g., through amendments to municipal code and allowed uses).

Goal D: Ensure that any new waste-related infrastructure, such as transfer stations and composting facilities, are not sited in current or future hazard areas.

Strategy D.1 Consider projected climate change impacts and explicitly factor these projections into site selection for waste-related infrastructure.

Priority Action(s)

- 7.D.1.a. Apply the [REDACTED] Adaptation Certification Tool⁹³ to any new waste-related infrastructure projects.

Section 8: Community Engagement



Section 8: Community Engagement

Community engagement and community buy-in is essential to effectively implement actions throughout the CAP and to achieve the overarching mitigation and adaptation goals. The starting point is providing the community with information on the observed and projected impacts from climate change and then provide information on how we as an Island can adapt to those changes.

While action by COBI and other organizations such as BISD and BIMPRD, are important, individual actions can also make a large difference in meeting our goals for reducing GHG emissions Island-wide and successfully adapting to the coming changes. Finally, we need to incorporate climate change in our discussions about how to prepare our Island for emergencies.

8.1. Goals/Targets

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

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

B. Inspire action across the community and partner with local and regional organizations to take meaningful climate change mitigation and adaptation actions.

- By 2021, COBI and committees like the [REDACTED] meet regularly with other advisory committees, community groups and have established relationships with other jurisdictions to share, support and exchange climate change information and strategies.

C. Empower and prepare COBI, Bainbridge Island residents, and Bainbridge Island businesses for climate impacts and emergencies.

BI Comprehensive Plan: Community Engagement

EC7.8: Support and make Bainbridge Island a model community for climate change preparedness and sustainability practices to ensure long-term viability while attracting and protecting visitors, businesses, and residents.

EN1.8: Consider the potential impacts of climate change and its impacts in all decisions related to natural systems and environmental quality.

EN5:10: Consider climate change and its impacts in all decisions related to wildlife, fish resources, and natural systems.

EN7.1: Consider the implications of sea level rise in all relevant decision-making by using regional sea level rise projections and shoreline instability maps.

EN7.2: Coordinate with Tribal, Federal, State and local agencies to address issues related to sea level rise.

EN12.1: Support and implement climate pledges and commitments undertaken by the City and other multi-jurisdictional efforts to reduce GHG emissions, address climate change, sea level risk, ocean acidification, and other impacts of changing global conditions.

EN12.3: Strive for reduced GHG emissions by, among other actions, integrating climate change into the City planning process, including land use and transportation planning and management, and making climate change considerations and meeting GHG emission reduction goals a component of city decision-making.

EN12.5: Support the development of a public education program which informs all citizens on the methods and progress for meeting the Island's GHG emission goals, and ways citizens can assist in reaching the reduction goals.

- By 2022, COBI's existing authority, budget and capacity is sufficient to address and respond to climate change related issues.
- By 2022, COBI will have incorporated climate change into its emergency preparedness programs.

8.2. Challenges

- **Results of actions are not readily apparent:** Addressing climate change impacts and preparing for mitigation or adaptation often requires nonspecific long-range effort without immediate results.
- **Skepticism:** Some people are skeptical that climate change needs to be addressed.
- **Perceived futility:** Some people do not feel that their individual actions can really make a difference given the scale of the climate crisis.
- **Inadequate funding:** Lack of capacity in the City's budget to support [REDACTED] efforts – materials for outreach, dedicated staff support etc.
- **Coordination with outside entities required:** Addressing climate change in a meaningful way requires coordination and support from entities outside of the City's control (e.g. WSF, PSE, Washington Department of Transportation). To an extent, it also is dependent on the State and national level conversations about climate action.

8.3. Current Actions

Municipal

- **Several resolutions or ordinances are already on the books:** The City has taken a number of actions that support climate change over the past several years such as National Drive Electric Week 2019 (Proclamation); supporting Green New Deal (Resolution 2019-14); endorsing Clean Air Energy Initiative 1631 (Resolution 2018-27); supporting a carbon pricing policy for Washington State (Resolution 2017-04; establishing a [REDACTED] Advisory Committee (Ordinance 2017-03); affirming Support for Paris Climate Agreement (Resolution 2017-20); and integrating climate change into the 2016 Comprehensive Plan.
- **New plans are in the works:** COBI has formed a Green Building Task Force and a Sustainable Transportation Task Force. These task forces will consider ways to encourage or require GHG emission reductions and recognize the role that buildings and transportation related GHG emissions play in impacting climate change.

Community

- **Existing community groups:** There are a number of existing community groups on Bainbridge Island which acknowledge the need to address climate change (e.g. Climate Action Bainbridge, Sustainable Bainbridge, Citizens Climate Lobby, and Indivisible), nonprofits such as the BILT, Friends of the Farm (FOTF) and Bainbridge Island Parks Foundation (BIPF) and faith-based organizations.
- **Public entities recognize climate crisis:** Other public entities on Bainbridge Island are starting to recognize and take actions related to climate change (e.g. BIMPRD)

- **Ongoing educational opportunities:** Existing groups provide regular educational forums such as the Climate and Energy Forum and Movies that Matter.

8.4. Strategies/Actions

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

Strategy A.1. Provide easily and equitably accessible educational materials/information throughout the community about climate change.

Priority Action(s)

- 8.A.1.a. Develop a dedicated climate change webpage on the City's website including links to climate mitigation/adaptation resources on the [REDACTED] website and make the CAP widely and easily available to all in the community on-line and in print formats (copies at the library along with GHG inventory, Sea Level Rise analysis and Bainbridge Island Climate Impact Assessment that will be updated periodically by members of the [REDACTED])
- 8.A.1.b. Consult with the Equity Task Force to ensure outreach efforts and education materials are designed and implemented to reach all segments of the Bainbridge community. See also Section 9: Implementation Action 9.B.1.a.

Other Action(s)

- 8.A.1.c. Convene semi-annual events to communicate what City and City committees are doing on climate change (e.g., Saturday morning event in City Hall at the same time as the Farmers Market)
- 8.A.1.d. Actively support educational forums and opportunities provided by other community groups including digital and on-line information and activities.
- 8.A.1.e. Evaluate the vulnerability of COBI and non-COBI assets to climate change starting with a sea level rise assessment; See Section 6, Strategy C.1.
- 8.A.1.f. Hold community discussions around vulnerability of COBI and non-COBI sites from climate change.
- 8.A.1.g. Incorporate vulnerability evaluations into COBI decision-making for all projects.

Strategy A.2. Increase community knowledge of actions that individuals can take to reduce their GHG emissions and prepare for current and future climate impacts.

Priority Action(s)

- 8.A.2.a. Include a climate change tip of the [month] as a regular feature in the City Manager's report and on social media.

Other Action(s)

- 8.A.2.b. Hold neighborhood meetings to discuss climate change impacts, including impacts on human and environmental health, and what individuals can do (e.g., hold meetings in the three different wards or work with the Map Your Neighborhood groups.).
- 8.A.2.c. Create Bainbridge Island [REDACTED] Week in conjunction with Earth Month or Arbor Day.

Goal B. Inspire action across the community and partner with local and regional organizations to take meaningful climate change mitigation and adaptation actions.

Strategy B.1. COBI partners with local and regional organizations on mitigation and adaptation actions.

Priority Action(s)

- 8.B.1.a. Declare a climate emergency.⁹⁴
- 8.B.1.b. Be a regional leader in recognizing the important role that municipal governments can play in taking action to respond to climate change.
- 8.B.1.c. Work cooperatively with other jurisdictions in Kitsap and King Counties (e.g., Poulsbo, Silverdale, Kingston, Bremerton, Seattle) and throughout Puget Sound to find regional solutions including mitigation and adaptation actions that would benefit from economies of scale or the sharing of lessons learned.

Other Action(s)

- 8.B.1.c. Encourage increased coordination/collaboration with other City Advisory Committees such as the Utilities Advisory Committee, Race Equity Task Force, Green Building Task Forces, Sustainable Transportation Task Force, Design Review Board and Bainbridge Island taxing entities.
- 8.B.1.d. Partner with BISD to conduct regular updates to the GHG emissions inventory using their developed high school curriculum and access to ICLEI resources via a memorandum of understanding with the City.
- 8.B.1.e. Work collaboratively with and actively support work by existing community groups to disseminate information (Climate Action Bainbridge, Sustainable Bainbridge, Citizens Climate Lobby, Indivisible, BILT, FOTF, Bainbridge Island Woman's Club, BIPF and faith-based organizations).

Strategy B.2. COBI inspires Bainbridge community members to take meaningful individual action.

Priority Action(s)

- 8.B.2.a. Host workshops with hands-on demonstrations for community members to learn how to take specific actions (e.g., building a rain barrel, dehydrate food as part of emergency preparedness, build and use compost bin, use an electric bike, construct a rain garden, assemble an emergency kit, install less resource intensive landscaping).
- 8.B.2.b. Host events for community project(s) to bring people together to work towards mitigation and adaptation (e.g., building a community rain garden, working on a trail,

making signs for bike/pedestrian routes, pulling ivy, planting climate resilient plants, and constructing community pea patch).

Goal C. Empower and prepare COBI, Bainbridge Island residents, and Bainbridge Island businesses for climate impacts and emergencies.

Strategy C.1. Ensure the City is empowered and has the necessary authority and capability/capacity to plan and implement actions to mitigate and adapt to climate change impacts.

Priority Action(s)

- 8.C.1.a. In coordination with the COBI attorney, review existing laws, regulations and policies and revise as needed by asking the following sorts of questions.
 - Are they adequate to require, or at least encourage, GHG emission reductions from City regulated or endorsed activities as well as from individual activities?
 - Do they provide sufficient authority/flexibility to respond to impacts and emergencies?
 - Are recommended mitigations/adaptations actions allowed?
- 8.C.1.b. Hire a COBI Climate Mitigation/Adaptation Officer to coordinate activities between and among the various city offices, inspect for compliance with climate related code compliance, and serve as a City staff liaison with the [REDACTED]
- 8.C.1.c. Include [REDACTED] related expenditures in the City budget for education, code compliance, mitigation and adaptation action items identified in the CAP. See Implementation Section 9.5 Funding for general discussion of funding needs.

Strategy C.2. Establish programs or networks to ensure COBI, businesses, and residents are prepared to effectively adapt to climate change impacts and emergencies.

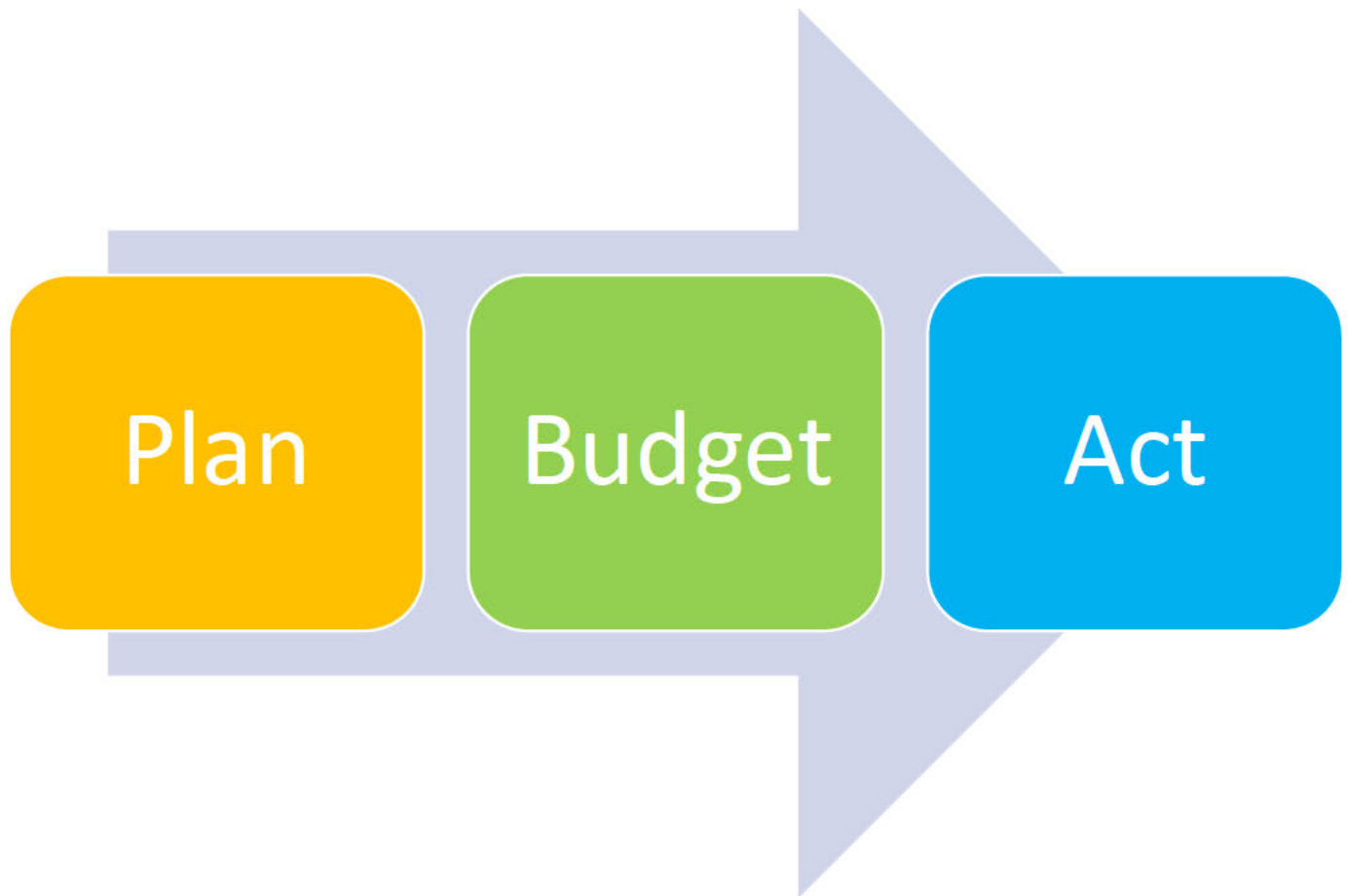
Priority Action(s)

- 8.C.2.a. Work with Bainbridge Prepares, the Bainbridge Island Fire Department, and others, to establish equitable access to community centers for recharging generators and cell phones during outages, and providing emergency food/water/filtered air during poor air quality due to fires across the west. Develop strategies to provide these services during a pandemic or other emergency that does not allow for close quarters.

Other Action(s)

- 8.C.2.b. Incorporate climate change into COBI emergency preparedness programs. COBI works with the Emergency Preparedness group, the [REDACTED] and others to develop materials on the climate change impacts to include in their emergency preparedness outreach. Include potential climate change impact scenarios, key climate change data and sea level rise examples as part of the annual emergency preparedness exercise and workshops.
- 8.C.2.c. Help develop and support food resilience networks.
- 8.C.2.d. Work with PSE and others to develop neighborhood microgrids with local generation and storage. See Section 3 (Energy) Action 3.C.2.a.

Section 9: Implementation



Section 9: Implementation

This section describes the steps that need to be taken to ensure that the CAP is successfully implemented and that the community is regularly informed about progress toward achieving the CAP goals. It is critical that COBI tracks progress in achieving the CAP goals, with the help of the [REDACTED] and modifies those actions as needed over time if needed. It is especially important to provide transparency and accountability to move our Island forward in reducing GHG emissions and preparing for current and future climate change impacts.

Implementation details for all of the priority actions in this CAP, including those listed in this chapter, can be found in the appendix.

9.1. Kickstarting Implementation

In the first year after CAP adoption, COBI needs to put in place critical foundational elements for CAP implementation and begin to implement the highest-priority actions with available resources. Specifically, no later than January 30, 2021, COBI will implement the following actions related to kick-starting implementation.

Strategy A.1. Initiating implementation

Priority Action(s)

- 9.A.1.a Confirm COBI staff person to liaise with the [REDACTED] until a dedicated [REDACTED] Mitigation/Adaptation Officer is hired. See Section 8 Community Engagement Action 8.C.1.b.
- 9.A.1.b Identify a COBI staff person in each department who will provide information to the City staff liaison ([REDACTED] Officer) identified in Action 9.A.1.a. This person will provide department-specific information on timelines for completing actions and report on progress on CAP actions led by that department.

9.2. Leadership

Successful CAP implementation will require strong, long-term commitments from the City Council, engagement of COBI staff, ongoing operation of the [REDACTED] and community support for climate action.

The Bainbridge Island City Council is responsible for the oversight of implementing the CAP. They need to make policy decisions and budget decisions that advance CAP implementation and review updates on CAP progress.

As directed by the City Council, the [REDACTED] will provide ongoing assistance to the Council and actively participate in Plan implementation by:

- Advising on methods for monitoring and tracking progress towards meeting CAP goals.
- Making recommendations to the Council on policies that further the goals of the CAP.
- Reviewing COBI's brief annual CAP progress report each year and considering new recommendations to the Council.

- Supporting—and in some cases leading—public engagement efforts.

The City Manager will actively support the Council’s climate commitment by requiring the involvement of all City divisions, as needed and appropriate, in CAP implementation and requiring consideration of mitigation and adaptation goals when doing budgeting, strategic planning and work planning.

9.3. Equity

The City Council, City Manager, City departments, and [REDACTED] are responsible for considering the potential for unforeseen and/or inequitable impacts to members of our Island community from the implementation of CAP strategies and actions. They will be responsible for identifying ways to address or reduce any such impacts or burdens, and to seek to implement actions in ways that advance social equity.

The [REDACTED] used equity as one of the key criteria for evaluating actions in order to determine which to prioritize. We sought to ensure that CAP actions would contribute to or support social justice, equity, diversity, and inclusion. Actions received higher scores if they would directly support populations of concern (e.g., low income, children and pregnant women, older adults, communities of color) in our community to reduce GHG emissions, if they would improve these populations’ ability to adapt to climate change impacts, and if they would not create an inequitable burden.

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

Strategy B.1. Consistently consider equity in all CAP implementation and engagement efforts.

Priority Action(s)

- 9.B.1.a. Consider and minimize the potential for unintended and/or inequitable impacts from each action prior to implementation.

9.4. Accountability, Reporting, and Future Updates

COBI will update the municipal GHG emissions inventory annually and community GHG emissions inventory approximately every three years and no less frequently than once every five years.

At this time, we expect to complete updated community GHG emissions inventories in 2022, 2026, 2031, 2036, 2041, and 2046, which will allow us to analyze emissions in our target years (2025, 2035, 2045) to determine if we are meeting our targets.

The hope is that the greenhouse gas inventories can be done through a partnership with BISD and the involvement of local high school students. Alternatively, COBI could hire consultants.

The [REDACTED] will work with COBI to produce a brief CAP progress report every year. This report will summarize the progress of each CAP action. The [REDACTED] will rely on the collaboration and input of City staff to gather all the necessary information. The CAP progress report will be made publicly available through COBI's website, and will be presented at a City Council session open to the public.

COBI will work with the [REDACTED] community members, and the Council to update the CAP every five years. This process will include updating the GHG emissions inventory information, updating CAP goals, re-prioritizing actions based on changing local circumstances and new technologies, and adding new strategies and actions as needed and based on community input.

Evaluations of effectiveness will also be essential to inform adaptive management. To make it more manageable, the evaluation effort could be distributed over time, such as by tackling strategies under a subset of sectors each year, ensuring that all have been reviewed prior to the five-year CAP update. If urgent corrections are needed based on evaluation findings, the City should implement those in a timely manner rather than waiting for the next update cycle.

Strategy C.1 Update information and plans on a regular basis.

Priority Actions

- 9.C.1.a. Produce a CAP progress report every year that includes a review of actions undertaken during the year and additional actions needed (including those currently listed as "other" rather than "priority" actions) to meet the CAP goals for reducing GHG emissions and preparing the Island for climate impacts.
- 9.C.1.b. Update the GHG emissions inventory every three to five years.
- 9.C.1.c. Update the CAP every five years.
- 9.C.1.d. Prior to the five-year CAP update, evaluate the effectiveness of implemented actions in terms of progress towards goals and targets, in order to inform adaptive management. Consider creating a dashboard of key metrics as a tool for the evaluation and associated communications.

9.5. Funding

Some of the strategies and actions in this CAP can be done with existing COBI staff and resources while others will require new funding. These investments are motivated by the goal of avoiding the costly long-term consequences of inaction. The actions in this CAP also align with the Island's Comprehensive Plan; implementing these actions will have benefits well beyond climate mitigation or adaptation.

Funding for the implementation of CAP actions will need to come from within COBI's budget, external grants, and new revenue sources. The annual COBI budget must signal and support the City's commitment to climate action. The table below summarizes ideas from the recent publication *Playbook 1.0: How Cities Are Paying for Climate Resilience*.⁹⁵ Not all the actions can be implemented immediately. The CAP identifies the highest-priority actions and the Council and COBI staff will work to fund implementation of those actions first. It will also be important to anticipate and take advantage of windows of opportunity when costs are lower (e.g., during design and construction rather than after). Some actions, such as energy efficiency retrofits, can lead to significant savings for COBI operations; these savings could be allocated to a fund for reinvestment into other mitigation and adaptation actions.

**Playbook 1.0 ideas for financing
(Plastrik, Coffee & Cleveland, 2019)**

- **Generate Local Revenue.** Produce revenue for government climate-resilience public infrastructure by taxing local property owners and charging utility ratepayers.
- **Impose Land-Use Costs.** Adopt land-use and building regulations and policies that place undetermined future resilience-building costs on property owners and developers, rather than on government.
- **Embed Resilience Standards into Future Infrastructure Investments.** Ensure that all future capital spending for public infrastructure will be designed to strengthen climate resilience as much as possible.
- **Leverage Development Opportunities.** Link resilience-building projects with real estate development opportunities to generate public-private partnerships that invest in both public infrastructure and private development.
- **Tap State Government.** Mine existing state programs, or seek to modify them, to obtain funds for local climate-resilience efforts.
- **Pursue Equity in Resilience.** Factor social and economic equity into funding and financing actions by serving economic development, housing, and other needs while investing in climate resilience.

Strategy D.1 Identify costs and funding opportunities for CAP implementation.

Priority Actions

- 9.D.1.a. Develop cost estimates for the highest priority CAP actions and staffing requirements and list potential funding sources (in year 1).
- 9.D.1.b. Include a description in the City Manager's proposed budget of existing and proposed projects that relate to CAP strategies and actions. See Section 8 Community Engagement Action 8.C.1.c.

Section 10: Individual Actions



Section 10: Individual Actions - What can we each do to make a difference?

10.1. Participate in Community Climate Action

- Attend community discussions, forums and events about climate change.
- Let City Council members know that addressing climate change is imperative and articulate what you think should be prioritized.
- Vote for candidates and issues that help address climate change.
- Talk with neighbors about climate resilience and emissions reductions.
- Start conversations in your schools, faith groups, and community groups about climate action.
- Support implementation of the updated Comprehensive Plan's climate smart elements.
- Attend community meetings (e.g., governmental, community group, homeowners' associations) and ask climate questions to better understand and act on the vulnerabilities and responsibilities of our community in relation to climate change.
- Support climate curriculum in our schools so we can become knowledgeable citizens about the issue of climate change--its problems and solutions.

10.2. Reduce Individual Energy Use

- Get an energy audit to find ways to increase energy efficiency at home and at work. Learn about rebates. Call PSE Energy Advisor at 1 800 562-1483.
- Install energy conserving appliances and fixtures, such as on-demand tankless water heaters, higher energy efficiency Energy Star appliances, and LED light bulbs.
- Install energy efficient electric heat pumps, water heaters, dryers, stoves and more.
- Voice support for City policies and proposed code changes that reduce greenhouse gas emissions and help reduce climate change risks.
- Install solar power and storage at your home or business.
- Replace a wood-burning fireplace with an efficient electric system (such as a heat pump).
- Install alternatives to air conditioning when renovating your home or business.
- Use energy efficient lights (including holiday lights) and reduce the amount of time they are on.
- Use local, sustainable, carbon neutral building materials where possible.
- When purchasing, remodeling or building a home or commercial building, choose a smaller building footprint.
- Use a clothes line instead of a dryer.
- Improve insulation in your house or business.

10.3. Reduce My Waste

- Reduce your food waste.
- Reduce your meat and dairy consumption and choose more locally produced foods to reduce your climate impact.
- Compost waste in your backyard or use Bainbridge Disposal compost pick-up service.
- Review and follow Bainbridge Disposal guidelines for what is recyclable, and use that information to guide packaging choices when possible.

- Fix things that are broken instead of buying new. Fix-it-Fairs are coming to Kitsap County!
- Use the Hazardous Products Center and bulky item pick-up programs to properly dispose of old refrigerators, e-waste, and air-conditioning units. Go to <https://www.kitsapgov.com/pw/Pages/HHWFacility.aspx> for more information.
- Talk with a contractor about alternatives to traditional building demolition, such as relocation, deconstruction, and salvage.
- Buy used, borrow or reuse instead of buying new. Use organizations such as Bainbridge freecycle, BI Online Yard Sale, Buy Nothing Bainbridge, Rotary Auction, The Bainbridge Library of Things (coming soon!)
- Support efforts to reduce and limit single-use disposable plastics.
- Bring your own coffee cups, containers (for bulk foods and produce) and grocery bags.
- Select options with less packaging, then reuse packaging and wrapping paper.

10.4. Reduce Individual Water Use and Take Steps to Protect Our Natural Resources

- Conduct a water audit at your home, and replace inefficient toilets and fixtures.
- Reduce your household's water use.
- Consider efficient alternatives to traditional water heaters, such as electric heat pump or solar thermal hot water heaters.
- Install a rain barrel or cistern to harvest rainwater for outdoor use.
- Explore grey water reuse/recapture.
- Use local sustainable building materials.
- When landscaping, select low impact, water efficient, native plants.
- Avoid creating impermeable surfaces around your house.
- Support City policies that encourage creative solutions to water conservation, such as a green building code that allows for greywater reuse or alternatives to traditional sewerage.

10.5. Reduce Use of Internal Combustion Vehicles

- Increase the number of trips you make by mass transit, carpooling, walking, or biking.
- Reduce the number of airplane flights by utilizing telecommuting technologies and take direct flights as takeoff and landing utilize the most fuel.
- If a traditional bike is not appropriate for you, use an electric bike instead of a car for your commute.
- Organize a "walking school-bus" to walk a group of kids to school, seek out carpools for getting to after-school activities, discourage parent drop off and pickup, and encourage high school students to use the school bus, bike or walk.
- Delay or forgo your next purchase of a new vehicle, if it's possible to get more life out of your current car; or stop using one.
- When you decide to make a vehicle purchase, select the best fuel efficiency with an electric or hybrid vehicle.
- Support centrally located development that creates vibrant, higher density, mixed-use areas to reduce the need for driving.

- Make commuting by bike or walking a part of your regular routine, and have flashlights, reflective gear, and raingear handy.
- Shop locally and support local businesses to reduce your transportation footprint.

10.6. Reduce Your Vulnerability to [REDACTED] and Create a Climate Savvy Community

- Employ FireWise and other fire protection measures around your home and business.
- Landscape and design your property for drier summers and wetter winters.
- Plant a garden, and/or encourage the creation of community gardens on public and private lands including school campuses, City lands, and church properties.
- Evaluate all projects (development, business design, property acquisition) with a [REDACTED] [REDACTED] Adaptation Checklist to understand and reduce your risk.
- Use passive heating and cooling to ensure functionality, reduce energy costs and eliminate greenhouse gas emissions.
- Read the Bainbridge Island Climate Impact Assessment to learn more about how to reduce your risk of specific climate stresses for specific areas of interest such as how sea level rise might impact your property.

Appendix A: Priority Actions

Section 2: GHG Inventory: Goals, Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue



Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Goal A: Implement a GHG emission tracking plan to monitor the CAP GHG emissions reduction goals										
GHG Inventory	2.A.1.a	COBI will work with the [REDACTED] to improve the accuracy and site-specificity of data for GHG emission categories that are currently based on regional models (particularly vehicles and air travel).	Identify possible avenues to collect more local data for next inventory and start local data collection	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
GHG Inventory	2.A.2.a	COBI will complete the next GHG emissions inventory by 2022 for the year 2021. Complete the next GHG emissions inventory for the year 2025 by 2026 and then complete a GHG emissions inventory every 5 years thereafter.	Begin next GHG inventory and then every 5 years		Initiate	Complete			Complete	Complete
Goal B: Re-evaluate the forest sequestration analysis										
GHG Inventory	2.B.1.a	COBI, working with the [REDACTED] will approach academic institutions for assistance to plan more rigorous analysis methods, including ground-truthing of tree inventories. Collaborations may include student apprenticeships, student thesis research opportunities, or collaborative research grant proposals. Consider also joint studies with BILT.	Discuss possible strategies at [REDACTED] meetings and decide on action.	Initiate	Complete	Implement	Implement	Implement	Implement	Implement

Section 3: Energy: Goals, Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue



Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Goal A. Increase energy conservation and efficiency throughout the planned and existing built environment, including customer-owned generation.										
Energy	3.A.1.a	All COBI projects (e.g., Police Station, WWTP improvements) adopt requirements to maximize energy efficiency and reduce total energy demand whenever feasible (e.g., variable frequency drives in HVAC systems, heat recovery systems, and dedicated outdoor air systems).	Council accepted terms	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Energy	3.A.1.b	Work with PSE to: 1) raise awareness about existing rebate and assistance programs that will increase access to energy conservation and efficiency programs, focusing on low-income households and nonprofit organizations; and 2) explore creating new incentive/rebate programs.	Establish new programs and raise awareness of existing programs.	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Energy	3.A.2.a	Establish and use the Green Energy and Building Fund to provide incentives to building owners and residents to increase electrification conversions and battery storage and to assist in energy audits for residential home projects, including affordable housing (e.g., install energy conservation measures, provide financial incentives for existing building owners to transition from propane, fuel oil, and wood stoves to all electric buildings).	Development of committee and eligibility and scoring criteria		Initiate	Complete	Implement	Implement	Implement	Implement
Goal B. Eliminate carbon-based energy sources from all energy sectors.										
Energy	3.B.1.a	Work collaboratively with PSE, via the PSE Franchise agreement update and other mechanisms, to move towards a 100% carbon-free electrical supply, preferably sooner than the Washington State mandated goals.	Begin to compile relevant options/approaches and complete by 2021	Initiate	Complete	Implement	Implement	Implement	Implement	Implement

Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Energy	3.B.1.b	Work with PSE and others to develop incentive programs to increase installation of renewable energy and passive photovoltaic (PV) solar, wind, or other technologies on new and existing buildings.	Begin to compile relevant options and approaches							
Energy	3.B.1.c	Adopt a policy that prohibits propane, fuel oil, and wood stoves as the primary energy source for all new municipal, commercial, industrial, and residential buildings and in renovations and additions over a certain size.	All new buildings all electric							
Energy	3.B.1.d	Develop incentives for existing commercial, industrial, and residential buildings to replace propane, fuel oil, and wood stoves as their primary heating sources.	Program developed and implemented.							
Energy	3.B.2.a	Develop and hold trainings/workshops for Island and neighboring communities' builders, contractors, architects, and homeowners that can help Bainbridge Island to implement the fuel-switch from carbon-based to electrification of the building stock.	Work with Green Building Task Force to develop trainings and workshops.							

Goal C. Create energy self-sufficiency for emergency preparedness and increase energy infrastructure reliability and resilience in light of changing climate.

Energy	3.C.1.a	Work with PSE to develop a local program to encourage homeowners, businesses, and other entities like BISD, BIMPRD, and BIFP to acquire customer-owned generation like roof-top solar and small wind turbines as well as customer-owned storage.	Local program established.							
Energy	3.C.1.b	Research and develop microgrids for community Bainbridge Disaster Hubs (City Hall, Seniors Center, Bainbridge Island School District (BISD), Island Wood) in partnership with PSE and Bainbridge Prepares and possibly using Washington Clean Energy Fund (CEF) funding.	Half of the hubs resilient							
Energy	3.C.2.a	Work with partners (e.g., PSE) to determine the feasibility of developing large-scale neighborhood microgrids with customer-based storage or utility-scale energy storage, or a combined heat and power biodigester sited adjacent to the community pool.	Strong examples established and documented							

Section 4: Transportation: Goals, Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue



Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Goal A. Reduce motorized vehicle miles traveled per capita										
Transportation	4.A.1.a	Through the Sustainable Transportation Planning Process and other means, develop an ambitious plan to create networks of pathways required to achieve a substantial mode shift to biking and walking, including separated or protected biking and walking lanes	Work with STTF to develop plan							
Transportation	4.A.1.b	Increase City staff time or hire a consultant to enhance the City's capacity to identify and apply for sources of funding (such as federal grants for Safe Routes to Schools and public private partnerships for the needed infrastructure).	Identify sources of funds for position and advertise.							
Transportation	4.A.1.c	Explicitly consider climate change mitigation (e.g., greenhouse gas reductions) when evaluating options as the City develops its Sustainable Transportation plan.	Ensure climate change is considered as part of STTF.							
Transportation	4.A.2.a	Require incorporation of non-motorized transportation options into all new development, e.g., by including sidewalks or pedestrian trails linked to existing and planned trail/sidewalk networks; incorporating bicycle lanes and trails; etc.	Incorporate non-motorized requirements in to permitting process.							
Transportation	4.A.2.b	Require all new development, and improve existing connections between developments, to accommodate non-motorized and public transit transportation options (including incorporation of bus shelters and other amenities).	Incorporate non-motorized requirements in to permitting process.							

Section	Action #	Description	Milestones	2025- 2031-							
				2020	2021	2022	2023	2024	2030	2045	
Transportation	4.A.3.a	In consultation with Kitsap Transit, develop a robust marketing/outreach/educational program to inform Island residents and those who traverse the Island from outside about public transit options, including park and rides (including, for example, information for Island visitors on bus/transit routes & options).	Work with Kitsap Transit to develop plan.								
Transportation	4.A.4.a	Work with BISD on measures to discourage private-vehicle drop-offs and pick-ups, encourage car-pooling, biking and walking and promote greater use of school buses.	Develop plan with BISD								
Goal B. Reduce emissions from motorized transportation, including through electrification of all modes (on-road, off-road, and ferries) and encourage reduction in air travel.											
Transportation	4.B.1.a	Transition COBI's fleets to primarily electric vehicles and using biofuels where electric vehicles are not an option and encourage other Bainbridge Island taxing districts to also develop a plan.	Develop long-term strategy for transitioning to all electric fleet.								
Transportation	4.B.2.a	Evaluate current code to see if need to modify to increase the number of EV-charge stations ready for all new development, major renovations and that multifamily units and commercial development include EV charging infrastructure.	Establish requirements in permitting for EV charging stations.								
Transportation	4.B.2.b	Install additional charging stations in commercial centers, including Island Village, Coppertop, Lynwood Center.	Work with PSE and others to add charging stations.								
Transportation	4.B.3.a	Coordinate with Washington State Ferries, PSE, and other entities as necessary to evaluate the need for, and feasibility of, establishing charging infrastructure on the Island to service ferries.	Develop plan with WSF to ensure infrastructure for charging ferries.								

Section	Action #	Description	Milestones	2025- 2031-						
				2020	2021	2022	2023	2024	2030	2045
Transportation	4.B.4.a	Adopt a city-wide anti-idling ordinance that includes an enforcement component and work with the WSF and State Patrol to reduce idling at the ferry parking lots.	Develop ordinance for city-wide anti-idling and with WSF.							
Transportation	4.B.5.a	Work with partners (e.g., Climate Action Bainbridge and Puget Sound Clean Air Agency) to provide public information on benefits of reducing air travel.	Hold a forum on air travel in collaboration with the Climate and Energy Forum.							
Transportation	4.B.5.b	Work with service providers to help our community develop and maintain the digital infrastructure it needs to enable more virtual meetings.	Develop plan with UAC on improving digital infrastructure on the Island.							

Section 5: Buildings: Goals, Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue



Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Goal A: Reduce GHG emissions from all municipal, commercial, industrial and residential buildings.										
Buildings	5.A.1.a	Adopt Green Building Task Force recommendations on green building practices and standards for all new municipal, commercial, industrial and residential building and all renovations and additions over a certain size	Green Building Task Force recommendations to adopt green building standards for all new buildings	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Buildings	5.A.1.b	Require all new and renovated buildings to apply the [REDACTED] [REDACTED] Adaptation Certification Tool , or similar tool, to identify and avoid climate risks as part of the permitting process.	Apply tool to all building projects		Initiate	Complete	Implement	Implement	Implement	Implement
Buildings	5.A.2.a	Develop training and outreach programs to provide technical assistance to developers, contractors, architects, landscape architects, city employees, and homeowners on green building that includes the cost/benefit to occupants of green building, use of reused and recycled materials, and the health benefits from green buildings to occupants.	Work with Green Building Task Force and others to develop program and implement.		Initiate	Complete	Implement	Implement	Implement	Implement
Buildings	5.A.2.b	Work with the BISD, BIMPD, and BIFD to ensure any new buildings they build consider green building standards and practices adopted by COBI.	Initiate discussions.			Initiate				
Goal B. Establish procedures to ensure buildings and infrastructure are protected from climate change impacts (e.g., higher precipitation, sea level rise, and increased temperatures).										
Buildings	5.B.1.a	As recommended by the 2019 [REDACTED] Report on Sea Level Rise, conduct a systematic, high-resolution analysis of exposure of City assets to sea level rise; assets at risk from sea level rise.	Complete an analysis for all COBI	Initiate	Complete					

Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Buildings	5.B.1.b	As recommended by the 2019 [REDACTED] Report on Sea Level Rise create a prioritized list for addressing COBI assets at high risk of sea level rise (e.g., roadways that are expected in the coming decades to be sufficiently flooded that they will not be functional for motorized transit.)	Complete a prioritized list for COBI assets.							
Buildings	5.B.1.c	As recommended by the 2019 [REDACTED] Report on Sea Level Rise integrate sea level rise analysis into all City planning to identify and avoid or minimize risk to planned infrastructure and development.	Integrate sea level analysis into City planning decisions as part of the SMP updates.							
Buildings	5.B.2.a	Conduct a high-resolution analysis of all shoreline properties to inform landowners of exposure to sea level rises, make this information widely available for property owners to use in decision-making, and provide guidance on possible solutions and regulatory requirements.	Initiate analysis and complete for SMP updates							
Buildings	5.B.2.b	COBI integrates sea-level rise analysis into all City permitting to help applicants identify and avoid or minimize risk to existing infrastructure and land uses and planned infrastructure and development from sea level rise or other climate impacts.	Complete an analysis of vulnerable properties and hold community workshops.							
Buildings	5.B.2.c	COBI hosts community workshops on climate impacts, how they might impact buildings, and how to prepare buildings for these impacts.	Initiate and host workshops.							

Section 6: Natural Environment: Goals, Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue

Section	Action #	Description	Milestones	2021	2022	2023	2024	2025	2026-2030	2031-2045
Goal A. Steward Bainbridge Island's natural resources to function as healthy, resilient ecosystems that can continue to provide multiple ecological functions including providing habitat, maintaining the hydrologic cycle, and storing carbon in the face of the added stresses of climate change.										
Natural Env.	6.A.1.a	Ensure that the City is using the most appropriate, relevant and recent data and information about natural resources, climate change and other associated parameters in decision-making. If data sources are missing, identify how to obtain needed information.	Partners identified, once data gaps identified, timeline for addressing data gaps	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Natural Env.	6.A.1.b	Develop and adopt a comprehensive strategy for addressing invasive species on City lands to reduce these significant stressors on ecosystems.	Partners identified				Initiate	Complete	Implement	Implement
Natural Env.	6.A.1.c	Evaluate all COBI land acquisition and development decisions for City lands or in City review of private development using the [REDACTED] Adaptation Certification Tool (or other similar tool) to ensure decisions are climate informed.	At time of inventory updates, conduct permit and development review to evaluate compliance	Complete	Implement	Implement	Implement	Implement	Implement	Implement
Natural Env.	6.A.2.a	Work with COBI arborist and partnering community groups, as appropriate, to create a preferred list of tree and plant species expected to be favored by climate change projections for use in City planning and restoration efforts. This list can also be used to advise local landowners and be applied to climate savvy development.	Completed list that is updated at regular intervals. List is available on City website, from partnering organizations, and as a brochure	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Natural Env.	6.A.3.a	Conduct an assessment of stocking densities on COBI owned lands and evaluate forest health improvements and wildfire risk reduction.	All City owned lands have been assessed and plans for management established and funded					Initiate	Complete	Implement

Section	Action #	Description	Milestones	2021	2022	2023	2024	2025	2026-2030	2031-2045
Natural Env.	6.A.3.b	Ensure that COBI policies prioritize wildfire risk reduction in proximity to homes consistent with FireWise guidelines and strengthen wildfire risk-reduction design guidelines for Island construction (residential and business) using approaches such as reviewing new subdivision standards for opportunities to integrate wildfire risk reduction.	Code review and update to ensure design guidelines are up to date and strengthened to reduce wildfire risk							

Goal B. Protect and maintain the integrity of our Island's surface and groundwater resources in the face of climate change.

Natural Env.	6.B.1.a	Incentivize and maximize opportunities for incorporating water conservation features in Green Design and Building Codes (see Buildings Section Goal A).	Code review and update to ensure design guidelines are up to date and strengthened to identify water conservation opportunities							
Natural Env.	6.B.1.b	Continue a robust surface water monitoring program that can identify trends in streamflow and water quality to inform adaptive management to protect stream health and integrate into monitoring climate change-sensitive parameters as appropriate.	SW monitoring program is reviewed and identified climate parameters are added to ongoing monitoring							
Natural Env.	6.B.2.a	Complete and implement COBI's Groundwater Management Plan, including incorporation of expected changes to groundwater inputs and outputs under climate change.	Completed GW management plan has been adopted by the City							

Goal C. Steward our Island's shorelines to allow for resilience in the face of climate impacts including sea level rise

Natural Env.	6.C.1.a	Ensure that planning for sea level rise on the timeframe relevant to any proposed action's lifetime impact is explicitly incorporated into the SMP, including incorporating capacity for inundation and change to natural shoreline features, such as planting for shifting vegetative communities, infrastructure movement or abandonment to adapt to habitat loss at shoreline.	SMP review and update has explicitly incorporated sea level rise into document							
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Goal D. Support an agricultural system that prioritizes climate change resilience, local food production, and ecosystem services including soil carbon storage and water management.

Natural Env.	6.D.1.a	Work collaboratively with individual farmers and community groups including Friends of the Farms, Master Gardeners, and Kitsap Conservation District to identify and promote agricultural policies that increase carbon storage (e.g., soil sequestration) and hydrologic integrity, and reduce emissions including permaculture and reduced energy inputs (e.g., fertilizer, fossil fuels).	Code review and update to ensure design guidelines are up to date and strengthened to support sustainability of agricultural activities	
Natural Env.	6.D.2.a	Work collaboratively with Kitsap Conservation District to offer technical resources to livestock owners for manure management. Consider development of a memorandum of understanding and funding to support additional manure management efforts.	Manure management is written in to City Code	

Section 7: Waste: Goals, Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue



Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Goal A. Reduce Island residential, commercial, and industrial waste generation										
Waste	7.A.1.a	Centralize purchasing within COBI to increase consistent adherence to COBI's sustainable procurement policy.	Purchasing centralized and review of policy to ensure adherence.	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Waste	7.A.2.a	Adopt an ordinance to reduce the use of single-use plastic food service ware, including utensils and take-out containers, by all Island food service establishments.	Adopt ordinance and implement	Complete	Implement	Implement	Implement	Implement	Implement	Implement
Waste	7.A.3.a	Educate the community about ways to reduce food waste and promote opportunities for viable food to get to those who need it, including food banks and neighborhood giving.	Host a workshop with Climate and Energy Forum on food and food waste.		Complete					
Goal B. Increase diversion of waste from the landfill										
Waste	7.B.1.a	Work with BD to offer curbside compost pickup for all commercial facilities as a weekly service.	Formal discussions with BD and work to develop plan.		Initiate	Complete	Implement	Implement	Implement	Implement
Waste	7.B.1.b	Require that all commercial entities participate in the green waste program once established and participate in recycling.	Participate within 3 months after service established and ordinance passed			Initiate	Complete	Implement	Implement	Implement
Waste	7.B.2.a	Require, and where appropriate provide incentives for, the reduction, collection and diversion of construction and demolition waste. Seek specific recommendation from the City's Green Building Task Force on this action.	Consultant with the Green Building Task Force on timeline.		Initiate					
Goal C: Optimize collection and disposal systems to minimize GHG emissions										
Waste	7.C.1.a	Evaluate and support opportunities to better accommodate on-Island or more local processing of green waste (e.g., through amendments to municipal code and allowed uses).	Location for infrastructure up and running.				Initiate	Complete	Implement	Implement

Goal D: Ensure that any new waste-related infrastructure, such as transfer stations and composting facilities, are not sited in current or future hazard areas.

Waste	7.D.1.a	Apply the [REDACTED] Adaptation Certification Tool to any new waste-related infrastructure projects.	Certification applied to any new waste-related infrastructure projects	
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Section 8: Community Engagement: Goals, Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue

Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Goal A: Increase the Bainbridge community's awareness and knowledge about current and future climate change related impacts and ways to reduce those impacts.										
Community Engagement	8.A.1.a	Develop a dedicated climate change webpage on the City's website including links to climate mitigation/adaptation resources on the [redacted] website and make the CAP widely and easily available to all in the community on-line and in print formats (copies at the library along with GHG inventory, Sea Level Rise analysis and Bainbridge Island Climate Impact Assessment that will be updated periodically by members of the [redacted])	Within one month of CAP approval and maintained thereafter	Complete	Implement	Implement	Implement	Implement	Implement	Implement
Community Engagement	8.A.1.b	Consult with the Equity Task Force to ensure outreach efforts and education materials are designed and implemented to reach all segments of the Bainbridge community. See also Section 9: Implementation Action 9.B.1.a.	Completion of outreach materials and materials distributed.	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Community Engagement	8.A.2.a	Include a climate change tip of the [month] as a regular feature in the City Manager's report and on social media.	Begin late 2020 and continuing thereafter	Complete	Implement	Implement	Implement	Implement	Implement	Implement
Goal B: Inspire action across the community and partner with local and regional organizations to take meaningful climate change mitigation and adaptation actions.										
Community Engagement	8.B.1.a	Declare a climate emergency.	Completed	Complete	Implement	Implement	Implement	Implement	Implement	Implement
Community Engagement	8.A.1.b	Be a regional leader in recognizing the important role that municipal governments can play in taking action to respond to climate change.	Initiate 2020 and ongoing	Initiate	Implement	Implement	Implement	Implement	Implement	Implement
Community Engagement	8.B.1.c	Work cooperatively with other jurisdictions in Kitsap and King Counties (e.g., Poulsbo, Silverdale, Kingston, Bremerton, Seattle) and throughout Puget Sound to find regional solutions including mitigation and adaptation actions that would benefit from economies of scale or the sharing of lessons learned.	Initiate in 2021 and ongoing thereafter	Initiate	Implement	Implement	Implement	Implement	Implement	Implement

Community Engagement	8.B.2.a	Host workshops with hands-on demonstrations for community members to learn how to take specific actions (e.g., building a rain barrel, dehydrate food as part of emergency preparedness, build and use compost bin, use an electric bike, construct a rain garden, assemble an emergency kit, install less resource intensive landscaping).	Begin early 2021 and ongoing thereafter									
Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045		
Community Engagement	8.B.2.b	Host events for community project(s) to bring people together to work towards mitigation and adaptation (e.g., building a community rain garden, working on a trail, making signs for bike/pedestrian routes, pulling ivy, planting climate resilient plants, and constructing community pea patch).	Begin early 2021 and ongoing thereafter									
Goal C. Empower and prepare COBI, Bainbridge Island residents, and Bainbridge Island businesses for climate impacts and emergencies.												
Community Engagement	8.C.1.a	In coordination with the COBI attorney, review existing laws, regulations and policies and revise as needed by asking the following sorts of questions. • Are current City laws adequate to require, or at least encourage, GHG emission reductions from City regulated or endorsed activities as well as from individual activities? • Do they provide sufficient authority/flexibility to respond to impacts and emergencies? • Are recommended mitigations/adaptations actions allowed?	Complete review by Spring 2021 and revise authorities as needed by 2022									
Community Engagement	8.C.1.b	Hire a COBI Climate Mitigation/Adaptation Officer to coordinate activities between and among the various city offices, inspect for compliance with climate related code compliance, and serve as a City staff liaison with the [REDACTED]	Hire by end of 2020 retain permanent staff in this position thereafter									
Community Engagement	8.C.1.c	Include [REDACTED] related expenditures in the City budget for education, code compliance, mitigation and adaptation action items identified in the CAP.	Include in 2021 budget if possible and maintain sufficient budget thereafter									

**Community
Engagement**

8.C.2.a

Work with Bainbridge Prepares, the Bainbridge Island Fire Department, and others, to establish equitable access to community centers for recharging generators and cell phones during outages, and providing emergency food/water/filtered air during poor air quality due to fires across the west. Develop strategies to provide these services during a pandemic or other emergency that does not allow for close quarters.

Initiate 2021,
complete by 2022
and maintain
thereafter



Section 9: Implementation: Priority Actions, Milestones and Timelines

Initiate Action: Light Green

Complete Action: Dark Green

Implement Action: Blue

Section	Action #	Description	Milestones	2020	2021	2022	2023	2024	2025-2030	2031-2045
Implementation	9.A.1.a	Confirm COBI staff person to liaise with the [REDACTED] until a dedicated [REDACTED] Mitigation/Adaptation Officer is hired. See Section 8, Action 8.C.1.b.	Confirm climate liaison among current staff	Initiate						
Implementation	9.A.1.b	Identify a COBI staff person in each department who will provide information to the City staff liaison ([REDACTED] Officer) identified in Action 9.A.1.a. This person will provide department-specific information on timelines for completing actions and report on progress on CAP actions led by that department.	Work with [REDACTED] Officer	Initiate	Complete					
Implementation	9.B.1.a	Consider and minimize the potential for unintended and/or inequitable impacts from each action prior to implementation.	Develop a decision tool that can be used to evaluate actions in the CAP.	Initiate	Complete	Implement	Implement	Implement	Implement	Implement
Implementation	9.C.1.a	Produce a CAP progress report every year that includes a review of actions undertaken during the year and additional actions needed (including those currently listed as "other" rather than "priority" actions) to meet the CAP goals for reducing GHG emissions and preparing the Island for climate impacts.	Yearly report		Implement	Implement	Implement	Implement	Implement	Implement
Implementation	9.C.1.b	Update the GHG emissions inventory every three to five years.	Begin next GHG inventory and then every 5 years		Initiate	Complete			Initiate	
Implementation	9.C.1.c	Update the CAP every five years.	Update 2025 and then every 5 years after						Complete	
Implementation	9.C.1.d	Prior to the five-year CAP update, evaluate the effectiveness of implemented actions in terms of progress towards goals and targets, in order to inform adaptive management. Consider creating a dashboard	Develop dashboard of metrics to assist in evaluating progress.	Initiate	Implement	Implement	Implement	Implement	Implement	Implement

		of key metrics as a tool for the evaluation and associated communications.		
Implementation	9.D.1.a	Develop cost estimates for the highest priority CAP actions and staffing requirements and list potential funding sources (in year 1).	Initiate development for immediate actions and then for priority actions in CAP.	
Implementation	9.D.1.b	Include a description in the City Manager's proposed budget of existing and proposed projects that relate to CAP strategies and actions.	Complete for each budget.	

Appendix B: Comments from Community Workshops

3.1 Energy

First Session Dec 7 10-12 PM City Hall

Facilitator: David McCaughey Note Taker: Mike Kelly and Steve Johnson

Input from approximately 20 people and finally resulted in a smaller group of 5 people for a group discussion

Broad comments:

- What's the most common energy source used for electricity?
 - PSE is now 59% fossil fuels for their entire load
- SB 5116 sets out to decarbonize our electric grid by 2025
- Wind generation on Bainbridge?
 - - not a good wind resource
- Low hanging fruit is using less energy - have to cut our individual usage in half
- Fewer outdoor lights
 - Eliminate Christmas lights or limit the time they can be on
- Should we be thinking about a specific direction for reducing energy consumption? Is there research out there?
- Solar Perovskites - alternative to silicon PV. Creates solar panels that are thinner
 - Better solar - only been on the market for a short term
- Local energy production - community solar projects like what Joe has done for Sakai and the roof of City Hall. Got a lot of roofs on BI
- If home energy is low efficiency - advice on how to improve them
- What does efficiency mean for individuals - how do you measure that? Where do people fit?
- What's the role of offsets until we can get to renewables?
- Measuring the electrical reduction - should you count the agreement signed in 2013 regarding shutting down Coalstrip?
- Have to not overestimate reductions that we did (Scope 1; e.g. city controls what fuel their vehicles used)
- Require solar on all new construction on the Island - for those where it doesn't work, require investment in others
- Schools have solar capacity - should they have to implement them?
- Residential - need more obvious EE incentives
- All public funded buildings should have a fossil fuel reduction plan - we've done schools, we've done fire stations but don't even follow what's in our comp plan today. Make them all geo-thermal or solar powered or something
- For grants awarded by the City -
- Other jurisdictions (Seattle, Tacoma) have lower emissions - they are 100% clean energy. Seattle City Light is all Hydro and we are not.
- Starting negotiations with PSE
- Costs could be a big incentive - still new tech solar panels will cost less, only pay once a year. Even if it looks cheaper initially - will be cheaper in the long run.
- More public education on solar.
- Efficiency first
- Aggregate demand - we're a well to do community - represent the fact that there are a lot of people who want solar, group purchase option?
- How do you get the word out - tell everyone how cost effective it is
- Schools should request solar from PSE (RFI Q4 2019)

- Micro grids
- Demand management technology deployed across the Island
- Criteria for measuring is not based on reducing the amount of electricity - with electrical ferries, electric cars - electric usage will go up
 - Want green power
 - Not necessarily reducing electricity but making it carbon neutral
- Library and schools and fire department need to be role models on energy usage. Even though beyond City jurisdiction
- Electrified BI Transit system that is on a regular schedule during the day as opposed to erratic service for commuters only.
 - Have certain hubs they would run out of - Lynwood, Bay Hay, Battlepoint. Do a shorter commute on your end, have a reliable pickup
- Resurrect Repower Bainbridge concept of home energy audits

Breakout Session:

Goals

1. Energy efficiency first - before generating clean, reduce demand
 - a. Least expensive
 - b. Awareness is key
2. Decarbonize the energy you do generate
 - a. PSE will be doing this because of state mandate
 - b. Could we do it faster and not just rely on PSE
 - c. Also have diesel, gasoline, propane that PSE is not responsible for
3. Resilience
 - a. Brownouts, blackouts, subjection zone event, earthquake/fire
 - b. What happens if you have no power - have elderly, sick, ADA for one reason or another

Within each bucket - what are the various ideas?

- CA is doing a great job of forecasting what may happen
- 8-year drought here - even though trees look green could have a real wildfire risk
- With PG&Es mandatory outages - need to look at undergrounding our wires to avoid sparks that trigger fires
- Could run closer to road so could have shoulder / pedestrian
- Cost is high - will take 10-15 years to do it - but cost of fires also very high
- Opportunity with the new lines PSE is proposing for reliability
- About half of the distribution system on BI is already underground
- Could UTC require undergrounding so it is part of the base cost.
- UTC would look at all the things they balance
- Climate impacts are going to play a larger role in regulatory decisions
- Local communities can set their own regulations for development - PSE infrastructure is a kind of development and some communities do require that. If those are the local rules, have to follow them.
- Opportunities for BI to work with PSE to do undergrounding projects on existing wires with a cost-sharing arrangement. That's available to communities now.
- Evaluate all projects to see where it makes sense to put things underground.

- If we don't think people will allow tree cutting to make a section more reliable, might make the choice to underground or harden the existing overhead system
- PSE to provide real-time price feedback.
- PSE tested out a time of use rate schedule. What they learned is people didn't change behavior much. If anything, some people paid more. A lot more capability today to monitor and adjust.
- One of the proposals is to make available more demand side management from PSE. More opportunities to control how energy is used and when, recognizing that they need to be things that the consumer will tolerate.
- Tiers for excessive users? Rates that are in place is what the commission is willing to accept
- Internet of Things - all energy using devices become smart devices. Looking at marginal spot cost.
- Will see newer applications try to drive how much energy is used when, not just how much is it costing but also to have a positive effect.
- Is there a role for a larger utility system demand management system that would be effective at reducing overall usage?
- Bringing in smart meters - a meter that could communicate two ways
- One advantage is PSE knows for certain that your house has no power
- Residents could take control back if needed
- Mostly need more wires
- Advanced metering infrastructure
- Not just the meters but also the infrastructure for transmitting information between meters and the utility.
- Receive points for using energy efficient measures - participating in demand management
- PR Idea - explain that the blackouts in CA are the crudest form of demand management. They are doing that because they have to. We don't want to get to that point on BI, so here's what we have to do now to avoid that....
- Term "battery" needs to be expanded to include all forms of energy storage (Thermal, Li batteries, Flow batteries (Vanadium))

Second Session Dec 11 6:30-8:30 PM BHS Library

Facilitator: David McCaughey Note Takers: Jane Lindley and Steve Johnson

Input from ~15 people and finally resulted in a smaller group of 5 people for a group discussion

Broad comments:

- Smart meters and Demand Management
- Carbon tax on all vehicles with MPG below 25 mpg
- Many "vacant homes" that are contributing to unnecessary kWh increases to the electric system, these are homes utilized as 2nd homes but have both lights and heating at high levels when vacant.
- All public buildings (schools, fire stations) to have solar PV (if properly sited and designed) and allow individuals to invest in these systems - community solar
- EV charging infrastructure for apartment buildings
- Encourage a "Home Share" program
- Better ventilation in homes - like heat exchangers

- Get an electric car with an inverter instead of a generator
- With increasing temps and lower H2O flows, be very scientific when analyzing dam removal (vs. emotional)
- Reduce tax-based energy emissions, increase income-based taxes
- Sidewalks
- Carbon tax increase on gasoline - to encourage conversion to electric
- Subsidize residential solar installs
- Group purchase of panels for residents to reduce capital costs
- Nuclear power - small scale plus in series
- Green Direct purchased for City operations
- Harnessing the heat released in the decomposition of organic matter?
- Develop solar infrastructure using Germany as a model
- Support for solar panels in the form of Community Solar (i.e. Harbor Square)
- Have community purchase programs to make it easier to purchase solar panels, batteries, electric cars and electric bikes
- Implementation of solar battery usage to phase out generators (charged during sunny months)
- Microgrids that would serve "Bainbridge Prepares" hub sites for warming/cooling sites
- Require smaller houses, demand public buildings follow State of WA standards (i.e. must be LEED)
- Bring back "Repower Bainbridge" with help from PSE
- Solar incentives
- Reduce fares on ferries for electric cars
- Harbor Square - Building Captains to implement warming/cooling center and community solar on roofs
 - Adaptive Load Management to allow for EV charging in similar buildings with common electrical infrastructure (condos, apartments)
- Contribute to a continental wide system of fast trains to reduce air travel
- Public Works projects - should encourage community sustainable development
- Lobby locally to be a test site/early adopter for electric driverless vehicle fleets
 - Proactively plan electric and parking infrastructure these vehicles
- Investing in sea-power (tidal, current)
- Solar panels on every appropriate roof-top/site

3.2 Transportation

First Session 1: December 7th

Facilitator: Mike Cox Note takers: Bobbie Morgan and Fran Korten

There were six general categories of comments:

Pk-Parking (especially for bikes)

I - Infrastructure (for safe walking, biking)

BC - Behavior Change (including incentives, enforcement, education)

PS - Partnerships (with various agencies and businesses)

PL - Planning (City code)

F - Fuels

PARKING

- Have secure biking option for Park and Ride sites

- Provide convenient, safe bike parking at all businesses and schools (free)
- Provide ground mounts for bike parking

INFRASTRUCTURE

- Make bus stops safer
- Make biking and walking safer for all ages
- Prioritize biking and pedestrian improvements that connect well-traveled locations
- Establish more developed, safe routes to school throughout the Island
- Make it very clear where to pick up a bus (poor signage currently) and leverage ___ to be more than commute trips
- In prioritization for bike/walk infrastructure, note populations based on #'s that use this, monitor kids and safety
- Bike lanes themselves must be safer ones
- Keep rural look and feel of transportation system
- Make walking, cycling comfortable, convenient and safe (protected but still direct)
- Make biking safer, shoulders, off road trails, lower speed limits for cars
- Walk-bike safety need to be targeted (i.e., charge parents to drop off kids)
- Create mobility hubs at neighborhood service centers to connect "first and last mile"
- Trails are great if they can be direct
- People need safety and convenience

BEHAVIOR CHANGE

- Implement "library of things" to reduce off-Island trips and reduce deliveries
- Enforce "no-idling", especially at ferry, schools, municipal vehicles
- Consider charging for on-street parking
- Establish a baseline for car use on Island (count cars on roads)
- Incentivize EV use on Island
- Incentivize commuter trip reductions for employers (motivate)
- Create a website for ride-sharing and signed locations (a la San Juan Islands and Gulf Islands)
- Understand and educate parent about pick-up and drop-off kids at school (increased costs of driving to school)
- Fund via impact fees (increase) on development
- Encourage hitch-hiking (on-line approval of participants)
- Localize our lives (in context of higher education, travel for pleasure, family visits, etc.)
- Incentivize bus use by making car use expensive
- Utilize social media to build momentum for change
- Engage youth in relevant games, etc.
- Promote carbon offsets
- Incentivize telecommuting
- Use Public Service Announcements and publicity to promote these ideas
- Establish targets (specific: reductions of individual car use, etc.)
- Use tokens as rewards for positive transportation (i.e., Kitsap Transit gives them out for "frequent riders")
- Encourage community events to promote clean ways of transit
- Incentivize employees for their travel
- Help people carpool to large public events

- Support local merchants to minimize off Island driving

PARTNERSHIPS

- Have BI Ride electric bus on regular schedule
- U-pass for Island (bus, ferry, etc.) with monetary incentive to make this cheaper
- Incentivize walk-ons at ferry and mobility hubs at neighborhood service centers
- Try to get City of Seattle to have 1st Ave bus back in service
- Raise the fee for cars on ferry and reduce for walk-on and bike
- Find ways to bring back essential local businesses (i.e., co-op?)
- Use tokens as rewards for positive transportation choices (i.e. Kitsap Transit 'frequent rider')
- Increase public transportation on weekends and evenings
- Amazing: use electric vehicles
- Provide public transportation especially to ferry, esp. weekends and broader geographic locations
- Promise to pressure airlines to go electric
- Create a local electric airport
- Engage schools in bike-walk planning (there is \$!)
- Implement a 'library of things' to reduce off-Island trips and deliveries
- Encourage smaller ferries for various trips
- Make bus stops safer (i.e., locations)
- Fund grant writer to fund expansion of bike-walk infrastructure
- Work with Kitsap County to expand E-V infrastructure
- BI Ride to Silverdale 3x week

PLANNING

- Put a climate lens on all transportation projects
- Clarify 'single use' vehicles miles traveled (per capita)
- Clarify alternatives to include walking and biking
- Make pedestrians the focus of goals to show paradigm shift
- Take away levels of service (infrastructure) for cars
- Reduce speed limits for cars
- 1st and last mile connections to transit (i.e. mobility on demand, some examples around the country)
- Find sources to expand funding for walk/bike projects
- Raise priority of walkability on city projects
- Increase parking fees at ferry and increase cost to take car on ferry
- Make this plan concrete with clear targets and dates for completion
- Research best practices for transit in small, rural communities
- Don't encourage multiple cars by allowing/requiring multiple parking spaces per household (i.e., 3-car garages)
- Increase density in core to make transit more feasible
- Multi-modal LOS to fund improvements
- Prioritize pedestrians and cyclists in city street standards
- Integrate an equity lens in how we plan for transportation (what works for everyone not only those who can afford) Consider community assets, access, cost.
- Require EV charging for all new developments as well as bike parking and increased bike parking all over the Island (i.e., schools, make it covered...)

- Public transportation requires 4,500 people/square mile (we are only 850/square mile), so we need to find out if people want to pay for what it would take?
- Be mindful that not all planning should be anti-car: self-driving electric cars will help.

FUELS

- Include various kinds of non-pollution fuels (i.e. biofuel, etc.

Second Session: December 11th, BHS Library

Facilitator: Derik Broekhoff Note taker: Sandy Spears

Transportation ideas directly to [REDACTED] member during the workshops

- Leverage non-motorized trails/sidewalks into or with one unified system
- Expand transit service during non-commuter times
- Start an electric bike ride share program

3.3 Buildings

First Session: Saturday December 7th: City Hall

Facilitator: Jens Boemer Note Taker: Brian Anderson and Sandy Spears

Suggestions climate mitigation and adaptation of buildings on Bainbridge Island

- In the BI carbon inventory, make estimates of energy consumption for BI more accurate.
- o People are concerned that our estimates based on state averages are not specific enough to BI

NEW BUILDINGS

- o Make sure the city uses transparent processes/best practices in determining any new building codes. They need to focus on resilience and sustainability.
- o Require Net Zero building standard for all new construction
 - Our code should encourage/require 'net zero energy homes' – homes that are so air-tight, well-insulated, and energy efficient that they produce as much renewable energy as they consume over the course of a year, leaving occupants with a net zero energy bill and a carbon-free home. Whole, integrated homes. Look at buildings as systems.
 - Build with 'Advanced Framing' (<https://www.energy.gov/energysaver/energy-efficient-home-design/advanced-house-framing>) 'Advanced house framing, sometimes called optimum value engineering (OVE), refers to framing techniques designed to reduce the amount of lumber used and waste generated in the construction of a wood-framed house. These techniques boost energy efficiency by replacing lumber with insulation material while maintaining the structural integrity of the home.'
 - Full lifecycle of materials taken into account.
 - CA every new residence has to be net zero by January 1. Focus on building enclosure. Can't have swiss cheese air sealing, more recycled materials less raw material, sustainable buildings, transparencies, how many carcinogens. Transparencies in materials.
 - Living Building Challenge <https://living-future.org/lbc/>
- o Solar ready homes.
- o City could provide marketing support for building net zero energy homes.
- o Encourage people to live in smaller homes. Discourage building larger homes.
- o Use local building materials
- o Use carbon neutral building materials

- o Reduce use of cement/concrete in construction because of its very high carbon footprint.
- o Permeable surfaces in surrounding areas
- o Encourage non-flammable roofs due to increased fire risk from global heating in the future
- o Don't build near shorelines
- o Capture rainwater
- o Allow subdivision of existing extra-large houses into separate residences
- o Preserve our forest cover. Discourage lawn installations. Encourage replacing disturbed construction sites with grass.

EXISTING BUILDINGS

- The city and/or private entities on Bainbridge, should apply for grants and subsidies for energy efficiency improvements for low-income residents
- The city could publicize best practices and tips for retrofitting homes to be more energy efficient
- City could fund energy audits for private residences
- Encourage commercial buildings to self-benchmark their carbon footprints. Building owners can compare costs with other building owners through databases like this.
<https://www.energy.gov/eere/buildings/building-performance-database-bpd>
- Assess energy use and conservation for every household. Many households can't/won't afford such a service. Find a way to facilitate household level energy inventories as input for retrofit prioritization.
- Train workforce around efficiency skills.
- PACE financing of energy efficiency upgrades- means of financing energy efficiency upgrades, disaster resiliency improvements, water conservation measures, or renewable energy installations of residential, commercial, and industrial property owners.
- Try to get PSE to provide monetary incentives for rooftop solar, efficient water heating, & heat pumps.
- Remove those that are on shorelines.
- For energy efficiency renovations we voted on whether we would prefer prioritizing mandates vs. incentives. The vote was about 50-50. Some suggested with use both
- Ask people to disclose their energy bills during the sale/purchase of a home. Publish benchmarks for home efficiency for buyers to compare against.

BOTH NEW AND EXISTING

- o BI can in fact set stricter energy efficiency guidelines than the state. (commenter is a former building contractor, RePower BI energy assessor, and seems to be all-around expert in building efficiency)
- o Encourage residents to use lighter colored roof surfaces when next replacing their roofs
- o Require new and retrofitted residences to be built electric vehicle ready
- o Require new and retrofitted residences to be built solar ready
- o Encourage use of a landscaping standard called SITES (<https://www.asla.org/sites/>). "The Sustainable SITES Initiative is a set of comprehensive, voluntary guidelines together with a rating system that assesses the sustainable design, construction, and maintenance of landscapes."
- o Take equity and affordability into consideration in the plan.
 - Use grants to provide funds to support low income retrofits
 - City should provide an energy efficiency fund for low income residents
 - Investigate county and state as a source of funds
 - Hire professional grant writers and fund raisers to get money for this.

- Study the Bloomberg City Climate Action Playbook Brief (10/19) for ideas that have been implemented in major US cities. <https://data.bloomberglp.com/dotorg/sites/2/2019/10/American-Cities-Climate-Challenge-Climate-Action-Playbook.pdf>

NEIGHBORHOODS

- Implement Community Solar projects, use open space on the Island for local solar power generation
- Build more walkable infrastructure within the city
- Coordinate planning with neighboring jurisdictions
- Build more affordable housing on the Island, have ambitious targets
- Building density
- Our plan should have targets relative to planning dates – not sure what this means other than possibly have more interim targets.
- Encourage people to use less stuff ala ‘Library of Things’, which is ‘collections of things other than books that are being loaned like books, for no charge. A library of things can loan out kitchen appliances, tools, gardening equipment and seeds, electronics, toys and games, art, science kits, craft supplies, musical instruments, recreational equipment, and more.’.
- Energy Star appliances
- Encourage people to not rent storage spaces.
- We need impact fees that reflect carbon generation (should be commensurate with what Poulsbo is doing).
- Break out energy efficiency targets by Residential, Commercial, and Industrial so we can have different target dates for each.

FUNDING

- o Kick off another energy Repower BI Program- federal grant program?
- o Involve non-profits and get grants
- o Better Bainbridge- TARP money was American Resource and Recovery ACT. ARRA funded weatherization programs. \$5 million grant. Pile of retrofits
- o PACE

Second session Weds December 11, 2019

Facilitator: Mike Cox Note Taker: Herb Hethcote

Energy Conservation

- Start a new Repower Bainbridge energy audits program to encourage energy conservation (insulation etc.)
- Introduce plants inside buildings for better air quality, decoration, and calming
- Encourage thermal shades and drapes to reduce heat loss through windows
- Use batteries to store power for later use in a home or community
- Build solar farms in sunny areas such as eastern Washington to generate power for use on Bainbridge
 - Encourage shared homes
 - Explore building underground to take advantage of geothermal and energy efficiency
 - Remodel large homes by pooling resources
 - Is the new building at the High School being built green?
 - Encourage geothermal heat pumps

- Use rooftop systems to heat liquids for heating homes and shower water
- Provide community resources for learning about energy efficient methods
- Encourage the use of clothes lines for drying clothes

Green Construction suggestions

- Provide incentives for building smaller homes
- Build a database for benchmarking an Energy Star Portfolio
- Have a depot of recyclable materials that can be reused by others
- Encourage places for recycling building materials
- Encourage use of low carbon materials (engineered wood, CLT, etc.)
- Promote simple ideas for energy efficient homes (smaller homes, lower ceilings, more insulation)
- Create a public list of builders who are good at renewable construction and remodeling
- Publish the environmental impacts of construction choices such as concrete patio vs. gravel or pavers
- Encourage geothermal designs for hot water and heating
- Utilize black-body radiation from sun to heat water and buildings

:

- Plant trees around athletic fields for shading/heat mitigation.
- Educate property owners about use of low-impact lawn and landscape management like mulching over fertilizers, pesticides.
- Realtors should be required to disclose risks of flooding due to SLR and other exacerbated hazards associated with climate change
- No rebuilding in zones at high risk of inundation, hazard

City Code suggestions

- Stop granting waivers for buildings on steep slopes
- No rebuilding in areas of flooding (once and you are out) (flood insurance)
- expand vertically, not horizontally, “up, not out,” leaves more room for trees as carbon offsets
- Require 100% passive design for all new structures
- Require all new buildings to be in tune with the site and the environment
- Require new homes to be built green (LEED etc.)
- Require solar power on all new construction (residential, commercial, government)
- Require all new construction to be carbon neutral
- Require new buildings to be 100% electric (no propane) with induction cooking and limited connected load
- Require better air tightness and heat recovery ventilation in buildings
- Require garden spaces and walking paths in all new developments
- Require trees cut on building sites to be used for construction lumber
 - Require energy efficient windows in new buildings
 - Require LED lighting in all public buildings
 - Create incentives and requirements for green construction and use of low carbon materials
 - Require new homes to have solar panels (or an investment in community solar projects)
 - Allow gray water plumbing and composting toilets in homes

Offer classes

- Offer classes for builders and contractors to learn green building techniques
- Offer classes for homeowners to learn to manage septic systems

Miscellaneous

- Bainbridge should install Island wide car chargers to encourage electric cars
- Allow solar communities such as Grow to pool their excess power into community car chargers
- Put trees and vegetation on every story of a building as in Italian “tree buildings”

Building ideas given directly to [REDACTED] member during the workshops

- Partner with local roofing contractors to provide information to home owners about solar options whenever a roof is replaced or significantly repaired
- Require the orientation of new home and commercial building design to be able to accommodate or be consistent with the use of solar panels
- Create and make easily accessible lots of information about how and where to consider home solar panels
- Help home owners do less resource intensive landscaping- provide information and incentives (water, chemicals, native plants, resilience to climate change...)

3.4 Waste

First session Dec 7: City Hall

Facilitator: Nora Nickum Note taker: Barbara Zimmer

Waste reduction action ideas from 12/7 workshop

- Encourage people to bring own containers for takeout at restaurants
- Regulate take-out containers
- Zero packaging at stores, including grocery stores
- Biodegradable and compostable alternatives
- Create a place to do commercial composting of compostable plastics
- Put a fee on single-use plastics
- Eliminate bottles and cups
- Reduce packaging
- Contact companies to reduce packaging
- Use methane digesters at transfer station
- Animal and food wastes compost station - support ordinance and help identify site
- Work with Zero Waste group
- Fine people who put trash into compost or recycling bins
- Conserve water
- Mandate composting of food waste
- Restaurants/stores/events compost
- Adding climate change/sustainability/green practices as a factor in City grantmaking decisions
- Support state policies to decrease/ban Styrofoam, packaging, single-use plastics
- Develop single-stream waste sorting of all waste
- Encourage re-use stores for furniture, clothes, etc.
- Work with Friends of the Farm to offer classes on composting at home
- Make recycling simpler/clearer
- Increase community education on recycling, composting, etc.
- Encourage BI disposal to provide more accurate info on their website
- Educate raise community awareness on reducing water use

- Educate/promote knowledge of % of cost for packaging/transportation – carbon labeling on products
- Support/expand programs like lending library and fix-it fairs
- Create a fibershed for clothing/fabric to repurpose older clothing
- Support creation of local businesses that eliminate need for Amazon, Office Depot, other big box stores. Bring back and use Paper Products shop, clothing for basics.
- Meet with local businesses to hear their hurdles and ideas, and encourage sharing ideas and lessons
- Fund/invest in a county/state plastic recycling industry
- Provide city space for things like lending libraries
- Funding for pickup of food waste from restaurants
- Involve local orgs and faith groups and encourage them to use zero waste resources like lending library
- Library of things for lending to individuals
- Urge WSF to renew on-ferry compost and make consistent with good signage
- Hydration stations at all parks to encourage use of reusable bottles
- More frequent opportunities to recycle Styrofoam
- Individual actions
 - Do comments on social media to urge companies to change
 - Patronize stores that have sustainable alternatives
 - Choose paper-wrapped products (or those with no packaging) rather than those with plastic packaging
 - Buy local

Second session Dec 11, BHS Library

Input from ~8 people who passed through and an additional sustained group of 6 who stayed for the discussion

Waste reduction action ideas from 12/11 workshop

- Have more “rotary auction” type events throughout the year
- Work with state, regional to minimize the amount of wasteful shipping (planes and trucks divert small orders of small items)
- Work with shops/grocery stores to reduce packaging to zero waste; no single use items and all of it should be recyclable
- Renegotiate Bainbridge Disposal to allow unlimited recycle drop offs.
- Have Amazon take their boxes back or use drop-off locker so that we don’t have to use boxes
- Tax Amazon for online shipping, shopping and consumption.
- Local compost facility with biogas digester
- Tag items sold on Bainbridge Island with “Carbon Labeling”
- Create incentives for recycling our own trash
- Develop our own recycling plant so that we don’t have to ship waste elsewhere
- More sites on Bainbridge Island for home composting
- Have a lending library or a library of things
- Better education on recycling. For example, what our facilities accept and what waste they do not accept.



- Turn Waste into electricity
- Facilitate the use of reusable containers
- Encourage people to buy less new stuff
- Teach about safe composting
- “Repair Cafes”
- When developers or homeowners cut down trees, there should be a set location for all of the lumber to go and be re-used or buried to keep carbon from being oxidized.
- The community needs to be 100% responsible for its own waste (right now we are 0% responsible for the disposal of it)
- Requirements for compostable packaging in restaurants as well as grocery and retail stores.
- Encourage people to use their own containers for take-out food.
- Impress upon people that trash has costs that are not accounted for. Charge more for things that produce waste/trash and thereby incentivize people to reduce their consumption.
- Turn waste into building blocks for building
- Have restaurant composting
- Offer bi-weekly pick-up options for waste
- Division of material waste bins in public places sorted by color. The division of these materials should be in the following categories; glass, organic, paper, metal, general waste
- Ban all single use plastics on the Island
- Eschew packaging
- Offer cooking classes that teach people how to use the food they buy
- Compost bins on Winslow
- Encourage grocery stores to purchase more bulk items
- Capture methane from landfills to use as fuel

Additional waste reduction ideas **given directly to [REDACTED] member during the workshops**

- Promote Zero Waste Bainbridge
- Develop a citizen guide for making climate smart choices on Bainbridge (based on science and facts- with specific reasons/explanation provided for why a particular choice is good)
- Provide more education/information about how to recycle properly

3.5 Forests, Agriculture, and Shorelines

First session Dec 7: City Hall

Facilitator: Deb Rudnick Note Taker: Stephanie Rose

input from ~10 people passing through and engaging in smaller group discussion

Second Session Dec 11: BHS

Facilitator Deb Rudnick Note-taker: Clair Paige

Input from approx. 8 people in dedicated group session- whole group stayed and engaged.

Broad comments:

- Consider using the word “manage” carefully. Nature can provide functions on its own without human “management”. A natural landscape is a more resilient one, one that can change over time.
- Land protection in relation to water resources protection and reduction of use can be mitigating.

- Are there carbon sequestration techniques we can bring to bear in land use policy and practice?
- The City could use a wildlife biologist on staff who could help respond to, address natural resource questions
- This isn't and shouldn't all be on the city- too much capacity, and to pay for- partnerships with community organizations needed
- Homeowners and citizens need more education on why natural resources are so important to climate change resilience. Egg, small wetlands.
- Population is an overarching driver of climate change- how do we address this as an Island? Population grows, impacts grow- as we saw in our greenhouse gas inventory.
- Need to protect limited water resources- more is needed on water conservation education.
- Create a strategy that property owners can participate in.
- Several comments spoke to lack of enforcement of extant city policies as a major issue for achieving objectives for both mitigation and adaptation. E.g., stop allowing waivers of setbacks on steep slopes;
- Recognize interconnectivity of sea level rise, water table, groundwater fluctuations, forest health, shoreline erosion, drowning of beaches and retreat of beachfront
- Help pollinators pollinate- important for all our natural systems and for agriculture
- Encourage and educate landowners about leaving wild areas wild
- Ban the selling of toxic products like Roundup

Forests and vegetation:

- Recognize the importance of the role of the landscape and natural vegetation in maintaining water quality and quantity in the face of climate change
- Provide a list of trees that will thrive in 2050-2100. Identify and educate about trees that may be of risk of near-term decline, like Douglas fir and cedar
- Leave city-owned open space open for serving ecosystem functions
- Maintain healthy forest ecosystems with a critical eye towards mitigating wildfire risk
- Need better systems for fighting forest fires- most of BI is on small wells, cannot handle water needs?
- Ecological services provided by forest should be considered in permitting, development process
- Concern about the impacts of herbicides and pesticides and their impacts on wildlife as a threat multiplier with climate change
- Thinking forward in terms of plant and tree selection, being proactive on pathogens and drought. Avoiding "flammable" species like scotch broom.
- What actions should the city take to reduce wildfire threat? One example- firework ban.
- Balancing firewise protection with protecting trees around the home.
- Develop incentives to improve forest management on Island, particularly poorly managed, dense regrowth stands that are high fire risk and low health.
- A tree planting or other forest conservation requirement for all students? Graduation requirement?
- More trees along Winslow Way

Shorelines:

- Seriously consider that some shoreline may need to change/inundate rather than assuming we must armor/fight it
- What resources do we have in place to measure and monitor shoreline erosion rates?
- What are the legal constraints of the Shoreline Management Act on reacting to climate change?

- How do we compensate individuals when shoreline retreat becomes necessary?
- Start a shoreline structure buy-out program to abandon, remove structures at risk from SLR. Look to King County and Vashon programs that address this.
- Help with advising for shore-friendly methods- how do we get this information to homeowners? City website, other social media.
- Learn from other communities facing sea level rise
- Hard armoring is not a long-term solution in the face of inevitable SLR
- Question/limit/restrict industrial aquaculture as a threat multiplier to shorelines

Agriculture

- Involve farmers and gardeners in climate change solutions
- Increase local food production to decrease energy, carbon footprint of food being transported to the Island: both commercial scale and personal
- Innovative thinking for small-scale agriculture that can localize food production- e.g., crops on roofs?
- Better manure management to reduce emissions from this sector
- Give homeowners ideas of what they can do in their own gardens
- Do we understand our current amount of local food production- can and should we have quantitative goals? Work with Friends of Farms.
- Land uses including agriculture, horticulture, farming are vulnerable - zoning changes may be needed
- Biochar and other techniques for sequestering carbon in soils should be researched, incentivized
- Emphasize regenerative agriculture not only for commercial farms but also for pea patches and gardens
- Investigate biogas production for co-location with ag

2.6 Other Ideas

Water Resources:

- Promoting grey water systems
- Raingardens, LID should be emphasized, encouraged, incentivized. Maybe a community award/recognition for these extra steps taken?
- Classes on septic health
- Public and private well ownership: focus on conservation measures, incentives to conserve
- Continue prioritizing groundwater development plan

City actions- not topic specific

- The City should declare a climate emergency and take more immediate and meaningful action
- City needs to make more systemic, structural changes to the way it conducts business to address climate change
- Change city codes and regulations so that the City can require rather than just encourage emission reductions and adaptation measures
- City should focus more on environmental destruction component
- Incorporate climate change into emergency preparedness
- Recognize the Rights of Nature and ecological impacts of [city and individual] decisions rather than just the present-day fiscal considerations. Acknowledge it is not just all about people

- Include key climate change data and sea level rise examples as part of the annual emergency preparedness exercise

No Specific Topic/General

- Have a volunteer High School youth member on the [REDACTED] maybe a one-year term
- Water should be a separate focus area in the CAP rather than buried in among the others
- Start a CAP day event annually
- Partner with the Bainbridge Island Women's Club to spread information.
- Bring the "heart" aspect into the discussion
- Add "Web of Life" as a sixth focus area in the Plan
- Promote sense of community in addressing climate change issues- for example encourage involvement through community work projects like building a rain garden.

Appendix C: Endnotes

Executive Summary

¹ City of Bainbridge Island GHG Emissions Inventory. [Final Findings Report, Cascadia Consulting Group Inc. 2019](#)

² Clean Energy Transformation Act, May 7th 2019. <https://www.commerce.wa.gov/growing-the-economy/energy/ceta/>

³ "carbon neutral" is not the same as carbon free—this transitional goal allows for a mix of fuels including natural gas, and also allows for 20% of the portfolio to be addressed by a combination of taxes, energy credits, and innovation in new energy technologies to offset carbon in the utility's portfolio.

⁴ Reducing GHG emissions from Hydrofluorocarbons.

<https://app.leg.wa.gov/bills/bills/summary?BillNumber=1112&Year=2019&Initiative=false>

Section 1: Introduction

⁵ [REDACTED]. 2016. Bainbridge Island Climate Impact Assessment. [REDACTED]

Bainbridge Island. <https://www.cakex.org/documents/bainbridge-island-climate-impact-assessment>

⁶ IPCC, 2018: Summary for Policymakers. In: Global warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. <https://www.ipcc.ch/sr15/>

⁷ Fourth National Climate Assessment. Volume 11: Impacts, Risks, and Adaptation in the United States. 2018. <https://nca2018.globalchange.gov/>

⁸ Mauger, G.S., J.H. Casola, H.A. Morgan, R.L. Strauch, B. Jones, B. Curry, T.M. Busch Isaksen, L. Whitely Binder, M.B. Krosby, and A.K. Snover. 2015. State of Knowledge: [REDACTED] in Puget Sound. Report prepared for the Puget Sound Partnership and the National Oceanic and Atmospheric Administration. Climate Impacts Group, University of Washington, Seattle. doi:10.7915/CIG93777D

⁹ <http://nas-sites.org/climate-change/summary.html#.XQPYt4hKi71>

¹⁰ Bainbridge Island Comprehensive Plan. <https://www.bainbridgewa.gov/162/Comprehensive-Plan>

¹¹ <http://iclei.usa.org/programs/emissions-management/5-milestones>

¹² Central Puget Sound Regional Open Space Strategy 2015

<https://openspacepugetsound.org/sites/default/files/final-report/Regional-Open-Space-Strategy.pdf>

¹³ <https://obamawhitehouse.archives.gov/president-obama-climate-action-plan>

¹⁴ Affirming Bainbridge Island commitment to meet the our exceed the goals in the Paris Climate Agreement <http://apps.bainbridgewa.gov/webLink8/0/doc/70588/Electronic.aspx>

¹⁵ <https://www.wearestillin.com>

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- ¹⁶ <https://www.governor.wa.gov/issues/issues/energy-environment>
- ¹⁷ [https://www.bainbridgewa.gov/922/\[REDACTED\] Advisory-Committee](https://www.bainbridgewa.gov/922/[REDACTED] Advisory-Committee)
- ¹⁸ https://www.bainbridgewa.gov/DocumentCenter/View/8183/Ord-2017_03--Ch-1519-Site-Assessment-Review?bidId=
- ¹⁹ Supra note 3, p. 21
- ²⁰ What are the RCPs? <https://coastadapt.com.au/sites/default/files/infographics/15-117-NCCARFINFOGRAPHICS-01-UPLOADED-WEB%2827Feb%29.pdf>
- ²¹ Mauger, G.S., J.H. Casola, H.A. Morgan, R.L. Strauch, B. Jones, B. Curry, T.M. Busch Isaksen, L. Whitely Binder, M.B. Krosby, and A.K. Snover. 2015. State of Knowledge: [REDACTED] in Puget Sound. Report prepared for the Puget Sound Partnership and the National Oceanic and Atmospheric Administration. Climate Impacts Group, University of Washington, Seattle. doi:10.7915/CIG93777D
- ²² Id
- ²³ RCR 2.6, 4.5, 6.0 and 8.5 are explained above. The IPCC published a set of climate scenarios in 2000 for use in the Third Assessment Report (Special Report on Emissions Scenarios - SRES). The SRES scenarios were constructed to explore future developments in the global environment with special reference to the production of greenhouse gases and aerosol precursor emissions. <https://sedac.ciesin.columbia.edu/ddc/sres/>
- ²⁴ NOAA. 2019. Seattle, WA-Station ID: 9447130. Retrieved from <https://tidesandcurrents.noaa.gov/stationhome.html?id=9447130>
- ²⁵ Miller, I.M., H. Morgan, G. Mauger, T., Newton, R. Weldon, D. Schmidt, M. Welch and E. Grossman. 2018. Projected Sea Level Rise for Washington State – A 2018 Assessment. A collaboration of Washington Sea Grant,
- ²⁶ A king tide is the highest predicted high tide of the year at a coastal location. It is above the highest water level reached at high tide on an average day. King tides are a normal occurrence once or twice every year in coastal areas. <https://www.epa.gov/cre/king-tides-and-climate-change>
- ²⁷ EPA. 2019. [REDACTED] Indicators: Coastal Flooding, Retrieved from <https://www.epa.gov/climate-indicators/climate-change-indicators-coastal-flooding>.
- ²⁸ NOAA. 2015. Digital Coast Sea Level Rise and Coastal Flooding Impacts Viewer. <https://coast.noaa.gov/slr>.
- ²⁹ Mauger, *supra* note 3, page 9-4.
- ³⁰ Conservation Biology Institute. Databasin. <https://databasin.org>
- ³¹ Mauger, *supra* note 3, page 9-5.
- ³² Supra note 3, p. 6-4
- ³³ What is Blue Carbon. NOAA National Ocean Service. Accessed July 16th 2020. <https://oceanservice.noaa.gov/facts/bluecarbon.html>
- ³⁴ Data from 2010 Census
- ³⁵ Supra note 1
- ³⁶ City of Bainbridge Island Greenhouse Gas Emissions Inventory, Final Findings Report, 2019, Cascadia Consulting Group Inc. [https://www.bainbridgewa.gov/922/\[REDACTED\] Advisory-Committee](https://www.bainbridgewa.gov/922/[REDACTED] Advisory-Committee)

Section 2: GHG Emissions Inventory

- ³⁷ City of Bainbridge Island GHG Emissions Inventory. [Final Findings Report, Cascadia Consulting Group Inc. 2019](#)
- ³⁸ The Climate Registry. (2010). *Local Government Operations Protocol: For the quantification and reporting of greenhouse gas emissions inventories*.
- ³⁹ Except direct carbon dioxide emissions from biogenic sources.
- ⁴⁰ Other jurisdictions may use different data sets, methods, and years for their GHG emission inventories.
- ⁴¹ As indicated from U.C. Berkeley's *CoolClimate* Calculator. Outcomes from the consumption-based inventory analysis are presented at the per-household level because purchasing behavior is typically examined and analyzed at the household—not individual—level.
- ⁴² *Taming Bigfoot* provides an easy interface with a carbon-footprint calculator designed to convert a number of common things you do to the amount of greenhouse gas they cause. The conversion factors used can be specified

for specific local regions so the results apply to that specific region, rather than a broad average, as much as possible.

⁴³ CoolClimate Network. <https://coolclimate.berkeley.edu/>

⁴⁴ Energy Star Carbon Calculator. <https://www.energystar.gov/buildings/facility-owners-and-managers/existing-buildings/use-portfolio-manager/understand-metrics/how>

⁴⁵ ICLEI. Clearpath. <https://icleiusa.org/clearpath/>

⁴⁶ Clean Energy Transformation Act, May 7th 2019. <https://www.commerce.wa.gov/growing-the-economy/energy/ceta/>

⁴⁷ “carbon neutral” is not the same as carbon free—this transitional goal allows for a mix of fuels including natural gas, and also allows for 20% of the portfolio to be addressed by a combination of taxes, energy credits, and innovation in new energy technologies to offset carbon in the utility’s portfolio.

⁴⁸ Reducing GHG emissions from Hydrofluorocarbons.

<https://app.leg.wa.gov/billsummary?BillNumber=1112&Year=2019&Initiative=false>

Section 3: Energy

⁴⁹ Washington State Greenhouse Gas Emissions Inventory: 1990-2015. Report to the Legislature. December 2018. Publication No. 18-02-043. <https://fortress.wa.gov/ecy/publications/documents/1802043.pdf>

⁵⁰ PSE: Our Diversified Electricity Supply. <https://www.pse.com/pages/energy-supply/electric-supply>

⁵¹ Clean Energy Transformation Act, May 7th 2019. <https://www.commerce.wa.gov/growing-the-economy/energy/ceta/>

⁵² “carbon neutral” is not the same as carbon free—this transitional goal allows for a mix of fuels including natural gas, and also allows for 20% of the portfolio to be addressed by a combination of taxes, energy credits, and innovation in new energy technologies to offset carbon in the utility’s portfolio.

⁵³ 100% Commitments in Cities, Counties, and States. Sierra Club Home Page. Accessed February 5th 2019. <https://www.sierraclub.org/ready-for-100/commitments>.

⁵⁴ https://www.bainbridgewa.gov/DocumentCenter/View/4949/COBI-General-Sewer-Plan-July-2015---TOC_Executive_Summary?bidId= page ES-15).

⁵⁵ For further details, visit <https://www.pse.com/green-options/Renewable-Energy-Programs/renewables-home>

⁵⁶ LEED (Leadership in Energy and Environmental Design) is an ecology-oriented building certification program run under the auspices of the U.S. Green Building Council (USGBC). Rating systems are available for new construction and major renovations as well as existing buildings. The four LEED certification level designations are Platinum, Gold, Silver and Certified. Regardless of the certification level achieved, all projects must meet mandated prerequisites and then choose from 110 available credit points to reach the desired certification level.

⁵⁷ For further details, visit <https://psebainbridge.com/current-projects>

⁵⁸ For further details, including PSE’s detailed needs assessment and solutions reports, visit <https://psebainbridge.participate.online/>

⁵⁹ Example of programs including: Real-time feedback on usage potentially leading to TOU (time of use) pilot program and Smart Meters and other forms of demand management (EVs, washing machines, hot water tanks, cooling).

⁶⁰ Possible funding mechanism for Green Energy and Building Fund:

- Captured as a function kWhs consumed, or calculated carbon generation with an industry standard price per ton (Carbon Balance assigns \$15/ton as the value on carbon)
- A propane tax (per gallon or CO₂ generation ~[12.75](#) pounds per gal)
- A fuel oil tax (per gallon or CO₂ generation ~[22.36](#) pounds per gal)
- Grants that might be applied for by the Fund, a non-profit community stakeholder
- Donations and bequests
- License Plate Tabs (voluntary opt-in, mandatory for ICE vehicles flat or tiered by weight)
- Fund raising events (hosted by the Fund; organized by community organizations, schools, businesses, etc.)

Fund would be a committee of people from city, citizen and utilities/trades a non-profit open [process modeled](#) from similar municipalities.

⁶¹Examples of such programs include: 1) Real-time feedback on usage potentially leading to TOU (time of use) pilot program; 2) Smart Meters and other forms of demand management (electric vehicles, washing machines, hot water tanks, cooling); 3) customer-owned generation like roof-top solar to include assistance for condo associations to be supported in organizing projects; 4) Strong marketing campaign with local whitepapers of success; 5) A subsidized home energy efficiency retrofit program for low-income housing; and 6) Develop a tool kit and provide resources for homeowners to reduce energy use.

⁶² The Department of Energy defines a microgrid as “a group of interconnected loads and distributed energy resources within clearly defined electrical boundaries that acts as a single controllable entity with respect to the grid. A microgrid can connect and disconnect from the grid to enable it to operate in both grid-connected or Island wide. <https://www.energycentral.com/ec/achieving-resilience-through-renewables-driven-community-microgrids>

⁶³ <https://bainbridgeprepares.org/>

⁶⁴ Washington Clean Energy Fund. <https://www.commerce.wa.gov/growing-the-economy/energy/clean-energy-fund/>.

Section 4: Transportation

⁶⁵ Motorized travel includes all travel by motor-using vehicles, including internal combustion engines, electric vehicles, and alternative-fuel vehicles (e.g., fuel cell or hydrogen powered) – excluding active transport (e.g., pedal-assisted) vehicles such as e-bikes.

⁶⁶ Vehicle miles traveled per capita is calculated as the total annual miles of vehicle travel divided by the total population in a geographic region over a given period of time, typically a one-year period.

⁶⁷ Mode share is a transportation term that describes the number of trips, or %age of travelers, using a particular type of transportation (car, transit, bicycling, walking).

⁶⁸ Public transit is used to broadly mean services to encourage alternatives to single occupancy vehicles, and may include public-private partnerships and other solutions to offer more efficient transportation.

⁶⁹ <https://www.commerce.wa.gov/about-us/rulemaking/electric-vehicle-policies-and-laws/>

⁷⁰ <https://www.bainbridgewa.gov/708/Island-wide-Transportation-Plan-IWTP-Upd>

⁷¹ <https://walkbikebainbridge.com/resources> 71% of respondents rated the biking environment on Bainbridge Island very or somewhat unsafe; and 48% rated the infrastructure for walking in the vicinity of their home as bad or very bad (though in-town got good ratings); 65% of parents of school-age kids said their kids would walk or bike to school more often if there were safe infrastructure between home and school.

⁷² This includes reducing vehicle-miles driven by residents and non-residents, as measured per Island resident.

⁷³ Data from other cities show that such networks must include separated or protected biking and walking lanes.

Section 5: Buildings

⁷⁴ <https://www.governor.wa.gov/sites/default/files/documents/clean-buildings-policy-brief-bill-signing.pdf>

⁷⁵ Municipal buildings include buildings used for government related activities such as city halls, libraries, police stations, and schools that are over 5000 square feet. Residential buildings include single family homes, apartments, and condominiums. Commercial buildings include office buildings, warehouses, and retail buildings. Industrial buildings include buildings where products or materials are fabricated, assembled, or processed.

⁷⁶ The definition of what constitutes remodels or additions that would be required to adopt green building standards should be discussed by the Green Building Task Force. As an example, the City of Santa Cruz requires all remodels and additions with a combined square footage greater than 350 to utilize a checklist <http://www.cityofsantacruz.com/government/city-departments/planning-and-community-development/services/building-safety/green-building-program>

⁷⁷ <https://aiaaia.org/courses/power-zero-optimizing-value-next-generation-green>

⁷⁸ LEED (Leadership in Energy and Environmental Design) is an ecology-oriented building certification program run under the auspices of the U.S. Green Building Council (USGBC). Rating systems are available for new construction

and major renovations as well as existing buildings. The four LEED certification level designations are Platinum, Gold, Silver and Certified. Regardless of the certification level achieved, all projects must meet mandated prerequisites and then choose from 110 available credit points to reach the desired certification level.

⁷⁹The Living Building Challenge is an international sustainable building certification program created in 2006 by the non-profit International Living Future Institute. <https://living-future.org/lbc/>

⁸⁰ <https://www.pse.com/rebates/home-energy-assessment>
<https://www.pse.com/rebates>

⁸¹ IBID

⁸² Task Force shall consider at a minimum the following: 1) Upgrade building code to require “solar + storage readiness” of new buildings that have sufficient solar exposure including solar heating capacity; 2) Adopt a definition of what sized municipal projects and what residential and commercial remodels and additions would be required to adopt green building standards; 3) Amend the City’s land use and development codes to implement green building codes and adapt to climate impacts; 4) Change building code to include electric vehicle readiness; 5) Create “no net increase” water and energy standard to maximize water and energy efficiency and support improved water and energy efficiency of other projects such that there is no net increase Island-wide in water or energy use created by the new project; and 6) explore using low-carbon concrete and other low-carbon building materials.

⁸³ [REDACTED] [REDACTED] Adaptation Certification Tool: Moving Cities from Planning to Implementation: [REDACTED] and [REDACTED] December 2018. Accessed July 16th 2020.

https://www.cakex.org/sites/default/files/2018EcoAdapt%20CCAC%20Tool%20FINAL_SPREADS.pdf

⁸⁴ The Regional Code Collaborative built on the success of King County’s award-winning Sustainable Cities Program, a multi-jurisdictional group of planners and code officials from both within and outside of King County came together to leverage economies of scale in developing and updating green codes.

<https://kingcounty.gov/~media/depts/dnrp/solid-waste/green-building/documents/regional-code-collaboration-white-paper.ashx?la=en>

⁸⁵ Additional community entities that are important partners include Master Gardeners, Fruit Club, Sustainable Bainbridge, Kitsap Conservation District, and Friends of the Farms. All of these groups are important partners that can help our community steward natural and agricultural resources under climate change.

⁸⁶ Information such as, but not limited to: 1) Streams and wetlands data (e.g., Wild Fish Conservancy Stream Typing Data, Fish Culvert Passability data); 2) Bainbridge Island Climate Impact Assessment, [REDACTED] Adaptation Certification and other local source suggested climate data (e.g., sea level rise, precipitation, flooding, temperature, wildfire, slope stability) including mapping; 3) Tree health data; and 4) Ongoing surface and groundwater quality monitoring by the City’s Water Resources program and consultants.

Section 6: Natural Environment

⁸⁷ <https://www.cakex.org/tools/climate-change-adaptation-certification-tool>

⁸⁸ <https://www.bifd.org/firewise>

⁸⁹ This goal is focused on shoreline natural resources: shoreline infrastructure and buildings are addressed in other sections.

⁹⁰ A **foodshed** is the geographic area that produces the food for a given community. Local foodsheds can contribute to smaller carbon footprints by decreasing the distance over which food must travel from producer to consumer. Foodsheds can have ancillary benefits in terms of the quality and nutrient value of the food produced, as well as the freshness, which can cut down on food waste which is an additional contributor to greenhouse gas emissions.

Section 7: Waste

⁹¹ <https://www.bainbridgewa.gov/DocumentCenter/View/6770/Procurement-Policy-Resolution-No-2019-10-bidId-> See section 4.5, Environmentally friendly purchasing.

⁹² <http://www.sustainablebainbridge.org/bainbridge-island-zero-waste.aspx>

⁹³ <https://www.cakex.org/tools/climate-change-adaptation-certification-tool>

Section 8: Community Engagement

⁹⁴ This action item is now complete. On June 9th, 2020 the City Council approved - Relating to Climate Emergency Resolution 2020-05. <http://apps.bainbridgewa.gov/webLink8/0/doc/92181/Electronic.aspx>

Section 9: Implementation

⁹⁵ Peter Plastrik, Joyce Coffee and John Cleveland, Innovation Network for Communities and Climate Resilience Consulting (July 2019).

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Page 17: Section 1: Introduction. Photo from Wikipedia. Aerial view of the northern part of Bainbridge Island. Accessed February 2020.

Page 30: Pictures of Community Workshops on Draft Climate Action Plan. From [REDACTED] Advisory Committee photo file.

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RESOLUTION NO. 2020-05

A **RESOLUTION** of the City Council of Bainbridge Island, Washington, hereby declaring the existence of a Climate Emergency, reaffirming the City's commitment to Climate Action, and to establish a program and procedures to ensure future City plans and City approved projects and actions are evaluated consistent with its adopted climate goals and policies.

WHEREAS, in April 2016, world leaders from 197 countries from around the globe recognized the threat of climate change, that it is caused by human related greenhouse gas emissions, and the need to urgently combat it by adopting the Paris Climate Agreement, and working to limit global temperature increase to no more than 1.5°Celsius from pre-industrial levels; and

WHEREAS, on September 12, 2017, the Bainbridge Island City Council adopted Resolution No. 2017-20, affirming the City of Bainbridge Island's commitment to meet or exceed the greenhouse gas goals established in the Paris Climate Agreement; and

WHEREAS, in 2018, the United Nations' Intergovernmental Panel on [REDACTED] ("IPCC") warned that it would not be possible to meet the 1.5°Celsius goal unless global greenhouse gases were reduced 45 percent below 2010 levels by 2030 and reaching net zero by 2050, requiring an unprecedented transformation of every sector of the global economy over the next 11 years; and

WHEREAS, global temperatures having increased approximately 1.1°C above pre-industrial levels, causing overall climate disruption and global warming, resulting in higher temperatures, altered precipitation patterns, rising seas and acidified oceans, which in turn are causing increased and more intense wildfires, floods, loss of habitat, new ranges for diseases and pests, adverse human health effects, economic hardship, homelessness, species extinctions, food and potable water shortages, droughts, and extreme weather; and

WHEREAS, the Ninth Circuit Court of Appeals recently recognized that climate change is occurring at a rapidly increasing rate and that our elected officials have a moral responsibility to seek solutions; and

WHEREAS, Bainbridge Island is an island surrounded by a sea, which is predicted to rise significantly in the coming years due to climate change; and

WHEREAS, Bainbridge Island's Comprehensive Plan, which serves as the City's Sustainability Plan, calls for the protection of the Island's finite environmental resources, the reduction of greenhouse gas emissions and adaptation to the effects of climate change; and

WHEREAS, in 2017 the City Council took a step towards implementing the goals and policies contained in the Comprehensive Plan by creating a [REDACTED] Advisory Committee to assist in implementing the Comprehensive Plan's climate related goals, including a reduction of our Island's greenhouse gas emissions and an increase in our Island's adaptation to the effects of climate change; and

WHEREAS, at its annual retreat in January of 2019 the City declared the creation and implementation of a Climate Action Plan one of its highest priorities for the coming year; and

WHEREAS, the City's [REDACTED] Advisory Committee is working on developing a Climate Action Plan and strives to present a draft plan to the City Council in late Spring 2020; and

WHEREAS, the City is working to develop a Sustainable Transportation Plan, to promote a shift in transportation modes, with an overall goal of a net reduction in transportation related greenhouse gas emissions, as well as a host of additional related benefits; and

WHEREAS, the City will appoint a Green Building Task Force to develop a green building program where buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by efficiently using energy, water and other resources; and

WHEREAS, despite the current climate-related planning there are additional short-term actions that should be taken to advance progress on the overall goals of climate change mitigation and adaption even prior to final adoption and implementation of the City's climate-related plans; and

WHEREAS, the longer we delay taking action to reduce greenhouse gas emissions, the greater the threat posed by climate change to current and future-generations, and the more costly it will be to protect and maintain our community and natural environment; and

WHEREAS, the longer we delay taking action to prepare for and respond to climate change effects, the fewer options we will have and the more expensive those options are likely to be to adapt to climate change; and

WHEREAS, the City of Bainbridge Island takes pride in being a model City for progressive environmental legislation and sustainability, and has demonstrated itself to be a leader in this front through numerous adopted Ordinances and Resolutions; and

WHEREAS, on September 20, 2019, the City's youth and young adults joined with their companions around the world to call for a global climate strike and greater, more urgent climate leadership from their elected officials and public institutions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND DOES RESOLVE AS FOLLOWS:

Section 1. The City declares that our Island, region, state, nation, and the natural world are experiencing a Climate Emergency. The City Council hereby expresses a renewed commitment to ensure its actions and decisions going forward are in line with reducing the impact of that emergency;

Section 2. The City commits to take immediate actions to safeguard against the current, inevitable, and potential consequences of climate change and to encourage the full participation of the entire Bainbridge community in climate mitigation and adaptation efforts;

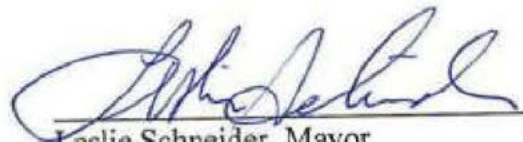
Section 3. The City commits to developing a procedure and process whereby the City's plans and City approved projects will be evaluated through a "Climate Lens", such as through a [REDACTED] Mitigation and Adaptation Certification, or similar process, prior to approval to ensure they are consistent with the City's adopted climate goals and policies to reduce greenhouse gas emissions and reduce our vulnerability to climate change;

Section 4. The City commits to educating Island residents and the business community about the Climate Emergency and organizing and advocating for climate emergency mobilization efforts at the local, regional, state, national, and global levels to provide maximum protection for the Island as well as all the people and species of the world; and

Section 5. The City commits to calling on higher levels of government to provide financial and regulatory assistance to support the City's efforts to respond to this Climate Emergency.

PASSED by the City Council this 9th day of June, 2020.

APPROVED by the Mayor this 9th day of June, 2020.



Leslie Schneider, Mayor

ATTEST/AUTHENTICATE:



Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO.

March 13, 2020
June 9, 2020
2020-05

Adaptation Certification Tool:

Adaptation Certification Tool

Climate change has implications for both the effectiveness and hazard potential of many of the projects undertaken by local and regional governments today. Failing to properly evaluate the potential vulnerability of any project prior to approval can lead to missed opportunities to improve design, optimize siting or avoid risk.

The **Adaptation Certification Tool** is for use during regulatory or procedural review processes being carried out as a matter of regular, ongoing community business. It is recommended that the **Tool** become embedded as a regulatory requirement; alternatively, the **Tool** could be a discretionary review tool used to evaluate an idea and inform all parties of expected impacts from a changing climate on a project during its lifecycle. Potential liabilities associated with a course of action could be identified prior to permitting or funding, which should enable decision makers to drive climate savvy and sustainable choices.

*Using the **Tool** will enable community services, infrastructure, ecosystems (and thereby local economies) to better anticipate and respond to climate change impacts by protecting public funds from climate risk or future community exposure to risk under altered conditions.*

What “project” should apply the **Tool**

The **Tool** should be applied to any decision that uses public funds, has a life cycle of greater than five years and can impact public good. This includes, but is not limited to:

- Fiscal Expenditures
- Capital Planning
- Permitting
- Infrastructure Design and Siting

The objective of applying the **Tool** to these decisions is to:

- Explicitly evaluate the implication of future conditions on project function and longevity
- Understand the long-term sustainability of a project at the funding or permitting phase
- Reduce community risk from actions today that become a liability under future conditions

Who should apply the **Tool**

The **Tool** can be used by local government, elected officials, businesses and individuals to enable climate savvy decision making. The **Tool** informs any proponent of a publicly funded capital project, fiscal decision or privately-funded development of the climate change risks faced by the project, and to guide them toward reducing that risk.

The **Tool** process includes the following:

STEP 1: Identification of **Tool** Risk Factors

Completing this step will identify if climate change impacts could affect a project over its lifetime. Step 1 provides a series of impact indicators that steer a proponent to think about how eight anticipated change factors have the potential to affect a project area. If any indicator is marked as present, then the change factors could be relevant to a project's long-term success. Therefore, it will have a “Yes” for that factor, requiring Step 2.

STEP 2: Evaluation of Climate Impact on a Project

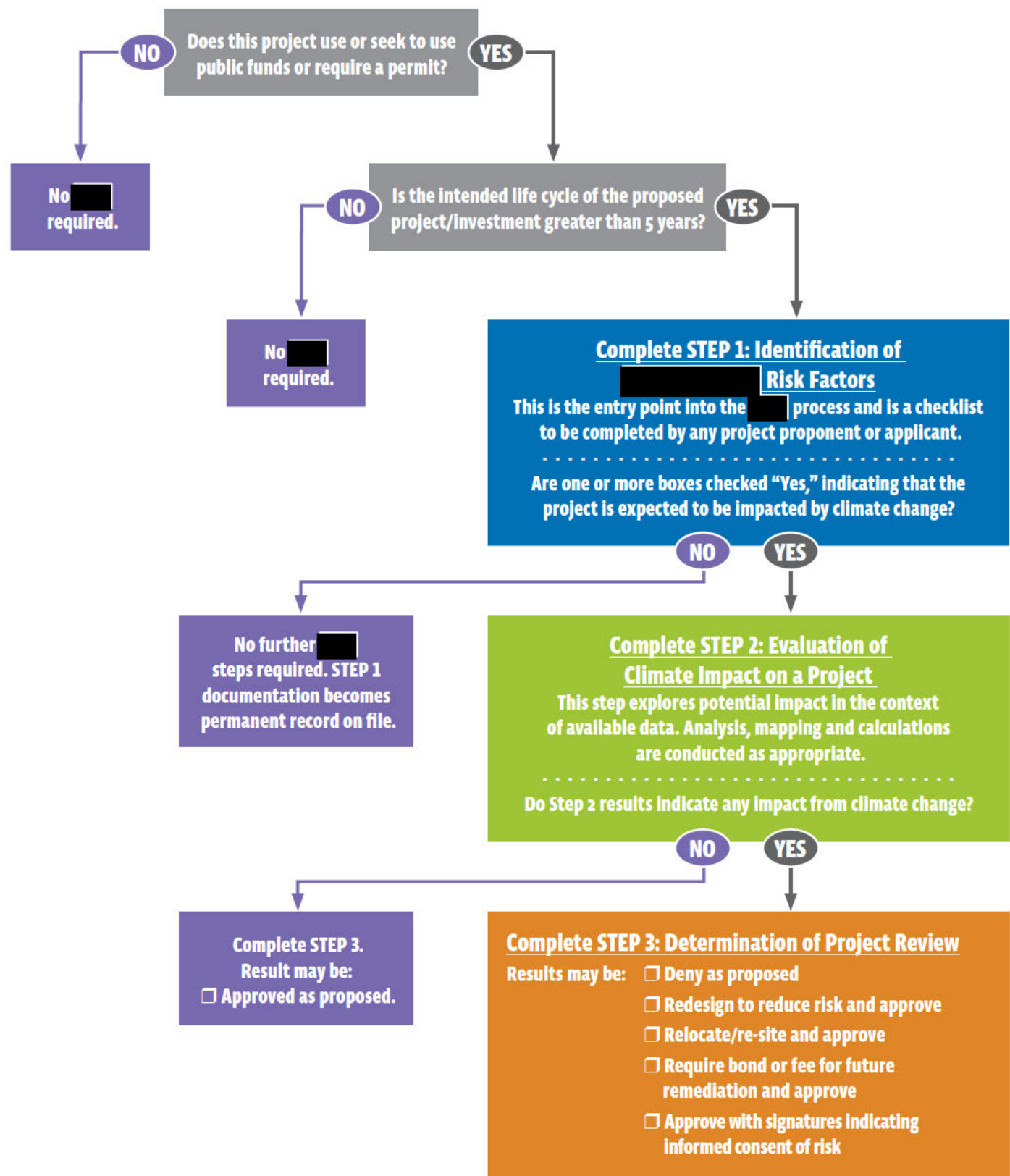
If Step 1 detects likely impacts from climate change risks to a project area, then Step 2 asks a project proponent to dive deeper into existing climate data. Narratives, mapping and calculations will be sought to evaluate the project relative to future conditions and assess whether, as proposed, the project will involve (and should therefore avoid) future risk. Results of Step 2 are used by decision makers in Step 3 to inform a determination for the project.

STEP 3: Determination of Project Review

The **Tool** review steps should allow a project to move forward only when it is expected to function sustainably over time; in other words, if it has avoided, minimized or mitigated future negative performance. A project should only proceed when awareness and accountability of risk is accepted. Thereby, a community will not be blindly on the hook for the costs to replace, retrofit, decommission or litigate responsibility for future damage, harm or poor project performance. Step 3 provides evidence that responsible parties are aware of climate change impacts and implication to the project they are either allowing or undertaking.

Adaptation Certification

Pathway to Climate Savvy Planning



STEP 1: Identification of Risk Factors

STEP 1 will determine applicability of further review of a project. It should be completed by a project proponent with review by the appropriate project review authority.

Risk Factors	Identify if the following issues could affect the project over its lifetime. Check all that apply. If one or more of these boxes is checked, check YES in Column 3.	Risk Identified For
PRECIPITATION Changing patterns will result in different and greater extremes, duration, and intensity.	My project or access to it: ☐ involves proper sizing of stormwater infrastructure to treat and accommodate run-off. ☐ involves diversion or impoundment of surface water. ☐ involves culverts, bridges, retaining walls or other structures within a riparian area to convey water or prevent flooding. ☐ relies on a predictable and reliable water supply. ☐ is within or near a mapped flood zone. ☐ is affected by nuisance, localized or chronic flooding that is known generally to occur, though not mapped. ☐ may be vulnerable to erosion or landslides. ☐ relies on a predictable, reliable, and affordable power supply and other utilities. ☐ is located within a Wildland-Urban Interface boundary or may be vulnerable to wildfire. ☐ relies on sanitary sewers or community/private septic systems. ☐ intersects with the multimodal transportation system. ☐ other possible effects of precipitation changes (attach information and explanation).	PRECIPITATION ☐ YES ☐ NO
TEMPERATURE Changes will include more extremes and prolonged highs or lows.	My project or access to it: ☐ relies on a predictable and reliable water supply. ☐ may be vulnerable to wildfire. ☐ uses energy generated by fossil fuel combustion (on site or from a power utility). ☐ will have a maintenance budgets for repairs and replacements. ☐ relies on good air quality. ☐ intersects with the multimodal transportation system. ☐ involves habitat creation, restoration, or enhancement that relies on current temperature levels for successful implementation. ☐ other possible effects of temperature changes (attach information and explanation).	TEMPERATURE ☐ YES ☐ NO
SEA LEVEL RISE Relative sea level changes will result in intermittent or permanent inundation.	My project or access to it: ☐ is located within the coastal zone. ☐ relies on a stable shoreline. ☐ is within or adjacent to a mapped flood zone. ☐ is within or may be affected by an area known to be vulnerable to flooding. ☐ involves dock or harbor infrastructure. ☐ relies on groundwater that may suffer from saltwater intrusion over time. ☐ requires healthy and properly functioning tidal marsh, estuaries, or other tidal ecosystems. ☐ relies on proper functioning of a sanitary sewer system regulated by the National Pollution Discharge Elimination System (NPDES). ☐ relies on a septic system that is within or near the coastal zone. ☐ intends to enhance tidal ecosystems. ☐ other possible effects of sea level rise (attach information and explanation).	SEA LEVEL RISE ☐ YES ☐ NO

Risk Factors	- Identify if the following issues could affect the project over its lifetime. - Check all that apply. - If one or more of these boxes is checked, check YES in Column 3.	Risk Identified For
VEGETATION CHANGES Long-term temperature and precipitation changes will cause shifts in regional vegetation.	My project or access to it: ☐ could be affected by changes in vegetation. ☐ could be affected by changes to transportation corridor buffers and impacts to roadways (brush fires, deadfall, water flow, etc.). ☐ could be affected by increased fuel load and wildfire risk (e.g., potential for dead-wood and detritus as die-off occurs increasing the fuel load and risk for wildfires). ☐ has energy demands for heating and cooling that could increase if the percentage of tree-cover/canopy changes. ☐ other possible effects of vegetation changes (attach information and explanation).	VEGETATION CHANGES ☐ YES ☐ NO
SLOPE STABILITY Sea level and precipitation changes compromise once stable slopes.	My project or access to it: ☐ relies on the integrity of nearby slopes. ☐ proposes development or investment on or near a slope. ☐ other possible effects of slope instability (attach information and explanation).	SLOPE STABILITY ☐ YES ☐ NO
OCEAN ACIDIFICATION Changes in ocean pH will have implications on permitted discharge and ocean health.	My project or access to it: ☐ relies on sanitary sewer that is subject to a NPDES permit. ☐ relies on or affects shellfish within our local water. ☐ other possible effects of ocean acidification (attach information and explanation).	OCEAN ACIDIFICATION ☐ YES ☐ NO
POPULATION CHANGES Climate migration and regional population changes may have local/regional implications.	My project or access to it: ☐ relies on a stable population. ☐ is designed and built to serve the current population. ☐ could be adversely affected if population were to increase or decrease in our region. ☐ could be affected by future climate migrants. ☐ other possible effects of population changes (attach information and explanation).	POPULATION CHANGES ☐ YES ☐ NO
GREENHOUSE GAS EMISSIONS Mitigation of future greenhouse gas emissions and fossil fuel dependence are driven in part by local/regional permitting decisions.	My project or access to it: ☐ does not take cars off the road or decrease idling times. ☐ neither improves nor increases access to non-motorized transportation options. ☐ is dependent on fossil fuel and does not use renewable energy sources sufficient to cover demand. ☐ other possible effects of greenhouse gas emissions (attach information and explanation).	GREENHOUSE GAS EMISSIONS ☐ YES ☐ NO

CHECK ALL YOUR "YES" FACTORS			
☐ PRECIPITATION ☐ TEMPERATURE	☐ SEA LEVEL RISE ☐ VEGETATION CHANGES	☐ SLOPE STABILITY ☐ OCEAN ACIDIFICATION	☐ POPULATION CHANGES ☐ GREENHOUSE GAS EMISSIONS
- For each Risk Factor that indicated "YES" to climate risk, evaluation of the project is now required. - Proceed to STEP 2 and answer each Evaluation Question marked as Required. - If you did not check any "YES" factors, no further steps are required. STEP 1 documentation becomes permanent record on file.			

STEP 2: Evaluation of Climate Impact on a Project

STEP 1 concluded that your project is subject to impacts from at least one of eight Risk Factors (evidenced by a “YES”).

Next, complete STEP 2 to evaluate any potential long-term climate change impact to your project’s success.

- Use this chart below to determine which evaluation questions are required to be answered.
- In Column One check all Risk Factors that had a “YES” result in STEP 1.
- Complete Evaluation Questions A-J accordingly.

Check your “YES” factors from STEP 1	Risk Factor	Complete the Evaluation Questions for Each Checked Factor									
		A	B	C	D	E	F	G	H	I	J
☐	PRECIPITATION	X		X	X	X		X	X		
☐	TEMPERATURE			X		X	X	X	X		
☐	SEA LEVEL RISE	X	X								
☐	VEGETATION CHANGES	X			X		X	X	X		
☐	SLOPE STABILITY				X						
☐	OCEAN ACIDIFICATION					X				X	
☐	POPULATION CHANGES										X
☐	GREENHOUSE GAS EMISSIONS						X	X			

Once submitted to the appropriate Project Review Authority (permitting agency, board or other personnel authorized to act on or allow the project to proceed), responses to STEP 2 Evaluation Questions will provide the information necessary for them to make a climate savvy determination in STEP 3.

STEP 2: Evaluation Questions

A Evaluate project susceptibility to flooding and determine impact.

- 1. Map your project area** (inclusive of its access corridors, key utility infrastructure, and associated multimodal transportation infrastructure) in relation to **flood zones and frequently flooded areas** (both episodic and chronic) using:
 - Local flood zone data;
 - Local wetland data;
 - Project site assessment data;
 - Regional flood zone data;
 - Regional flood mapping tools:
 - The NOAA Coastal Flood Exposure Mapper online visualization tool (<https://coast.noaa.gov/floodexposure/#/map>) supports communities that are assessing their coastal hazard risks and vulnerabilities by creating a collection of user-defined maps that show the people, places, and natural resources exposed to coastal flooding. The tool is currently unavailable for the west coast (see <https://coast.noaa.gov/digitalcoast/tools/flood-exposure.html> for more information). Use if available to your project area;
 - Use FEMAs Flood Map Service Center (MSC) portal (<https://msc.fema.gov/portal/search>) by entering your project address and reviewing maps it produces to identify any potential flooding impacts. MSC is the official public source for flood hazard information produced in support of the National Flood Insurance Program.
- 2. Provide a narrative review** explaining your projects' overlap with mapped flood areas. Also, document that you have contacted City or County engineering and public works' staff and incorporate their knowledge of whether your project area is affected by **nuisance, localized or chronic flooding** that is generally known to occur, though not necessarily mapped.

RESULT:

- ☐ Project unaffected by flooding or flood zones.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

B Evaluate local sea level rise projections relevant to project area and determine impact.

- 1. Get local sea level rise projections for 2100:**
 - If options exist, use high greenhouse gas emissions scenarios (e.g., RCP8.5 or similar), likely or 50% assessed probability of exceedance for 2100. Also consider the impact of the 99 and 0.1% values because, while these have a lower likelihood, they are assumed possible and a project should know these potential risks. Examples include:
 - Washington Coastal Resilience Project: <http://www.wacoastalnetwork.com/wcrp-documents.html>
 - State of California Sea Level Rise Guidance: opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf
 - Unified Sea Level Rise Projections- South Florida Compact: southeastfloridacclimatecompact.org/wp-content/uploads/2015/10/2015-Compact-Unified-Sea-Level-Rise-Projection.pdf
- 2. Apply these values on a sea level rise viewer:**
 - NOAA Sea Level Rise Viewer: <https://coast.noaa.gov/slr>. NOAA's tool only shows estimates up to 6 feet. If your scenario shows >6 feet, use Surging Seas: <https://riskfinder.climatecentral.org>.
- 3. Compare the sea level rise viewer output(s) with project site map or local GIS data layers to evaluate vulnerability of:**
 - project footprint
 - project related dock and harbor infrastructure
 - transportation corridors needed to access your project
 - utilities (e.g., power transmission, sewer/septic, stormwater/drainage, water/wells)
 - any other essential elements of the project
- 4. Provide a narrative review** explaining inundation, interaction with tides, erosion with or without slope stability issues, and any interaction with upstream flows.

RESULT:

- ☐ Project unaffected by sea level rise.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

STEP 2: Evaluation Questions

C Evaluate project stormwater infrastructure design and its ability to accommodate future hydrological conditions.

- 1. Calculate stormwater design based on:**
 - Projected flow rates for 2050.
Because most hydrological models (e.g., 2012 Western Washington Hydrology Model) used for development of local Stormwater Manuals are based on historical and not future flows, project proponents must calculate flows with future precipitation flow rates as inputs.
- 2. Provide a narrative review** comparing infrastructure sizing requirements to accommodate historical flows versus anticipated future flows. Show your understanding of the likely future precipitation changes that will affect your project and its infrastructure.

RESULT:

- ☐ Project unaffected by future hydrologic conditions.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

D Evaluate project vulnerability to landslides and other geologic hazards.

- 1. Map your project and its access corridors** (project area) using local Geological Hazardous Areas Maps for slope stability or landslide (e.g., Washington Department of Natural Resources Geologic Information Portal: https://geologyportal.dnr.wa.gov/#natural_hazards) to produce a map with landslide data layers overlaying your project area.
- 2. Provide narrative review** of your project in relation to slope stability. Understanding that resilient infrastructure relies on slope stability, if mapping shows your project area could be affected by landslides explain how you plan for it in design and/or avoid steep slopes for location of critical infrastructure or public investment where an alternative is possible.

RESULT:

- ☐ Project unaffected by landslides and other geologic hazards.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

STEP 2: Evaluation Questions

E Evaluate project dependence on and access to the reliable provision of basic utilities (water supply, septic/sewer) that function over time without compromising the health of relevant ecosystems.

1. Map your project area and show it in relation to:

- Regional and/or local aquifer recharge area maps (e.g., Critical Aquifer Recharge Areas maps)
- Wellhead Protection Area mapping
- Watershed boundaries
- Identify National Pollution Discharge Elimination System (NPDES) permitted outfalls or discharges

2. Provide a narrative review that:

- Demonstrates a predictable, reliable and affordable water supply for the lifespan of your project under future predicted precipitation and temperature patterns.
- Explains any water saving measures your project employs.
- Explains your leach field or sewer outfall drainage basin in the context of its over-saturation or dehydration (either of which can render a septic/sewer ineffective).
- If your project will utilize a discharge facility subject to an NPDES permit, explain your understanding of the relationship between stormwater and sewage discharge permits and ocean acidification, which may compromise stormwater and sewage discharge compliance making capital projects/ investment for additional siting or capacity necessary.

RESULT:

- ☐ Project unaffected by either the provision or failure of basic utilities.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate risk to the project, but risk could be minimized by (explain here or in attachment):

[illegible]

F Evaluate project dependence on and access to the reliable provision of a power supply and its source.

1. Calculate:

- Insulation requirements based on projected future winter lows and summer high temperatures;
- Anticipated maintenance budget for items (e.g., HVAC systems) vulnerable to unplanned heavy service demands due to more extreme weather (e.g., if future use becomes greater than currently budgeted, what will be the cost to future owners/operators?).

2. Provide a narrative review explaining:

- A comparison of insulation requirements and effectiveness due to calculations based on historical versus future temperature projections;
- All sources of energy upon which your project will depend, including back-up generators;
- Use of renewable energy, or site design/features that enable renewables to be used or later installed (e.g., is your energy generated by fossil fuel combustion? Is there an opportunity to produce power on site and is your project designed to facilitate that? Did you situate/orient structures on site to maximize its ability to employ on-site renewable energy generation such as passive or active solar?);
- If relying on tree canopy for passive heating or cooling, explain your energy needs as they may change over time with changes in tree-cover/canopy (e.g., active heating and cooling needs will increase as vegetation on-site matures or dies off);
- How your project will decrease idling times, improve access to non-motorized transportation, or otherwise improve the transit system itself;
- Any existing greenhouse gas inventories to which your proposed project would be a contributor (positive or negative).

RESULT:

- ☐ Project unaffected by changes in energy demand, access, or cost.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

STEP 2: Evaluation Questions

G Evaluate project connection to multimodal transportation.

Provide a narrative review explaining how motorized and non-motorized transit will be influenced by your project. Will non-motorized and/or public transit be increased or supported by this project (e.g., creation of bike lanes, sidewalks, or non-motorized paths)? Will this project increase automotive miles driven or idle times?

RESULT:

- ☐ Project will facilitate multimodal transportation.
- ☐ Assessment indicates no accommodation of multimodal transit.
- ☐ Assessment indicates that multimodal transit could be accommodated by:

I Evaluate project connection to a healthy ocean environment.

Provide a narrative review explaining your project as it relates to:

- Marine discharge permits. Altered seawater pH may adversely affect compliance if discharge cannot be adjusted under these changing water chemistry conditions.
- Locally managed or harvested shellfish and whether the decline in shellfish populations affect your project or deem it unsustainable.
- Any other marine activities that affect or are affected by altered pH or related water chemistry changes.

RESULT:

- ☐ Project unaffected by changes in ocean chemistry.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

H Evaluate project area susceptibility to wildfire.

1. Map your project's proximity to the Wildland Urban Interface and/or wildfire hazard areas. Overlay the following data layers on your project area:

- Regional or local GIS layers showing Wildfire Hazard Area or any available wildfire risk mapping

2. Provide a narrative review demonstrating your understanding of how long-term temperature and precipitation trend changes may cause shifts in vegetation and habitats affecting your project area's vulnerability to wildfire.

RESULT:

- ☐ Project unaffected by wildfire risk.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

J Evaluate the connection between the project and local and regional population.

Provide a narrative review explaining how your project will function over time relative to population change. Will either increases or decreases (possibly due to climate migration) affect the long-term success of your project? Do your anticipated outcomes depend on certain local or regional population statistics?

RESULT:

- ☐ Project unaffected by population.
- ☐ Assessment indicates climate change risk to project that cannot be avoided.
- ☐ Assessment indicates climate change risk to the project, but risk could be minimized by (explain here or in attachment):

STEP 3: Determination of Project Review

STEP 2 results indicate climate change risk to the project during its expected life cycle.
Complete STEP 3 to decide conditions of approval.

1. **Proponents assessment** of the proposed project under future conditions:

2. **Staff assessment** of the proposed project under future conditions (include reference to any existing local, regional, and state natural hazard vulnerability assessments, climate vulnerability assessments, and/or climate action plans):

3. **Determination:**
 - ☐ **Project approved as proposed.** Low risk from future climate conditions.

 - ☐ **Project denied.** High risk that cannot be minimized or avoided with project alterations.

 - ☐ **Project redesigned to reduce risk and approved.**
 - Explain how risk was reduced due to the components of the redesign.

 - ☐ **Project relocated/sited in alternate location and approved.**
 - Explain how risk was reduced because of this move. Explanation should include a review of new site to ensure vulnerabilities do not exist at the new location.

 - ☐ **Project approved with conditions.** Applicant required to assume responsibility for anticipated future remediation necessitated due to permitting/funding/approving this now despite the known vulnerabilities.
 - Bond required in the amount of \$_____.
 - Fee required in the amount of \$_____.
 - Explain and document the expected remediation.

 - ☐ **Project approved with informed consent regarding the risk.**
 - Describe the risk.

Project Review Authority
Name:
Date:

Project Proponent
Name:
Date:

Adaptation Certification

Resources and Acknowledgments

██████████ and ██████████ developed the ██████████ Adaptation Certification project, process, and 3-Step Tool in order to advance nascent local conversations around climate change adaptation to tangible implementation actions. This work began in the Puget Sound region of Washington where they also developed guidance for anyone wanting to understand why and how to incorporate climate considerations into local Comprehensive Planning—addressing planning for both adaptation and mitigation. This guidance is also available:

██████████ Adaptation through Local Comprehensive Planning: Guidance for Puget Sound Communities. ██████████ L.J., S.J. Nordgren and E.E. Mielbrecht. 2017. ██████████ Bainbridge Island, WA. www.CAKEx.org/documents/climate-change-adaptation-through-local-comprehensive-planning-guidance-puget-sound-communities

The ██████████ Adaptation Certification Tool was developed to support communities beyond planning—helping them implement their updated Comprehensive Plan. Using this 3-Step ██████████ Tool for rapid implementation of climate savvy planning goals and policies will enable community services, infrastructure, ecosystems, and economies to better anticipate and respond to the effects of climate change.

We would like to thank Jennifer Sutton (City of Bainbridge Island), James Rufo Hill (Seattle Public Utilities) and James B. ██████████ (California Fish and Wildlife) for their time and insight as reviewers of this tool and its applicability to planning processes across a variety of circumstance.

In order to make this product useful and used, the authors surveyed community adaptation efforts and interviewed local, regional, and state employees around the Puget Sound to identify regulatory or discretionary processes already in place where one could integrate climate change adaptation into permitting—something beyond planning goals and policies. We would also like to thank (in alphabetical order) all those who took the time to inform us through interviews, including Mike Burnham (Thurston Regional Planning Council), Eileen Canola (Snohomish County), Christy Carr (City of Bainbridge Island), Ryan Dicks (Pierce County), Lisa Dulude (Snohomish County), Gary Idleburg (Washington State Department of Commerce), Jennifer Lee (Puget Sound Partnership), Kelly McGourty (Puget Sound Regional Council), Tracy Morgenstern (City of Seattle), Phillip North (Tulalip Tribes), Allison Osterberg (Thurston County), Joyce Phillips (City of Olympia), Jennifer Pouliotte (Puget Sound Partnership), Carol Lee Roalkvam (Washington State Department of Transportation), Dara Salmon (Snohomish County), Joseph Tovar (Tovar Planning), ██████████ Whitely-Binder (King County), and Manuela Winter (Snohomish County).

Sample resource they shared included:

- Washington State Department of Transportation (WSDOT)—Guidance for Project-Level ██████████ Evaluations for NEPA and SEPA demonstrates how WSDOT should address climate change in its environmental documents/reviews
- King County—Sustainable Infrastructure ScoreCard used to meet the requirements of Seattle's Green Building and Sustainable Development Ordinance
- Seattle Public Utilities—Stage Gate process used internally by employees during project development
- Snohomish County's Puget Sound Initiative—██████████ Decision Support Tool used by public works employees to consider climate change related impacts in their own project planning

This project was made possible by generous support from:



BAINBRIDGE
Community Foundation

Recommended Citation:

██████████ 2018. ██████████ Adaptation Certification Tool: Moving Communities from Planning to Implementation. ██████████ Bainbridge Island, WA. www.CAKEx.org/adaptation-certification

██████████ provides support, training, and assistance to make planning and management less vulnerable and more Climate Savvy. ██████████ founded by a team of some of the earliest adaptation thinkers and practitioners in the field, has one goal—creating a robust future in the face of climate change. We bring together diverse players to reshape planning and management in response to rapid climate change. ██████████

██████████ works to build societies' capacity to proactively address the effects of a changing climate. We work with practitioners to help them incorporate climate change considerations into programs, planning, and decision-making processes. We specialize in comprehensive community planning for climate change · hazard mitigation planning · philanthropic program strategy development and portfolio review. ██████████

**AMENDMENT NO. 1 TO
AGREEMENT FOR PROFESSIONAL SERVICES**

THIS AMENDMENT NO. 1 TO THE AGREEMENT FOR PROFESSIONAL SERVICES (“Amendment”) amends the Agreement for Professional Services (“Agreement”) entered into on September 21, 2022, by the City of Bainbridge Island, a Washington State municipal corporation (“City”), and [REDACTED] a Washington D.C. nonprofit corporation (“Consultant”).

WHEREAS, the City and the Consultant entered into the Agreement to provide updating and training of City staff on the use of the [REDACTED] Adaptation Certification Tool in 2022; and

WHEREAS, the City desires to extend the term of the Agreement, amend the maximum amount payable under the Agreement, and to revise and replace the current Scope of Services to provide two staff trainings on use of the Tool through the end of 2023.

NOW, THEREFORE, the City and the Consultant agree to amend the Agreement as follows:

1. Section 2.A is hereby amended to read as follows:

This Agreement shall become effective upon execution by both parties and shall continue in full force and effect until December 31, ~~2022~~ 2023, unless sooner terminated by either party as provided below.

2. Section 3.A is hereby amended to read as follows:

The City shall pay the Consultant hourly, plus actual expenses, in accordance with **Attachment B**, but not more than a total of ~~eight thousand nine hundred~~ thirteen thousand nine hundred dollars (~~\$8,900~~13,900);.

3. Attachment B, Scope of Services, is hereby amended and replaced in its entirety as set forth on Exhibit A.

4. Except as modified herein, all other terms and conditions to the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment to the Agreement as of the later of the signature dates included below.

████████████████████

CITY OF BAINBRIDGE ISLAND

Date: _____

Date: _____

By:_____

By:_____

Name _____

Blair King, City Manager

Title_____

Tax I.D. # _____

City Bus. Lic. # [REDACTED] _____

**ATTACHMENT B
SCOPE OF SERVICES
AS AMENDED BY AMENDMENT NO. 1**

Overview: Provide an updated copy of the [REDACTED] Adaptation Certification Tool and train staff on use of the tool to pilot additional projects at the City of Bainbridge Island in 2022-2023.

Task 1: [REDACTED] Adaptation Certification Tool Updates

Update the [REDACTED] Adaptation Certification Tool to reflect the addition of equity lens questions, mitigation/energy use questions, and, potentially, additional local resources. Provide a final, updated copy of the Tool that incorporates feedback from the staff training.

Receivables: NA

Assumptions: City staff will work with the Consultant to complete two draft reviews of updates to the [REDACTED] Adaptation Certification Tool. A first draft will be completed before the staff training and staff who attend that training will be asked for feedback to incorporate into the final update for the tool. City staff will identify any additional, local data sources to include for Step 2 in the tool.

Deliverables:

- Updated PDF copy of the Bainbridge Island-specific [REDACTED] Adaptation Certification Tool for use in staff training.
- Final, PDF and editable copy of the Bainbridge Island-specific [REDACTED] Adaptation Certification Tool.

Payment: Not to exceed \$3,900

Task 2: [REDACTED] Adaptation Certification Tool Training

Provide two trainings for City staff on how to use the [REDACTED] Adaptation Certification Tool.

Receivables: List of City staff participating in training.

Assumptions: The Consultant will develop the training and provide guidance on who should attend the training. City staff will schedule the training and provide a physical or remote space for training. The Consultant will provide and prepare one facilitator for each group of six (6) or fewer staff participating in a training. City staff will identify potential, real world projects for use in training scenario. The Consultant will lead training and collect feedback from participants for use in Task 1.

Deliverables:

- Advise City staff in identifying participants for the training.
- Develop curriculum and supporting materials for training City staff.

- Provide two (2) sessions of four (4) hours of virtual or in-person training for up to twelve (12) City staff. This training will cover the following topics and provide hands-on opportunities to practice using the tool:
 - o What the tool is and what it applies to
 - o How to apply this lens to the existing work of City staff
 - o Where to find the climate data that can help City staff make, or advise on, climate-informed decisions
 - o What climate information the City has created and has planned for the future
 - o What modifications might improve the tool

Payment: Not to exceed \$10,000

Consultant's Hourly Rates:

Class	Rate (\$/hour)
	\$170.81
Facilitator	\$128.32

Schedule:

Task 1: First iteration of updates to the Tool due at least 14 business days before the staff training takes place; final updates due by December 31, 2022.

Task 2: Complete staff training by December 31, 2023.

Bainbridge Island [REDACTED] Advisory Committee: Draft 2019/2020 Workplan (March 14th, 2019)

Section 1: Background

The Bainbridge Island City Council established the [REDACTED] Advisory Committee ([REDACTED] in the fall of 2017¹. The [REDACTED] was established to serve as a technical and planning advisory committee to the city council, city manager, and department of planning and community development staff on issues related to climate change as directed by the City Council.

More specifically, the [REDACTED] was tasked with assisting the city in implementing the climate related goals and policies of the comprehensive plan² by undertaking several tasks as expeditiously as committee and city resources allow as outlined in Ordinance 2017-13³.

The plan that follows is for calendar year 2019 and 2020. We believe it is more efficient to provide a workplan for two years as many of the actions will occur over two years or more.

¹ Bainbridge Island City Council. Ordinance 2017-13. May 17, 2017. <https://www.bainbridgewa.gov/DocumentCenter/View/8510/Ordinance-No-2017-13-Climate-Action-Advisory-Committee-Approved-050917?bidId=>

² **Guiding Principle #7 Reduce greenhouse gas emissions and increase the Island's climate resilience.**

Guiding Policy 7.1 Mitigation: Participate with state, regional and local partners to reduce greenhouse gas emissions consistent with the 1990 benchmark and future year targets set forth in state law, educate the public about climate change and incentivize Island activities including land use patterns and building practices that reduce greenhouse gas emissions.

Guiding Policy 7.2 Adaptation: Minimize or ameliorate the impacts of climate change on our community and our Island's ecosystems through climate-informed policies, programs and development regulations.

Guiding Policy 7.3 Evaluate the climate vulnerabilities and implications of City actions and identify policies that alleviate those vulnerabilities. Consider the effects of shifting conditions (sea level rise, changing rainfall patterns, increasing temperatures and more extreme weather events) and the effects they cause (altered vegetation, changing water demands, economic shifts).

³ **Tasks for [REDACTED]**

1. Provide advice and/or recommendations to the city council or city staff, as appropriate, on methods of completing a baseline island-wide greenhouse gas (GHG) inventory for the city.
2. To the degree directed by the city council, assist with or manage the completion of a baseline island-wide GHG inventory.
3. Provide advice and/or recommendations to the city council or city staff, as appropriate, related to city GHG emission reduction targets.
4. Work with city staff, as appropriate, to complete and recommend to the city council a city climate action plan and implementation strategy.
5. Provide advice and /or recommendations to the city council or city staff, as appropriate, on how to measure progress toward meeting the city's GHG emission reduction targets and adaptation actions.
6. As directed by the city council, assist the city with participation in regional climate change efforts.
7. Provide education and outreach to the public regarding climate change and the work of the committee and the city relating to climate change.

Section 2: Proposed Goals

The [REDACTED] believes that in order to achieve the comprehensive plans guiding principles for climate change and complete the specific tasks requested by the City Council, the [REDACTED] needs to establish goals that can be measured and tracked over time. At this time, the [REDACTED] is proposing one goal in each of the three areas: mitigation, adaptation, and community engagement. The mitigation goal has a specific timeframe while the adaptation and community engagement goals are more qualitative in nature. As we progress in the implementation our workplan we may develop more quantitative goals for the adaptation and community engagement areas. The [REDACTED] believes these three areas are consistent with the guiding principles in the Comprehensive Plan. The goal and the basis for the goal are included in Table 1.

Table 1: Proposed Goals for Mitigation, Adaptation, and Community Engagement

Area	Goal	Basis
Mitigation	By 2040 Bainbridge Island will reduce its greenhouse gas emissions by 80% compared to 2013 levels and strive to reduce by 90% with interim goals of reducing greenhouse gases by 25% by 2023 and 60% by 2033 compared to 2013 levels. ⁴	The urgency to dramatically reduce our greenhouse gas emissions is highlighted in a 2018 report from the Intergovernmental Panel on Climate Change⁵ that indicated in order to keep global temperatures below 1.5 degrees Celsius compared to post-industrial levels will require net zero global carbon emissions by 2050. Net zero global carbon emissions mean some of those emissions can be offset with carbon credits. We selected an 80% greenhouse gas emissions goal, with aspirational goal of 90%, because we did not want to utilize carbon offsets in our goal because we believe carbon offsets can be difficult to evaluate and verify. We selected the year 2040 because we wanted to achieve our goal earlier than 2050. We selected 2013 because this is the baseline year that Cascadia will use in the GHG inventory. We will evaluate after we receive the GHG inventory if it is possible to hindcast to 2005. This is the year used by the USA in the Paris agreement. We selected interim targets of 2023 and 2033 because this provides a 10 year progress report for the Island.

⁴ We will revisit this goal after the 2019 State Legislative session. There are several bills that may impact meeting this goal.

⁵ IPCC, 2018: Summary for Policymakers. In: Global warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. <https://www.ipcc.ch/sr15/>

Area	Goal	Basis
Adaptation	Bainbridge Island is climate savvy, and can withstand the impacts of climate change (e.g., sea level rise, warming temperatures, and changing precipitation patterns, changing vegetation).	As an Island community Bainbridge Island is vulnerable to climate change. In fact, we are already experiencing the effects of climate change and are committed to much more change in the coming years. To this end, it is prudent governance to both understand the potential implications of climate change (vulnerabilities) and reduce those vulnerabilities to our community (risk reduction or adaptation). Failing to plan for the impacts of climate change and act to avoid them would result in long-term harm to our Island's people, culture, economy and environment. By 2020, Bainbridge Island will have a formal process to evaluate all permits and expenditures for their climate vulnerability and a standardized approach to reduce that vulnerability. By 2019, Bainbridge Island will have tools to educate the community about climate vulnerability and the need to implement adaptation.
Community Engagement	The City of Bainbridge Island inspires action across the community and partners with local and regional organizations to take meaningful climate change mitigation and adaptation actions.	Community engagement is essential to effectively implement actions throughout this workplan and to achieve the overarching mitigation and adaptation goals; as such, community engagement is interwoven in the mitigation and adaptation sections. Given its importance and its cross-cutting nature, we are also calling it out with its own goal. We need to increase public understanding and awareness of the magnitude and consequences of climate change in order to create engagement in and support for mitigation actions. We need to work with extant community groups to disseminate information and achieve adaptation and mitigation goals and improve coordination/collaboration with other City advisory committees and Bainbridge Island taxing entities. We need to foster regional collaboration to support and advise the City in engaging in regional climate change efforts, with benefits such as sharing best practices and lessons learned.

Over time the [REDACTED] plans to propose additional goals for the different areas. For example, the [REDACTED] envisions proposing goals for moving the Island to 100% clean, renewable energy or dramatically reducing greenhouse gas emissions from transportation or establish green building standards for all Island projects.

Table 2 provides a road map for the different areas the [REDACTED] will be concentrating its efforts over the next two years.

Table 2: Road Map for [REDACTED] 2019/2020 Workplan

Area	Sub-Work Areas
Mitigation	Greenhouse Gas Emissions Inventory
	Energy Use - Energy provider - Energy conservation and energy efficiency - Local renewable energy sources
	Transportation - Public Transportation - Electric Vehicles - Non-motorized transportation infrastructure
	Buildings
	Land-Use/Forestry/Agriculture
	Waste Management
	Consumption
Adaptation	Vulnerability Assessments
	Risk Reduction
Community Engagement	Community Awareness
	Island Collaboration
	Regional Collaboration

Section 3: Mitigation

As highlighted above, the urgency to dramatically reduce our greenhouse gas emissions is highlighted in a 2018 report from the Intergovernmental Panel on Climate Change⁶ that indicated in order to keep global temperatures below 1.5 degrees Celsius compared to post-industrial levels will require net zero global carbon emissions by 2050. This is also supported by the 4th National Climate Assessment⁷ and many other scientific publications that indicated the impacts of climate change on our communities.

Goal: By 2040 Bainbridge Island will reduce its greenhouse gas emissions by 80% compared to 2013 levels and strive to reduce by 90% with interim goals of reducing greenhouse gases by 25% by 2023 and 60% by 2033 compared to 2013 levels.⁸

We are proposing actions in seven areas for mitigation for 2019/2020.

- 1. Greenhouse gas emissions** - Need to complete GHG emissions inventory to establish baseline for measuring progress;
- 2. Energy Use** – Need to move towards 100% clean, renewable electrical energy source for Island, increase energy conservation and energy efficiency in our buildings, and encourage use of renewable energy on the Island.
- 3. Transportation** – Need to increase use of public transportation, encourage electrification of ferry fleet, increase use of electric vehicles; and support development of infrastructure to increase biking and walking on Island.
- 4. Buildings** – Need to develop green building standards for public, residential, and commercial buildings on Island.
- 5. Land Use/Forestry/Agriculture** – Need to develop guidelines and strategies to reduce GHG emissions in development and work with local entities to develop strategies to preserve the existing stock of forest and to promote sustainable agriculture on the Island;
- 6. Waste Management** – Need to develop food waste diversion programs and evaluate our wastewater facility to reduce GHG emissions.
- 7. Consumption** – Need to provide education how individuals and businesses can reduce their carbon footprint by their individual choices.

⁶ IPCC, 2018: Summary for Policymakers. In: Global warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. <https://www.ipcc.ch/sr15/>

⁷ Fourth National Climate Assessment. Volume 11: Impacts, Risks, and Adaptation in the United States. 2018. <https://nca2018.globalchange.gov/>

⁸ We will revisit this goal after the 2019 State Legislative session. There are several bills that may impact meeting this goal.

For each of the actions areas we include: 1) description of the action; 2) whether the action is a high, medium, or low priority; a timeline to complete; 4) resources needed to accomplish; 5) [REDACTED] Lead; and 6) status for each action. These tables will be updated every 6 months and presented to the City Council.

Section 3.1: Greenhouse Gas Emissions

In order to measure progress in reducing greenhouse gas emissions it is necessary to have a baseline from which to measure progress. Currently, Bainbridge Island does not have a baseline for greenhouse gas emissions. The GHG emissions inventory will provide that baseline. In addition, it will be important to update the GHG emissions inventory periodically to evaluate what programs are successful and which programs need to be modified. Table 3 provides the actions for 2019/2020 for greenhouse gas emissions.

Table 3: Greenhouse Gas Emissions

Action	Priority	Timeline	Staff Time	[REDACTED] Lead	Status
3.1: Complete Island-wide GHG Inventory: City will hire consultant to complete and Island-wide GHG emissions inventory	High	2019		[REDACTED]	Draft: May/June Final: June/July
3.2: Work with High School on Annual update to GHG Inventory: [REDACTED] will collaborate with BISD/BHS/Eagle Harbor High to add curriculum module that will include an annual GHG inventory by students	High	2020		[REDACTED]	
3.3: Develop COBI internal carbon pricing program: COBI would incorporate a shadow price for carbon in evaluating all new capital and procurement decisions, and/or implement a carbon fee for operations, revenues from which could be invested in energy efficiency and clean energy projects at city facilities. Each department is given a carbon budget (as well as a financial budget) for the year.	Medium	2020		[REDACTED]	[REDACTED] members will meet with City Council and city staff to discuss.

Section 3.3: Energy Use

Currently the City of Bainbridge Island receives about 5%⁹ of its electricity from clean, renewable energy sources. In Washington State electricity generation contributes about 20% of the States greenhouse gases¹⁰. Bainbridge Island is currently conducting a greenhouse gas inventory for the Island, but it is anticipated that the contribution from electrical generation maybe higher than the State average since a large percentage of electrical generation in the State is from hydroelectricity. Bainbridge gets its electricity from Puget Sound Energy that has a fuel mix of over 60% fossil fuels. It is anticipated that Bainbridge Islands percent of greenhouse gases from electricity generation will be greater than the State average. The values from the inventory will be used as a baseline for evaluating potential reductions in emissions.

The Washington State legislator is considering establishing a goal of achieving 100% clean energy from electricity generators by 2045¹¹. Across the U.S. over 90 cities, more than ten counties and two states, have already adopted ambitious 100% clean energy goals. Six cities in the U.S.-- Aspen, Burlington, Georgetown, Greensburg, Rock port, and Kodiak Island--have already hit their targets¹².

We believe Bainbridge Island should strive to achieve 100% clean, renewable energy in order to do our part to keep global temperatures below 1.5 degrees Celsius compared to post-industrial levels. The [REDACTED] will be working over the next year to determine the correct timeframe and interim goals to achieve 100% clean, renewable energy.

Table 4 provides specific actions for 2019 and 2020 in three areas:

- Energy provider:
- Energy conservation and energy efficiency; and
- Local renewable energy sources

⁹ Greenhouse Gas Emissions Inventory, Prepared for the Puget Sound Clean Air Agency by Cascadia Consulting Group. June 2018. Assume fuel mix for PSE on Page 17 was the same for Bainbridge Island.

¹⁰ Washington State Greenhouse Gas Emissions Inventory: 1990-2015. Report to the Legislature. December 2018. Publication No. 18-02-043. <https://fortress.wa.gov/ecy/publications/documents/1802043.pdf>

¹¹ SB-5116- 2019-20. <https://app.leg.wa.gov/billsummary?BillNumber=5116&Initiative=false&Year=2019>. Accessed February 5th 2019.

¹² 100% Commitments in Cities, Counties, and States. Sierra Club Home Page. Accessed February 5th 2019. <https://www.sierraclub.org/ready-for-100/commitments>.

Table 4: Energy Use

Action	Priority	Timeline	Staff Time	Lead	Status
Energy Provider					
4.1: Ensure energy delivered to Bainbridge Island is from renewable, lowest GHG emissions sources: Work with the City and UAC to develop an RFP and criteria for the renewal of our island electric utility provider franchise agreement that requires delivery of 100% lowest carbon, renewable energy to all consumers on Bainbridge Island that is additive to the fuel mix of the energy provider (unless they are already 100% renewable carriers with excess product to sell).	High	2020			members will meet with Council and members of the UAC.
Energy Conservation and Efficiency					
4.2: Incentivize reduction in propane use: Work with the City and propane providers to develop strategies to reduce GHG emissions and improve air quality from generation, transportation and combustion of propane.	Medium	2020			
4.3: Limit GHG emissions from buildings: Work with the City and the design review board to develop regulations that would require that all new and re-development minimizes GHG emissions by 1) maximizing energy efficiency and 2) increasing renewable generation either on site or at a community renewable energy investment site. This will decrease our total grid demand decreasing the need to expand our energy delivery infrastructure (which is costly) and decrease greenhouse gas emissions from a mixed grid.	High	2019/2020			Attend Design Review board meetings and provide input when needed.
Island Renewable Energy					
4.4: Create community renewable energy project sites: Work with the City and others to develop renewable energy projects on the Island. Not all sites on Bainbridge Island are suitable for renewable energy generation, but local renewable generation is part of building our resilience while decreasing our GHG	High	2019/2020			Work with Climate Action Bainbridge to complete an analysis of

Action	Priority	Timeline	Staff Time	Lead	Status
emissions. Giving community members the opportunity to invest in and benefit from local generation (including financially through benefit from selling electrons into the grid) can increase local generation for those sited where it is not a functional option, and protect local tree canopy in those locations.					potential for community solar projects on Island.
4.5: Develop Local Micro-grids: Work with the City to evaluate harnessing local renewable energy production into local micro-grids to increase our resilience including increasing reliability.	Medium	2020			

Section 3.4: Transportation

In Washington State, transportation is estimated to produce almost 43%¹³ of greenhouse gases. Bainbridge Island is currently conducting a greenhouse gas inventory for the Island, but it is anticipated that the contribution from transportation will be similar to the State wide percent of emissions. The values from the Inventory will be used as a baseline for evaluating potential reductions in emissions from transportation.

Table 5 provides specific actions for 2019 and 2020 in three areas:

- Public transportation;
- Electric vehicles; and
- Non-motorized transportation infrastructure

Table 5: Transportation

Action	Priority	Timeline	Staff Time	Lead	Status
Public Transportation					
5.1: Develop better understanding of park and rides: [REDACTED] and City staff would meet with Kitsap Transit to improve the park and ride system on the Island to potential	High	2019		[REDACTED]	

¹³ Washington State Greenhouse Gas Emissions Inventory: 1990-2015. Report to the Legislature. December 2018. Publication No. 18-02-043.
<https://fortress.wa.gov/ecy/publications/documents/1802043.pdf>

Action	Priority	Timeline	Staff Time	Lead	Status
reduce GHG emissions. We would need to better understand the current locations, how are they planned and is there a plan for future park and rides.					
Electric Vehicles					
5.2: Support and incentivize electrification of transportation on island: [REDACTED] would work with the City to create incentives to move our Island transportation fleet toward electrification in order to reduce GHG emissions and improve local air quality (e.g., reduce local car tabs for electric vehicles and develop electrical charging stations around Island).	High	2020		[REDACTED]	
5.3: Encourage School District/COBI/Parks to move towards electric fleets: [REDACTED] would work with the school district, parks, and COBI to move towards electrification of their fleet and battery storage. Some examples can be found at https://driveevfleets.org/ of ideas from other cities.	High	2019		[REDACTED]	
5.4: Support Washington State Ferries Efforts towards electrification: City would continue to work with Washington State Ferries on the electrification of the ferries and continue to support efforts to use VW funds to make this conversion. Also ask the WSF to consider lower rates for electric cars as it would also provide health benefits for their deck hands.	High	2019		[REDACTED]	
5.5: Explore Options with Kitsap Transit to move towards electrification of their fleet: City, [REDACTED] and Multi-Modal committee would meet with Kitsap Transit to learn of their plans for fleet electrification and how they could increase the use of electric buses.	High	2019		[REDACTED]	
5.6: Develop strategies to encourage use of electric vehicles: City would develop strategies for increasing electric vehicle infrastructure and access for high density housing. [REDACTED] would evaluate how many electric cars on the Island and explore innovative ways to use cars during low	Medium	2020		[REDACTED]	

Action	Priority	Timeline	Staff Time	Lead	Status
production time.					
5.7: Explore the use of electric vehicles with UPS/Fedex/USPS: [REDACTED] would meet with the deliver companies to determine if they have pilot programs with electrification or if we could work with them to develop a pilot program. Also, we could prompt anti-idling programs with them.	Medium	2020		[REDACTED]	
Non-Motorized Transportation Infrastructure					
5.8: Work with the Council, Multi-modal Committee (MMC), and Bainbridge Mobility Alliance (BMA) on possible second levy for non-motorized transportation: [REDACTED] would work with all the groups to provide support on efforts to advance non-motorized transportation on the Island and increase island non-autocentric transit paths.	High	2019		[REDACTED]	Had meeting with BMA and will meet with City Council.
5.9: Introduce hierarchy of transit concept for adoption by council: [REDACTED] would work with the MMC and BMA to develop strategies that that promote transit equity and community safety by considering the most vulnerable, then design and implement transit to support pedestrians, bicycles, mass transit and individual cars, in that order.	Medium	2020		[REDACTED]	
5.10: Anti-idling ordinance: [REDACTED] would work with MMC and BMA to develop an anti-idling ordinance for the Island especially for the ferries.	Medium	2020		[REDACTED]	

Section 3.5: Buildings

In Washington State, residential, commercial, and industrial buildings are estimate to provide almost 21% of greenhouse gases¹⁴. Bainbridge Island is currently conducting a greenhouse gas inventory for the Island, but it is anticipated that the contribution from buildings will be similar to

¹⁴ Washington State Greenhouse Gas Emissions Inventory: 1990-2015. Report to the Legislature. December 2018. Publication No. 18-02-043. <https://fortress.wa.gov/ecy/publications/documents/1802043.pdf>

the State wide percent of emissions. The values from the greenhouse inventory will be used as a baseline for evaluating potential reductions in emissions.

Table 6 provides specific actions for 2019/2020 for buildings.

Table 6: Buildings

Action	Priority	Timeline	Staff Time	Lead	Status
6.1: Support development of mandatory Green Building standards for all City-owned buildings over 5000 square feet: Work with Design Review board, city staff, and others to develop a mandatory green building program.	High	2019			
6.1: Support development of incentive programs for residential and commercial development: Work with the design review board and City to develop incentive programs that could include reducing plan check and building permit fees and expedited permit review for those projects that pursue some minimum green building standards.	High	2019			

Section 3.6: Land Use/Forestry/Agriculture

Decisions about land use and land cover can affect, positively and negatively, how much our climate will change and what kind of vulnerabilities humans and natural systems will face as a result. Because humans control land use, and to a large extent, land cover, individuals, businesses, non-profit organizations, and governments can make land decisions to adapt to and/or reduce the effects of climate change. Adaptation options include varying the local mix of vegetation or elevating homes to reduce exposure to sea level rise or flooding. Land use options for mitigating climate change include expanding forests to accelerate removal of carbon from the atmosphere and altering agricultural management practices to increase carbon storage in soil¹⁵.

¹⁵ Fourth National Climate Assessment. Volume 11: Impacts, Risks, and Adaptation in the United States. 2018. Land Use and Land Change Chapter. <https://nca2014.globalchange.gov/report/sectors/land-use-and-land-cover-change>.

Table 7 provides specific actions that we propose to assist to meet the building and land use targets.

Table 7: Land Use/Forestry/Agriculture

Action	Priority	Timeline	Staff Times	██████ Lead	Status
7.1: Create Island-wide land use plan that reflects mitigation and adaptation goals: City would develop guidelines to encourage siting of projects to reduce greenhouse gas emissions: This could include where to develop to decrease GHG emissions (e.g., decrease miles driven), maintain open space services (e.g., water recharge, water filtration, air filtration, temperature amelioration), increase permeable surfaces (built and natural), manage for change, etc.	High	2019		██████	

Section 3.7: Waste Management

In Washington State, solid waste and wastewater management contribute about 4% of total greenhouse gases¹⁶. Bainbridge Island is currently conducting a greenhouse gas inventory for the Island, but it is anticipated that the contribution from solid waste and wastewater management will be similar to the State-wide percent of emissions. The values from the greenhouse inventory will be used as a baseline for evaluating potential reductions in emissions. Table 8 provides specific actions to reduce GHG emissions for waste management.

Table 8: Waste Management

Action	Priority	Timeline	Staff Time	██████ Lead	Status
8.1: Increase use of greenwaste bins for	Medium	2019		██████	

¹⁶ Washington State Greenhouse Gas Emissions Inventory: 1990-2015. Report to the Legislature. December 2018. Publication No. 18-02-043.
<https://fortress.wa.gov/ecy/publications/documents/1802043.pdf>

Action	Priority	Timeline	Staff Time	██████ Lead	Status
household and commercial food waste: City would develop food waste diversion program for households and commercial businesses to greenwaste bins for compost or energy production to eliminate landfilling of food waste which causes methane emissions				██████	

Section 3.8: Consumption

The consumption of goods and services by humans contributes significantly to greenhouse gases. The choices we make on the food we eat, the type of vehicle we drive, how often we travel by airplane, the amount of goods we purchase, and the type of housing we select all have a large impact on global greenhouse gas emissions. When developing the actions outlined in this workplan we will strive to include discussion of what we can do as a City, Community, and individually to make different choices on how we use goods and services. Table 9 includes actions for 2019 and 2020.

Table 9: Consumption

Action	Priority	Timeline	Staff Time	██████ Lead	Status
9.1: Work with City Green Team: ██████ would work with the City Green Team on sustainable purchasing and other activities to reduce the City's greenhouse gas footprint.	Medium	2019		██████	
9.2: Present findings from greenhouse gas consumption inventory: ██████ will work with City staff to present findings from the greenhouse gas consumption inventory to the public.	Medium	2019		██████	

Section 4: Adaptation

As an Island community Bainbridge Island is vulnerable to climate change. In fact, we are already experiencing the effects of climate change and are committed to much more change in the coming years. To this end, it is prudent governance to both understand the potential implications of climate change (vulnerabilities) and reduce those vulnerabilities to our community (risk reduction or adaptation). Failing to plan for the impacts of climate change and act to avoid them would result in long-term harm to our Island's people, culture, economy and environment.

Goal: Bainbridge Island is climate savvy, and can withstand the impacts of climate change (e.g., sea level rise, warming temperatures, changing precipitation patterns, changing vegetation).

We propose actions in two areas.

1. Vulnerability Assessments – We would work with the City to conduct vulnerability assessments around the Island and provide that information in community forums.

2. Risk Reduction – We would work with the City to develop a process for using the information from the vulnerability assessments for evaluating projects on the Island and communicating that process to citizens.

Table 10 provides specific actions for 2019/2020 for adaptation.

Table 10: Adaptation

Action	Priority	Timeline	Staff Lead	Lead	Status
Vulnerability Assessments					
10.1: Map Climate Impacts to COBI assets: [REDACTED] in collaboration with City staff would start with a sea level rise evaluation to evaluate the vulnerability of COBI assets including roads (motorized & non), other infrastructure (sewage treatment, water, buildings), and marine access. This first assessment will also provide a template for subsequent assessments. As needed, City staff will map additional climate impacts (e.g., fire, drought, vegetation change, precipitation changes).	High	2019 – Sea level rise 2020 – Other Analysis		[REDACTED]	

Action	Priority	Timeline	Staff Lead	Lead	Status
10.2: Hold community discussions around vulnerable COBI sites: City would host community conversations from the sea-level analysis and other analyses regarding findings and how to adapt to those changes.	High	2019			
10.3: Create tool for use in the evaluation of vulnerability of COBI and non-COBI assets and activities on Bainbridge Island: [REDACTED] would work with City to identify, and eventually require, the use of a tool (e.g., [REDACTED] Adaptation Certification) for use in evaluation of climate vulnerability of any activity or investment on Bainbridge Island. This would also include training for City staff, Council, and Committees in the use of the tool. Aforementioned climate impact maps, may be used to inform these vulnerability assessments.	High	2019			
Risk Reduction					
10.4: Incorporate vulnerability evaluation tool into all COBI (departments, committees and council) workflow in order to identify vulnerability and risk reduction opportunities: City, Council and committees will develop processes by which all decisions, including permits and expenditures, are evaluated for their vulnerability to climate change, and determinations can be made based on this assessment in order to ensure better long-term outcomes in the face of factors such as sea level rise, altered precipitation patterns, increasing temperatures and other climate related hazards. [REDACTED] can advise in this process.	High	2020			
10.5: Apply the tool in permitting, planning and budgetary decisions: Results from application of the vulnerability assessment tool are used by the	High	2020			

Action	Priority	Timeline	Staff Lead	Lead	Status
City in decision-making to reduce risk and improve long-term benefits. This includes training of City staff, Council and committees in use of necessary tools.					
10.6: Community training on adopted risk reduction process: City would host community conversations with vulnerable sites and how to adapt to those changes.	High	2020			

Section 5: Community Engagement

Community engagement is essential to effectively implement actions throughout this workplan and to achieve the overarching mitigation and adaptation goals; as such, community engagement is interwoven in the mitigation and adaptation sections. Given its importance and its cross-cutting nature, we are also calling it out with its own goal. Areas of the workplan where community engagement is essential for success include:

- Working with community groups is an integral component of the actions in Tables 4, 5, 6, and 8;
- Working with the Council, Multi-modal Committee, and Mobility Alliance on possible second levy for non-motorized transportation is included in Table 5;
- Increasing awareness and helping with community preparation is embedded the actions on vulnerability assessments and integration in City Operations in Table 8 and 9; and
- Holding community discussions around vulnerable sites, in Table 10, is also an example of community engagement.

Goal: The City of Bainbridge Island inspires action across the community and partners with local and regional organizations to take meaningful climate change mitigation and adaptation actions.

We propose actions in three areas for 2019/2020.

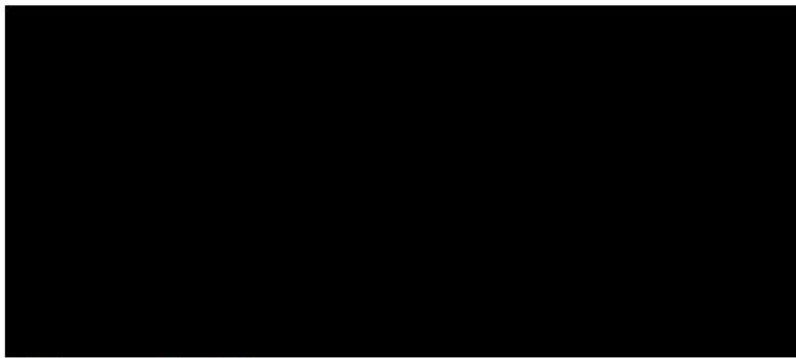
- 1. Increase Community Awareness** –Increase public understanding and awareness of the magnitude and consequences of climate change in order to create engagement in and support for mitigation actions.
- 2. Encourage and Support Island Collaboration** – Work with extant community groups to disseminate information and achieve adaptation and mitigation goals and improve coordination/collaboration with other City advisory committees and Bainbridge Island taxing entities.
- 3. Foster Regional Collaboration** – Support and advise the City in engaging in regional climate change efforts, with benefits such as sharing best practices and lessons learned.

Table 11 provides specific actions that we propose for community engagement in 2019-2020.

Table 11: Community Engagement

Action	Priority	Timeline	Staff Time	Lead	Status
Increase Community Awareness					
11.1: Create [REDACTED] Week: Council proclamation to designate a week each year (in conjunction with Earth Month) for City and community evaluation of the progress made on meeting our community commitments and goals relating to reducing our contribution and vulnerability to climate change.	Medium	2020		[REDACTED]	Work with Sustainable Bainbridge this year on Earth Month but do not have a separate event.
11.2: Convene semi-annual City events: Collaborate with the City to convene at least semi-annual programs on issues relating to climate change and how the City is addressing this in their daily operations as well as future planning.	High	2019		All	June 22: Share work of BI committees on [REDACTED] September: GHG Inventory
Encourage and Support Island Collaboration					
11.3: Support community events on climate change: Participate in ongoing information forums such as the Climate and Energy Forum and the Movies that Matter.	High	Ongoing		All	[REDACTED] members are active in organizing and participating in ongoing events
11.4: Increase cooperation with other City advisory committees: Attend other relevant City Advisory Committees (e.g., Multi-modal, UAC, and ETAC) at least twice a year.	High	Ongoing		Liaisons TBD at meeting	Possible Committees: - Multi-Modal - Utilities - ETAC - Design Board
11.5: Attend Intergovernmental Working Group (IWG) – COBI, BIFD, BIPD, and BISD: Work with IWG in a collaborative approach to identify and implement mitigation and adaptation actions with buy-in, engagement, and leadership from all of these relevant entities.	High	2019 – Initial Contact 2020 – Identify actions		[REDACTED]	Need to work with other taxing entities as other parts of workplan indicate need to work with BISD, BIFD, and Parks.

Foster Regional Collaboration					
11.6: Foster regional collaboration: Make a recommendation to the City on regional collaborations that Bainbridge Island should participate in and the form that involvement should take. (For example, Puget Sound Climate Preparedness Collaborative; Kitsap Public Transportation, and WSF)	Medium	2020			Identify groups and evaluate possible role of



+1 [redacted] phone
+1 [redacted] fax



February 15, 2023

James B. Cash, Chair
Ethics Board
City of Bainbridge Island
jim.cash@cobicommittee.email

Dear Mr. Cash,

I write in response to the Article II Ethics Complaint, which you forwarded to me on February 2, 2023.

I serve as the [redacted] and [redacted] of [redacted] a nonprofit organization based on Bainbridge Island. Our organization is dedicated to researching and supporting planning and management in response to rapid climate change. We have worked with governments and other organizations, including the City of Bainbridge Island, to help deliver frameworks for climate change adaptation. Our work is supported by various sources such as the Kresge Foundation, the David and Lucile Packard Foundation, and the National Oceanic and Atmospheric Administration.

As a private citizen concerned with climate change, I served on the [redacted] Advisory Committee ([redacted] from 2017 to April 2022.

[redacted] Adaptation Certification Tool

During the time I served on the [redacted] our committee recommended that the City's Climate Action Plan incorporate use of the [redacted] Adaptation Certification Tool. [redacted] developed that tool with funding from the Bullitt Foundation and the Bainbridge Community Foundation. The City adopted the Certification Tool in 2022,¹ which is used to identify and avoid climate risks as part of capital expenditures or the permitting process for new and renovated buildings.²

The Certification Tool is a resource that [redacted] makes freely available to the public.³ The tool is also available for free through [redacted] Climate Adaptation Knowledge Exchange (CAKE) database.⁴

Because the Certification Tool is free, recommending it cannot constitute a conflict of interest under the Code of Ethics. In fact, citizen participation on City committees is intended to

provide exactly this type of benefit, where community members offer their expertise to the City.

Training for the Certification Tool

In 2022, the City approached [REDACTED] to provide training for the Certification Tool. Neither I nor [REDACTED] applied for this contract or solicited it in any way.

The Code of Ethics does not include a blanket prohibition against City contracts with organizations associated with committee members. But to avoid even the appearance of a conflict of interest, the City Manager, I was told under guidance from the City Attorney, asked that I step down from the [REDACTED]. I did so in April 2022. The training contract was entered five months later, in September 2022.

This training contract was unrelated to the City's adoption of the Certification Tool. The City could have reached out to a variety of other well-respected organizations for training. When the City proposed the contract to [REDACTED] knowing that I had served on the [REDACTED] I reasonably assumed that the City was not asking me to violate the Code of Ethics.

The Ethics Complaint

The complaint alleges a violation of Section F of the Code of Ethics (Article II):

While serving on a City Committee or Commission, and for two (2) years after leaving such position, no member of a City Committee or Commission shall obtain employment in which they will take direct or indirect advantage of matters which they, as a member of a City Committee or Commission, recommended to the City Council. This includes ***applying for positions or contracts with the City*** when the City Committee or Commission on which the member served ***recommended funding*** such position or contract.

Neither the [REDACTED]'s recommendation of the Certification Tool, nor the September 2022 contract, violated Section F.

Recommending the Certification Tool does not violate Section F because it provides no advantage to either me or [REDACTED]. [REDACTED] developed the tool with independent foundation funding, and it provides a free benefit to the City.

The September 2022 contract also does not violate Section F. I did not seek out the contract. Nor did I take any action that constitutes "applying for positions or contracts with the City," or which otherwise took "advantage" of my position as a former [REDACTED] member. The complaint does not identify any such acts.

In fact, the [REDACTED] on which I served lacks authority to enter contract or make funding decisions.⁵ I had no ability as a [REDACTED] member to "recommend funding." Rather, the complaint stems from a speculative chain of events: that adopting the Certification Tool "in turn influenced" the Climate Officer's support for updating the tool, which next "influenced" the City Manager's

decision to enter into the September 2022 contract.⁶ Even if true, this supposed indirect “influence” does not constitute “applying for positions or contracts” or having “recommended funding” under Section F. The complaint should be rejected because its speculation about influence “lacks reasonable credibility” under Article III, Section B.8.b.

Furthermore, the chain of influence imagined by the complaint concerns actions taken by the City, not me. The “influence” reflects on decisions of the Climate Officer and City Manager, neither of whom the complaint names as a respondent. City employees requested [REDACTED] to provide training, and I reasonably assumed that the City complied with its Code of Ethics. Thus, the complaint should be rejected because the complaint, “even if true, would not constitute a violation of the Code of Ethics” under Article III, Section B.8.c.

Finally, I no longer serve on the [REDACTED]. Thus, even if the Code of Ethics were violated, the complaint should be rejected because any possible violation “has been adequately cured” under Article III Section B.8.d.

Summary

- 1) I did not apply for the September 2022 contract. The complaint does not allege that I did. Thus, the complaint fails to identify a violation of Section F. The conflict of interest rule prohibits improper influence. It is not a blanket rule against all contracts between the City and organizations associated with former committee members.
- 2) The [REDACTED] cannot enter into contracts or make funding decisions. Thus, I had no ability as a former committee member to “recommend funding” or direct a contract to [REDACTED]. The City made that decision independently.
- 3) Even if adoption of the free Certification Tool somehow “influenced” later decisions to contract with [REDACTED] for training, those were decisions made by the City. The City could have engaged other organizations. I reasonably assumed that the City would not propose a contract to [REDACTED] in violation of its Code of Ethics. If it did, that is an internal City matter that does not support a complaint against me.
- 4) Any alleged violation of the Code of Ethics has been cured by my resignation from the [REDACTED].

City records can readily confirm the facts described above. Please let me know if further facts or a declaration are needed. But such fact-finding is unnecessary, because the complaint fails to allege a violation of Section F of the Ethics Code for the reasons outlined above. For example, it does not allege that I applied for the September 2022 contract.

The City greatly benefits from the expertise of local citizens who serve on its committees. The complaint uses that participation to try to limit the City from fully enjoying the benefit of [REDACTED]’s expertise in climate change adaptation. The City has recognized “the urgency to substantially reduce our greenhouse gas (GHG) emissions and make our community more resilient to climate change requires that we take significant action now. Waiting puts our

community, economy and our children's future in peril."⁷ The Code of Ethics should not be improperly used to undermine this important work.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Notes:

- ¹ [REDACTED] Adaptation Certification Tool, 2022
(<https://www.bainbridgewa.gov/DocumentCenter/View/17049/2022-Adaptation-Certification-Tool---December-2022>)
- ² [REDACTED] Action Plan, Nov. 12, 2020, pp. 65, 71, 82
(<https://www.bainbridgewa.gov/DocumentCenter/View/14354/Final-Bainbridge-Island-Climate-Action-Plan-November-12th-2020>).
- ³ [REDACTED] Adaptation Certification Tool, 2022
([http://\[REDACTED\]BSB2022_Fillable.pdf](http://[REDACTED]BSB2022_Fillable.pdf))
- ⁴ [REDACTED] Adaptation Certification Tool
(<https://www.cakex.org/tools/climate-change-adaptation-certification-tool>)
- ⁵ Bainbridge Island Municipal Code, Title 2, Section 2.37.030 (Duties and Responsibilities)
- ⁶ Article II Complaint, Jan. 28, 2023, p. 1 (Summary of Complaint)
- ⁷ [REDACTED] Action Plan, Nov. 12, 2020, p. 17
(<https://www.bainbridgewa.gov/DocumentCenter/View/14354/Final-Bainbridge-Island-Climate-Action-Plan-November-12th-2020>).

From: [Jim Cash](#)
To: [Peggy Nimb](#)
Cc: [Andrew D. Tsoming](#)
Subject: Fwd: Article II Ethics Complaint - Case #EB2023-01
Date: Wednesday, March 15, 2023 12:00:54 PM

Attached please find additional comments from the respondent in the above referenced Article II Complaint to be redacted and included in the Agenda package.

Thanks again for all your help.

Jim

Get [Outlook for Android](#)

From: [REDACTED]
Sent: Friday, February 17, 2023 4:45:17 PM
To: Jim Cash <jim.cash@cobicommittee.email>
Subject: Re: Article II Ethics Complaint - Case #EB2023-01

CAUTION: THIS EMAIL ORIGINATED FROM OUTSIDE THE CITY OF BAINBRIDGE ISLAND EMAIL SYSTEM -Take caution NOT to open attachments or links unless you know the sender AND you were expecting the attachment or the link.

Hi Jim,

As a regular citizen of our community, I have zero idea what is expected of me in terms of a response. This process feels very inequitable. The complainant clearly had a long time and resources to develop a complaint and I had two weeks, around my full-time job and family obligations, to submit a response with no idea of what is expected in that document. Now a decision will be made based on these two documents with me having no idea the criteria or process that will be employed to make your determination. The lack of opportunity for follow up or appeal is terrifying. Where do I go for guidance and support in navigating this process? Should I submit more? Is it beneficial for me to attend the hearing? Will the complainant be present? Would I be allowed to clarify anything if there is a gross error in interpretation? Should I have legal representation?

Let me assure you that as the accused this is already feeling very punitive. My reputation and integrity have been called into question, my work has been devalued and I feel personally assaulted. Any presumption of innocence seems to have been abandoned. This is a deeply awful process. And real damage is already done and there is no clarity as to how I can appropriately address this issue.

Sincerely,

[REDACTED]

On 2/16/23 10:42 PM, Jim Cash wrote:

Hi [REDACTED]

Thank you. I have received your response. The next scheduled Board meeting is on the 20th of March. This item will be placed on the agenda for that meeting. You may attend the meeting in person or via the Zoom link which will be available when the Agenda is published, not later than the Friday before the meeting.

Please understand, once the Board begins considering the complaint, only the response and the complaint and associated submittals are considered when the Board deliberates regarding the complaint. No other discussion or supporting testimony is considered. We are not a punitive body, we simply make a determination based upon the facts as submitted and make a determination based on those facts.

A recommendation is then forwarded to the City Clerk for final disposition.

Thank you for your cooperation in this matter.

Sincerely,

Jim Cash, Chair, Ethics Board

From: [REDACTED]
Sent: Thursday, February 16, 2023 5:48 PM
To: Jim Cash <jim.cash@cobiccommittee.email>; Peggy Nimb <pnimb@bainbridgewa.gov>; Andrew D. Tsoming <atsoming@omwlaw.com>
Subject: Re: Article II Ethics Complaint - Case #EB2023-01

You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: THIS EMAIL ORIGINATED FROM OUTSIDE THE CITY OF BAINBRIDGE ISLAND EMAIL SYSTEM
-Take caution NOT to open attachments or links unless you know the sender AND you were expecting the attachment or the link.

Greetings Jim, Peggy and Andrew,

I submitted my response yesterday, ahead of the two week deadline you gave me, but have received no confirmation of receipt. Please confirm receipt and advise me of the next step.

As I said in my email to Jim yesterday "I am saddened by the havoc this unfounded complaint has created in hindering the ability of our community to prepare for and respond to the very real challenges of climate change."

Sincerely,

[REDACTED]

[REDACTED]

On 2/2/23 1:06 PM, Jim Cash wrote:

Dear [REDACTED]

The City of Bainbridge Island Ethics Board has received an Article II Complaint (See Attached) naming you as "Respondent" .

As Chair of the Ethics Board, I am responsible for notifying the respondent (you) of the complaint, with a copy the complaint (and accompanying documents), and provide the you with "a reasonable period of time to submit a written response to the Article II Complaint supported by a declaration in compliance with RCW 9A.72.085." Under the Board's Operating Rules, I am required to "initially request that a response be provided within two weeks, but the Chair may provide for additional time as circumstances warrant." Once a response is received within the required time-period (or where no response is received within the required time-period), I shall place the complaint on the agenda for the next Board meeting for the full Board's consideration and recommendation.

Please address your response to my City email: jim.cash@cobicommittee.email

I have enclosed a link to The Code of Conduct and Ethic Program document for your reference and clarification. [City Website Ethic Board Page](#).

Looking forward to prompt response,

James B. Cash, Chair - Ethics Board
City of Bainbridge Island