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THE CLIMATE CHANGE ADVISORY COMMITTEE WILL HOLD THIS MEETING  
USING A VIRTUAL, ZOOM WEBINAR, PER GOVERNOR INSLEE'S  
"STAY HOME, STAY HEALTHY" ORDERS

MEMBERS OF THE PUBLIC WILL BE ABLE TO CALL IN TO THE ZOOM MEETING

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WEBINAR ID: 913 9038 0790

#### AGENDA

- 5:30 Call meeting to Order/Roll Call/Accept of Modify Agenda/Conflict of Interest Disclosure
- 5:35 Approve April 20<sup>th</sup> minutes
- 5:40 Public Comment
- 5:45 Climate Officer Updates (Autumn Salamack)
- General Updates
  - 2023/2024 CAP Workplan and Budget (attached)
- 6:30 Updates
- June meeting in-person (David)
  - Groundwater Management Plan (Deb)
  - Meeting with other committees (Mike)
  - WSF Ideas (Mike)
  - Other
- 7:00 Adjourn

#### Materials

1. April minutes
2. 2023/2024 CAP Workplan and Budget
3. WSF Ideas from Lara Hansen

Climate Change Advisory Committee  
Meeting Minutes  
Wednesday April 20, 2022

Present: Committee members Steve Richard (volunteer emcee), Deborah Rudnick (secretary), John Kydd, Julie Matthews, Lara Hansen, Derik Broekhoff, Jens Boemer

Council Liaison: Leslie Schneider (left early)

City staff: Autumn Salamack, climate officer and staff liaison

Attendees: Jacquelyn Shaff (will be speaking)

No conflicts of interest stated

Approval of March minutes: Julie moves, seconded by John, all approve.

Public Comment: none

Discussion:

5:45 Climate Officer Updates (Autumn Salamack)

- [Climate Smart Challenge](#) – April 21<sup>st</sup> community webinar
- Upcoming public events for Climate Smart Bainbridge program – soliciting volunteers to help staff tables
  - April 24<sup>th</sup> Earth Day event –Julie helping staff table and Monthly Farmer’s Market table
    - Community Volunteer Opportunities .xlsx – link was not working in packet, but she will share the file with all of us for May – August farmers market table: May 7, June 18, July 16, August 13.
  - Solar and battery energy storage project: ARPA funds for developing solar and storage at 6 of our 16 emergency/disaster hubs: waterfront rec center; bi rec center; Bloedel; BHS; Hyla; and battle point. Bloedel and battle point carport. Leslie mentioned the importance of battery storage to function for emergency use. Does it make sense to make it possible to charge EVs at these centers- is that being considered? Autumn: battery storage: minimum of 3 days, we could discuss whether that should be increased, and whether there might be opportunities for EV infrastructure. Have reviewed solar capacity at a very high level.  
<https://bainbridgeprepares.org/teams/hubs/>
- STEP/GHG Emissions RFO – responses due April 28<sup>th</sup> (see attached in meeting packet)
  - Help us look at additional actions that could help us identify additional sources of emissions reductions; and measure GHG in a consistent manner for our ongoing inventory. Our existing data is based off of PSRC modeling, at a larger scale; hoping to build on transportation planning and projects already occurring at the City
  - Leslie asked about reductions in taxes from gas taxes and looking at this potential reduction in revenue stream and what might be possible to put in its place. PSRC is doing some investigating on this front and she shared some information:  
<https://waroadusagecharge.org/>

- ETIPP application- in April 12<sup>th</sup> Council agenda packet
  - Looking for increased resilience and reduced timeframe for achieving clean energy goals. They are evaluating in mid-May and hoping to announce in mid-June.
- PSE Green Power program participation: city has been participating since 2017. In the past we've paid for a fixed monthly amount for electricity use, and if we don't true this up at the end of the year, we may go a bit over or under. The last 2 years we have gone under. Autumn submitting a request that we go back to 100% clean energy for the next few years, until there is enough of a shift under CETA. John wondered if we got a response from PSE regarding our written questions about their carbon reduction statements- Jens believes we got these and David shared these on April 6. Jens says 14% of BI electricity customers have signed up for green power- that's the highest in the entire PSE coverage area. We haven't achieved a critical mass of customers to influence the energy mix by PSE, nor could we even with total participation from the Island. This is a complex issue that we need a simple way to explain, and the committee may want to think on this some more.
- EVs and alternative fuels – next steps for the COBI fleet: 6 year electrification plan for fleet, including biofuel transition. Have been having a number of conversations on grant opportunities on this front. There's a lot of effort and communication around car-sharing and EVs. Kitsap transit – 30 EBs by 2024, and hydrogen fuel cells as well; parks is already transitioning hand-held equipment as is COBI- zero-emission landscaping tools.
- EV-ready code: Having initial conversations between PW and planning to move forward with an EV-ready code for new commercial and multifamily construction.
- Business Ambassador program – Plastic Free Restaurant rebates thru May 31 to pay restaurants for transitioning to durables. Working with chamber of commerce and zero waste as "ambassadors". Some reports in from customers that they are still seeing materials out, business ambassadors will do some more site visits. Promoting early compliance with regs starting Jan 2023: for in-house dining to be non-disposable and takeaway "home compostable"; 25cent fee for single-use coffee cups; prohibiting single-use shampoos and the like for hotels.
- Solid waste and biodigester – next steps – ad hoc solid waste committee formed to consider Vincent rd site and look at overall waste system- REAC, Zero waste, chamber. They are meeting in early May. Autumn will follow up with CM on whether CCAC should be involved in this committee too. Draft RFP to look at consultant support.
- PSE has done some initial work on potential for community solar and there is some initial indication- awareness that also have biodigester evaluation going on and need to be cognizant of both.
- COBI and Poulsbo meeting – collaboration to see where interests overlap. CM, Poulsbo's mayor, and council participation.
- CCAC Applications due by April 29<sup>th</sup> – for those whose terms are expiring- Julie, Jens, and Deb.

6:15 UW Intern Report out on Senior Center Focus Group (Jackie Shaff -see attached in meeting packet)

- Focus group results from work with Bainbridge Senior Center to better understand seniors' concerns, values and norms that influence willingness to adopt CAP actions
- Jackie is a master's student in marine and public affairs, and program on climate change. This was her capstone project.
- Jackie will follow up with Mike and Autumn with reports; she is happy to share any of her presentation resources and the full list of 26 original people who indicated interest.

- Jackie and Autumn both said that the biggest surprise was how knowledgeable and interested the participants were.
- John asked about areas of particular interest- barriers had to do with costs and home ownership were particularly mentioned. It would be interesting to follow up with a younger cohort to see how that compares/contrasts.
- More reminders and different ways to reach out.

#### 6:30 Climate Action Plan Updates

- Groundwater Management Plan – Maureen is working on a lot of data compilation and structuring the plan report; she is working with Christian Berg who gave us an update on the well monitoring network that they are trying to expand- folks can reach out to Deb if they are on a private well and might be interested in participating in that monitoring network.
- John mentioned efforts to move forward with Interfaith Climate Circle, developing a pledge
- Other: sign up for the community climate challenge and help spread the word! Webinar April 21  
<https://www.climatesmartbainbridge.org>

7:00 Adjourn

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Co-Chair

05/18/2022

## 2023-24 CAP Workplan and Budget

### Goal & Process

Climate Officer to meet with CCAC from June – August for input on priority CAP-related actions to include in the 2023-24 workplan and budget request. Staff budget proposals will be drafted in the summer and a final proposed budget provided to the Council in late September. The budget may then be referred by Council for additional review by CCAC and other committees in October.

1. Review original list of priority actions from the 2020 CAP and recommended updates from Autumn
  - June meeting materials will include an updated list of recommended actions to target in 2023-24 with reference to those priority actions identified in the CAP (both the table below and Appendix A); additional projects initiated in 2022 that carryover into 2023-24; and additional, staff-identified priorities for 2023-24 CAP Workplan
  - Discussion topics for June meeting:
    - Anything to add/remove?
    - Consider the right number of actions to include as “highest priority” actions
2. Review updated list of recommended priority actions with respect to the evaluation criteria listed below
  - Emissions reduction impact (contribution toward 25% by 2025 reduction goal)
  - Prepares our community for climate change impacts (adaptation and resilience)
  - Provides meaningful and equitable climate action
  - Cost of implementation
  - Available City staff resources to manage and implement
3. Estimate costs associated with actions and potential funding packages
  - Develop groupings of actions at tiered levels, such as gold (everything could be funded), silver (some things could be funded), and bronze (bare minimum, highest priority actions only could be funded) levels

## Priority Actions from 2020 CAP

See [Appendix A – Priority Actions on page 98 of the CAP](#) – for 79 additional priority actions

Initial CAP Priority Action Item List for First 18 Months			
Topic & Action #		Description	May 2022 Status
Implementation	1	<p>5.A.1.b 6.A.1.c 7.D.1.a</p> <p>Use the EcoAdapt Climate Change Adaptation Certification Tool, or similar tool, in COBI decision making.</p> <ul style="list-style-type: none"> <li>Require all new and renovated buildings to apply the tool to identify and avoid climate risks as part of the permitting process.</li> <li>Evaluate all COBI land acquisition and development decisions for City lands or in City review of private development using the tool to ensure decisions are climate informed.</li> <li>Apply the tool to any new waste-related infrastructure projects.</li> </ul>	<ul style="list-style-type: none"> <li>Tested tool use with retrofit project at the Senior Center</li> <li>Scope of work for professional services agreement to update the tool and provide staff training drafted</li> </ul>
	2	<p>9.B.1.a</p> <p>Consider and minimize the potential for unintended and/or unequitable impacts from each action prior to implementation.</p>	<ul style="list-style-type: none"> <li>Drafted a series of questions to ask for all City projects based on the “Racial Equity Toolkit: An Opportunity to Operationalize Equity” developed by the Local and Regional Government Alliance on Race &amp; Equity; testing on City project in May</li> </ul>
	3	<p>8.C.1.a 8.C.1.b</p> <p>Hire City staff to coordinate and lead climate efforts and review existing authorities.</p> <ul style="list-style-type: none"> <li>In coordination with the COBI attorney, review existing laws, regulations and policies and revise as needed.</li> <li>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 CCAC.</li> </ul>	<ul style="list-style-type: none"> <li>Climate Officer hired</li> <li>Review of existing authorities action needs an outline with specific topics for review (or will take place on a case by case basis)</li> </ul>
	4	<p>9.D.1.a</p> <p>Develop cost estimates for the highest priority CAP actions and staffing requirements and list potential funding sources (in year 1).</p>	<ul style="list-style-type: none"> <li>Completed for 2022 activities; underway for 2023-24 activities</li> </ul>
GHG Inventory	5	<p>2.A.1.a</p> <p>COBI will work with the CCAC 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).</p>	<ul style="list-style-type: none"> <li>Released RFQ to obtain better VMT data for next inventory and potential update to 2014 baseline</li> <li>Initial work likely to conclude in 2022; ongoing data needs/costs TBD</li> </ul>

Topic & Action #		Description	May 2022 Status
Energy	6	<b>3.A.1.b</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; 2) explore creating new incentive/rebate programs; and 3) develop a local program to encourage homeowners that have sufficient potential to acquire customer-owned generation like roof-top solar and small wind turbines.	<ul style="list-style-type: none"> <li>Partnership agreement drafted to cover this work and in review with PSE</li> </ul>
	7	<b>3.B.1.a</b> 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.	<ul style="list-style-type: none"> <li>Franchise and partnership agreements drafted and in review with PSE</li> </ul>
	8	<b>3.B.1.c</b> 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.	<ul style="list-style-type: none"> <li>Can't currently prohibit for single-family residential</li> <li>Need to consider impact associated with commercial and other customer classes given focus on "primary energy source"</li> </ul>
	9	<b>3.A.2.a</b> 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).	<ul style="list-style-type: none"> <li>Roadmap developed but need to evaluate legal options and taxing authority for development of such a Fund and/or consider additional options to achieve the desired outcome</li> </ul>
Transportation	10	<b>4.A.1.a</b> 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	<ul style="list-style-type: none"> <li>Sustainable Transportation Plan adopted in March 2022; focus on implementation via Public Works moving forward</li> </ul>
	11	<b>4.B.1.a</b> 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.	<ul style="list-style-type: none"> <li>First EV ordered for delivery in summer 2022; 5-6 additional vehicles proposed for transition to EVs in 2023-24</li> </ul>
	12	<b>4.B.2.a</b> 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.	<ul style="list-style-type: none"> <li>Draft code updates being developed now for potential Planning Commission discussions this summer (aiming to adopt in 2022)</li> </ul>
Buildings	13	<b>5.A.1.a</b> 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.	<ul style="list-style-type: none"> <li>Recommendations received but could not move forward due to state legislation</li> <li>Look at revised action for green building policy or other code updates to meet objectives</li> </ul>

Topic & Action #			Description	May 2022 Status
Buildings	14	5.B.1.a	<p>Build on preliminary sea-level rise assessment endorsed by CCAC. As recommended by the 2019 CCAC Report on Sea Level Rise:</p> <ol style="list-style-type: none"> <li>1) conduct a systematic, high-resolution analysis of exposure of City assets to sea level rise;</li> <li>2) 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); and</li> <li>3) integrate sea level rise analysis into all City planning to identify and avoid or minimize risk to planned infrastructure and development.</li> </ol>	<ul style="list-style-type: none"> <li>• DOE grant application related to this work was not funded but they are still considering if they can provide funding for this work in 2022</li> <li>• Design funding authorized to relocate the Wing Point Sewer Pump Station out of a tidal zone that is impacted by sea-level rise</li> <li>• Yeomalt Emergency Drainage Repairs project completed to install a tidal valve on a stormwater outfall to prevent upland flooding during excessive high tides</li> </ul>
	Natural Environment	15	6.A.2.a	<p>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.</p>
Waste	16	7.A.2.a	<p>Adopt an ordinance to reduce the use of single-use plastic food serviceware, including utensils and take-out containers, by all Island food service establishments.</p>	<ul style="list-style-type: none"> <li>• Two ordinances adopted; ongoing implementation</li> </ul>
Community Engagement	17	8.A.1.a 8.A.1.b	<p>Develop a web presence for climate change on City website and make climate information widely and easily available to all community members.</p> <ul style="list-style-type: none"> <li>• Develop a dedicated climate change webpage on the City's website including links to climate mitigation/adaptation resources on the CCAC website and make the CAP widely available in on-line and in print formats.</li> <li>• Be a regional leader in recognizing the important role that municipal governments can play in taking action to respond to climate change.</li> </ul>	<ul style="list-style-type: none"> <li>• Website updated; print copies of CAP provided to library and Senior Center</li> </ul>
	18	8.C.2.a	<p>Work with Bainbridge Prepares, the Bainbridge Island Fire Department, and others, to establish community centers for recharging generators, cell phones during outages, and providing emergency food/water.</p>	<ul style="list-style-type: none"> <li>• Partially aligned with solar PV/battery project but separate scope of work; received details from similar project in Orlando that we could potentially replicate</li> </ul>



Greetings David and Mike,

I wanted to share one last idea that feeds from my final meeting with the Sustainable Transit group as a member of the Climate Change Advisory Committee last week.

In that meeting I floated the idea of supporting the WSF in developing a fare structure that incentivized EV use. Today I had a follow up call with WSF and they suggested that it would be beneficial for BI Council to send a letter to WSF Commissioners and our legislators promoting such an idea. To that end, I would encourage the CCAC to continue such an effort with Council. In addition they encouraged engagement of the Ferry Advisory Committee member for Bainbridge Island (Anthony Smallbeck).

This would be a great way to advance COBI's CAP transportation goals, and support the state EV goals.

Thank you for your continued efforts on behalf of the CCAC and our community!

Lara

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Here is a brief overview I wrote for the conversations I have had with WSF (I also shared this with Sen. Rolfes as a constituent):

The problems:

- Washington has set an ambitious target to transition transportation to electric vehicles
- Regional air quality (especially around the Puget Sound) is adversely affected many times of the year and this has a disproportionate impact on those that are already in poor health and lower income.
- Ferry staff is in short supply and their health is adversely impacted by car exhaust (which is the most harmful exhaust emitted in the first few minutes on a cold engine as is experienced after even a shorter ferry ride)
- Many ferry drivers do not follow the no idling guidance in ferry waiting areas and on ferries, causing conflict and poor health outcomes

Possible solution:

Incentivizes EV use on ferries. Clearly the ferry system cannot afford to create a discounted rate for EVs, but I think there are some options. Let me start by explaining the benefits. A ridiculous number of cars use the ferries every day. If all of those cars were EVs rather than internal combustion then it would:

- help move us toward the 2030 EV target
- improve regional air quality by taking internal combustion engines off the road
- improve working conditions for ferry deck and waiting area staff who no longer have to breathe in harmful exhaust
- decrease conflict between idlers and others (because no one cares if an EV is idling)

How to implement:

Since no changes can be made to rates until the next fare setting process (set to start in Fall 2022 for implementation in October 2023), I propose that approach be developed a tiered system in which the fare to drive an internal combustion vehicle (ICV) onto a ferry is increased, whereas the EV rate is increased less or held steady at the current rate. Then this process continues each year (ICV gets increase, EV moves up to the last year's ICV rate).

Currently reduced rates are offered for shorter vehicles on the grounds that they are moved at a lower cost than larger vehicles (take up less space). Similarly EVs should also follow this length and height structure, but they do have a lower cost to the ferry system by doing less harm to ferry staff which are in short supply presently and loss of work days (which can be caused by harmful air) has real cost to the ferry system.