**MEMORANDUM**


TO:             Port of Olympia Commissioners

FROM:         Tom Szymoniak, Kevin Decker, Joel Hansen

CC:             Cameron Wilson, Gigi McClure, and Deborah Pattin

DATE:          October 21, 2021

SUBJECT:      Climate Plan Support and Framework for Action

This memo discusses the recommendations of the Port of Olympia Citizens Advisory Committee (POCAC) subcommittee on the Thurston Climate Mitigation Plan. Commissioners assigned this project at our joint work session last January. Recommendations described below include developing a resolution for the Commissioners to support the Thurston Climate Mitigation Plan and a detailed framework to reduce greenhouse gases in Thurston County.

**Background**
The Thurston Climate Mitigation Plan identifies specific actions to reduce greenhouse gas emissions to 45% below the 2015 level by 2030 and 85% below the 2015 levels by 2050. Reaching these goals will take a community-wide effort and ultimately keep the global average temperature from rising more than 2° Celsius (3.6°F) above historical levels. The Thurston County Climate Mitigation Plan was developed with the Thurston Regional Planning Council, Lacey, Olympia, and Tumwater, and a variety of tribal, local governments (including the Port of Olympia) and school officials. The final plan was released in December 2020.

The plan has specific community-wide strategies and actions that, if implemented, will significantly reduce greenhouse gases. These strategies were divided into the following five emission sectors:

- Buildings and Energy
- Transportation and land use
- Water and waste
- Agriculture and forests, and
- Cross-Cutting.

The plan also ranked each of the actions based on the degree of impact it would have in reducing emissions.

Our subcommittee took on the task to review the Mitigation Plan, ask questions to the main authors, and then independently assess the feasibility of implementation by the Port of Olympia. Once completed, we met and reviewed our similarities and differences. Our resulting framework was those actions that all of the sub-committee members agreed on that the Port of

Olympia could implement. The compiled list of agreed-upon actions is presented in Attachment A. As a sub-committee, we also thought it was prudent to present the medium/high and high actions for the Port to undertake. The sub-committee reduced the sectors to Building and Energy, Transportation and Land Use, and Cross-cutting. These sectors and their actions are discussed below.

**Building and Energy Section**

According to the Climate Mitigation Plan, energy used to power business contributes more than one-quarter of our local carbon footprint. Within this sector, the subcommittee felt that the Port could have the biggest impact on reducing greenhouses cases by implementing B2.1 and B2.8 (Table 1).

*Table 1 Commercial/Industrial Buildings and Energy*

| Strategy | Action | Description | Comment |
|---|---|---|---|
| B2.1 | Commercial energy benchmarking & disclosure | Require energy performance ratings for commercial structures be disclosed so that owners, tenants, and prospective buyers are informed before making purchasing or rental decisions. | Include with new and revised tenant leased language on existing properties and buildings. |
| B2.8 | Performance Standards | Set energy efficiency performance standards for commercial buildings with gross floor areas smaller than 50,000 square feet. | Same as above |
| B3.1 | Energy Education | Provide educational resources and technical assistance o industry professionals, building owners and managers on all aspects of energy efficient building design, retrofits, and operations for new and existing buildings. | Team with unions and educators to showcase projects completed by Port. |
| B4.7 | Land-Use Incentives | Provide land use incentives (such as floor area ratio, density bonus, height bonus, or parking reductions) for zero-net carbon buildings or other applications that dramatically increase energy efficiency. | Implement on new development projects undertaken by Port. |
| B4.11 | Grid-Connected Appliances | Require smart appliances in new construction, especially water heaters that control timing of demand. | Same as above |
| B5.5 | SolSmart | Evaluate and adopt elements of SolSmart program and adopt solar friendly practices. | Collaborate with Olympia Community Solar. |

**Transportation and Land Use**

This sector focuses on reducing commute time by coordinated planning, infilling, reducing travel times, increasing efficiency of the transportation system, and improving telecommuting infrastructure (broadband). The Port has little control over the transportation system, but the Port is an essential partner with the local governments and transportation agencies. Table 2 presents the high to medium actions that the Port of Olympia could implement.

| Strategy | Action | Description | Comment |
|---|---|---|---|
| T1.1 | Coordinated long term planning- future infill and urban sprawl reduction | Coordinate long-term plans with transit agencies to project where increased density would support more transit corridors. Then change zoning/ density that would support new transit corridors and variety of household incomes. Promote long-term equity and healthy communities by developing incentives such as density bonuses for development where a percentage of the units will be permanently affordable for household incomes. Look for opportunities to meet the Sustainable Thurston land use vision by reducing urban sprawl. | Consider within new developments and push for zoning changes to allow mixed use. |
| T1.4 | 20-Minute neighborhoods | Increase the number of 20-minute neighborhoods (walkable environment, destinations that support a range of basic living needs and a residential density). Identify key infrastructure components needed to grow the number of 20-minute neighborhoods, then change zoning and codes if needed and coordinate with other jurisdictions to make public investments where necessary. | Same as above |
| T2.2 | Transportation Efficiency | Fund programs and projects to increase transportation efficiency, reduce delay, and reduce emissions such as signalization coordination improvements along with application of speed harmonization techniques (ex. reevaluate speed limits, roundabouts vs signalized intersection, street connectivity). Added benefits are decreased idling time (pollution) and improve fuel efficiency (cost savings to driver). | Increase and improve efficiency at the marine terminal and airport properties. |
| T5.13 | Telecommuting infrastructure | Develop grants and provide financial resources for installation of infrastructure necessary to support telecommuting. | Partner on broadband projects. |
| T3.1 | EV Parking Construction | Require large commercial and residential buildings to dedicate a percentage of parking spots for electric vehicle charging. | Provide language in lease agreements. |
| T3.2 | Free EV Parking | Allow free parking for all electric vehicles at local government buildings and in city centers to encourage the adoption of all electric vehicles. Increase cost of parking for non-EV vehicles. | Consider at Farmers Market, marine and airport terminals. |
| T5.11 | Mode-Shift and car-free areas | Reevaluate long term plans and update to prioritize people walking and riding bikes. Set goals for mode shift and plans on how to achieve those goals like developing car-free corridors in commercial and mixed-use areas to encourage mode shift. | Create walking areas on commercial zones. |

**Cross-Cutting**

This section requires action by all partners involved in the Thurston Mitigation Plan. It requires the Port to develop and adopt policies that measure the social cost of carbon measures and work with local, state, and federal representatives for bills and funding that reduce carbon emissions. These recommended actions are provided in Table 3.

| Strategy | Action | Description | Comment |
|---|---|---|---|
| G4.6 | Social Cost of Carbon | Develop and adopt policies that require the use of a "social cost of carbon measure" in zoning, development, construction, and transportation decisions. | Perhaps another topic for the POCAC. |
| G5.5 | Legislative Agenda | Prioritize climate mitigation policy in the municipalities legislative agenda each year. Instruct municipal lobbyists to track and report on climate bills, and advocate for those bills that will help reduce local emissions. Work with other jurisdictions across the state to add this to the priorities for the Association of Washington Cities and Washington State Association of Counties. | Work with Port Association and Port lobbyists to track climate bills. |

The actions presented above are a suggested framework that the Port of Olympia can undertake. The sub-committee believes that the next step is for an implementation plan to be developed by the Port staff to assess the feasibility and cost of these actions.

**Attachment A – Sub-Committee Assessed Action from the Thurston Climate Mitigation Plan for the Port of Olympia**

| Sector | Strategy | Action | GHG Impact |
|---|---|---|---|
| **Buildings and Energy** | **B2** | **Reduce energy use in existing commercial/industrial buildings** | |
| Buildings and Energy | B2.1 | Commercial energy benchmarking & disclosure | 4 |
| Buildings and Energy | B2.3 | LED lighting | 3 |
| Buildings and Energy | B2.6 | Cool roofs | 3 |
| Buildings and Energy | B2.8 | Performance standard | 5 |
| **Buildings and Energy** | **B3** | **Reduce energy use across building types** | |
| Buildings and Energy | B3.1 | Energy education | 4 |
| Buildings and Energy | B3.4 | Exemplary buildings | 3 |
| Buildings and Energy | B3.5 | Green building tracking | 3 |
| **Buildings and Energy** | **B4** | **Reduce energy use in new construction or redevelopment** | |
| Buildings and Energy | B4.4 | green public buildings | 3 |
| Buildings and Energy | B4.7 | land use incentives | 4 |
| Buildings and Energy | B4.9 | permit counter technical assistance | 3 |
| Buildings and Energy | B4.11 | grid-connected appliances | 4 |
| Buildings and Energy | B4.12 | multifamily submetering | 3 |
| **Buildings and Energy** | **B5** | **Increase the production of local renewable energy** | |
| Buildings and Energy | B5.3 | public building solar | 3 |
| Buildings and Energy | B5.5 | SolSmart | 4 |
| **Transportation and Land Use** | **T1.1** | **coordinated long term planning-future infill and urban sprawl reduction** | **4** |
| | | | |
| Transportation and Land Use | T1.3 | Eco districts | 3 |
| Transportation and Land Use | T1.4 | 20-minute neighborhoods | 4 |
| Transportation and Land Use | **T2** | **Increase efficiency of the transportation system** | |
| Transportation and Land Use | T2.2 | transportation efficiency | 4 |
| Transportation and Land Use | T2.17 | teleworking/flex work | 3 |
| Transportation and Land Use | T5.13 | telecommuting infrastructure | 4 |

| Sector | Strategy | Action | GHG Impact |
|---|---|---|---|
| Transportation and Land Use | **T3** | **Increase adoption of electric vehicles** | |
| Transportation and Land Use | T3.1 | EV parking new construction | 4 |
| Transportation and Land Use | T3.2 | Free EV parking | 4 |
| | **T4** | **Increase the use of public transit** | |
| Transportation and Land Use | T4.15 | promote transit benefits | 3 |
| Transportation and Land Use | **T5** | **Increase use of active forms of travel** | |
| Transportation and Land Use | T5.1 | walk/bike infrastructure | 3 |
| Transportation and Land Use | T5.2 | barriers to active transportation | 3 |
| Transportation and Land Use | T5.11 | mode-shift targets and car-free areas | 4 |
| Water and Waste | **W2** | **Reduce water consumption** | |
| Water and Waste | W2.2 | water audits | 1 |
| Water and Waste | **W4** | **Divert more solid waste from landfills** | |
| Water and Waste | W4.4 | waste audits | 1 |
| Agriculture, Forests, and Prairies | **A2** | **Support agricultural practices that sequester carbon** | |
| Agriculture, Forests, and Prairies | A2.1 | regenerative agriculture | 2 |
| Agriculture, Forests, and Prairies | **A5/A6/ A7** | **Preserve tree canopy and manage forests and prairies to sequester carbon** | |
| Agriculture, Forests, and Prairies | A5.1 | reforestation & afforestation program | 3 |
| Agriculture, Forests, and Prairies | A6.5 | municipal canopy | 2 |
| Agriculture, Forests, and Prairies | A7.3 | prairie preservation | 2 |
| Cross-Cutting | **G1** | **Conduct education and outreach across climate mitigation areas** | |
| Cross-Cutting | G1.7 | social research and behavior change campaigns | 3 |
| Cross-Cutting | **G4** | **Enhance monitoring and evaluation of climate mitigation measures and outcomes** | |
| Cross-Cutting | G4.1 | emissions inventory | 3 |

| Sector | Strategy | Action | GHG Impact |
|---|---|---|---|
| Cross-Cutting | G4.6 | social cost of carbon | 5 |
| Cross-Cutting | **G5** | **Advocate for climate-mitigating state and federal policy** | |
| | | | |
| Cross-Cutting | G5.5 | legislative agenda | 5 |