

Climate Advisory Workgroup

CLIMATE ACTION STEERING COMMITTEE

AUGUST 22, 2022

Permanent Members		
Slot	Affiliation	Name
1	Puget Sound Energy	Kelsey Hulse
2	Thurston Conservation District	Stephanie Bishop
3	Intercity Transit	Jessica Gould
4	Squaxin Island Tribe	Candace Penn
Slots Filled by Applicants		
Slot	Expertise	Name
5	Climate Mitigation, Environment, Growth Management Act, or Community Design	Justin Schmal
6	Climate Mitigation, Environment, Growth Management Act, or Community Design	Tom Crawford
7	Residential or Commercial Builder, Developer, or Realtor	Kim Piper
8	Nonprofit Housing Provider	Carly Colgan
9	Youth	Leila Chavez
10	Youth	Simone Ervin
10b	Youth (Alternate)	Hazel Stephens
11	Government Agencies	Mike Burnham
12	Education	Rachel Hastings
Vacant Slots		
Slot	Expertise	
13	Frontline Community Member	
14	Frontline Community Member	
15	Workforce Development, Agriculture, or Rural Residence	

Background

- In June, you appointed 9 members to the workgroup
- 3 slots were left vacant
 - 2 for frontline community members
 - 1 for folks with expertise in workforce development, agriculture, or rural residence
- Members were appointed to one-year terms
- First meeting is August 29th 5-7pm
 - TCMP background
 - Group building
 - Workgroup charter

Next Steps

Demographic Information

- The 25 applicants from the first round were asked to fill out a demographic questionnaire
- Sample size of those who returned the form is too small to protect people's privacy

Recruitment

- We are currently recruiting for the 2 frontline community member slots
- TRPC will bring applications to future CASC meetings after staff team discussions

Terms

- Members appointed in the first round (including the 3 vacant slots) will serve one-year terms
- After the conclusion of this term, folks that are re-appointed will serve three-year terms

Employee Eligibility

- Olympia's policy barring employees from serving on City advisory boards does not apply
- We are recommending employees are allowed to serve, on a case-by-case basis
- **Requested Action: appoint Linsey Fields to the slot saved for workforce development, agriculture, or rural residence**

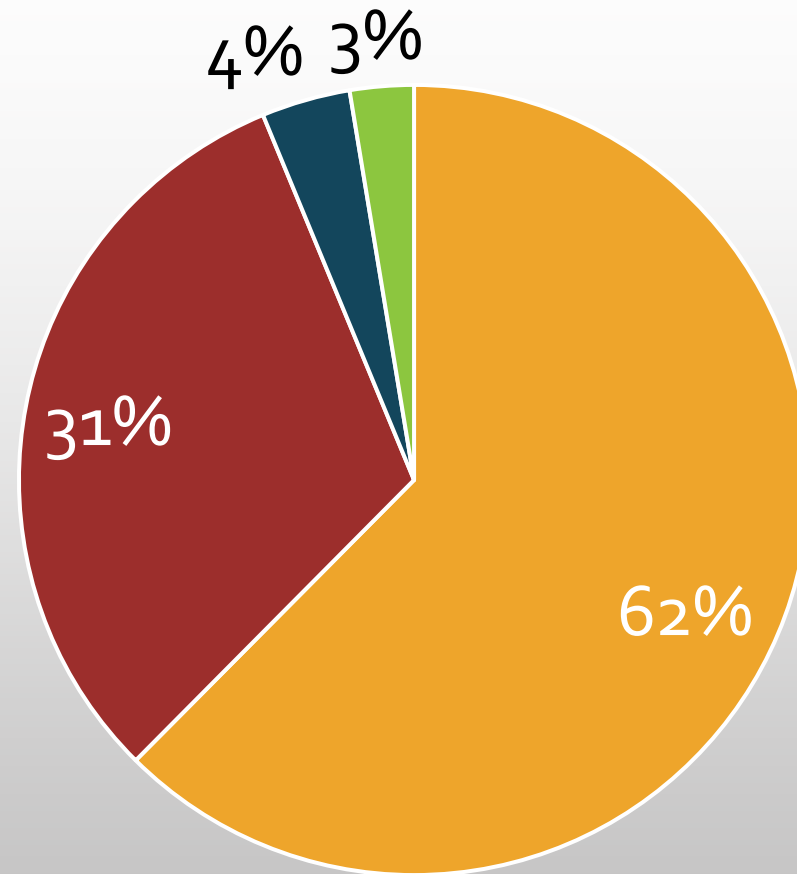


Transportation & Federal Legislation Update

Climate Action Steering Committee

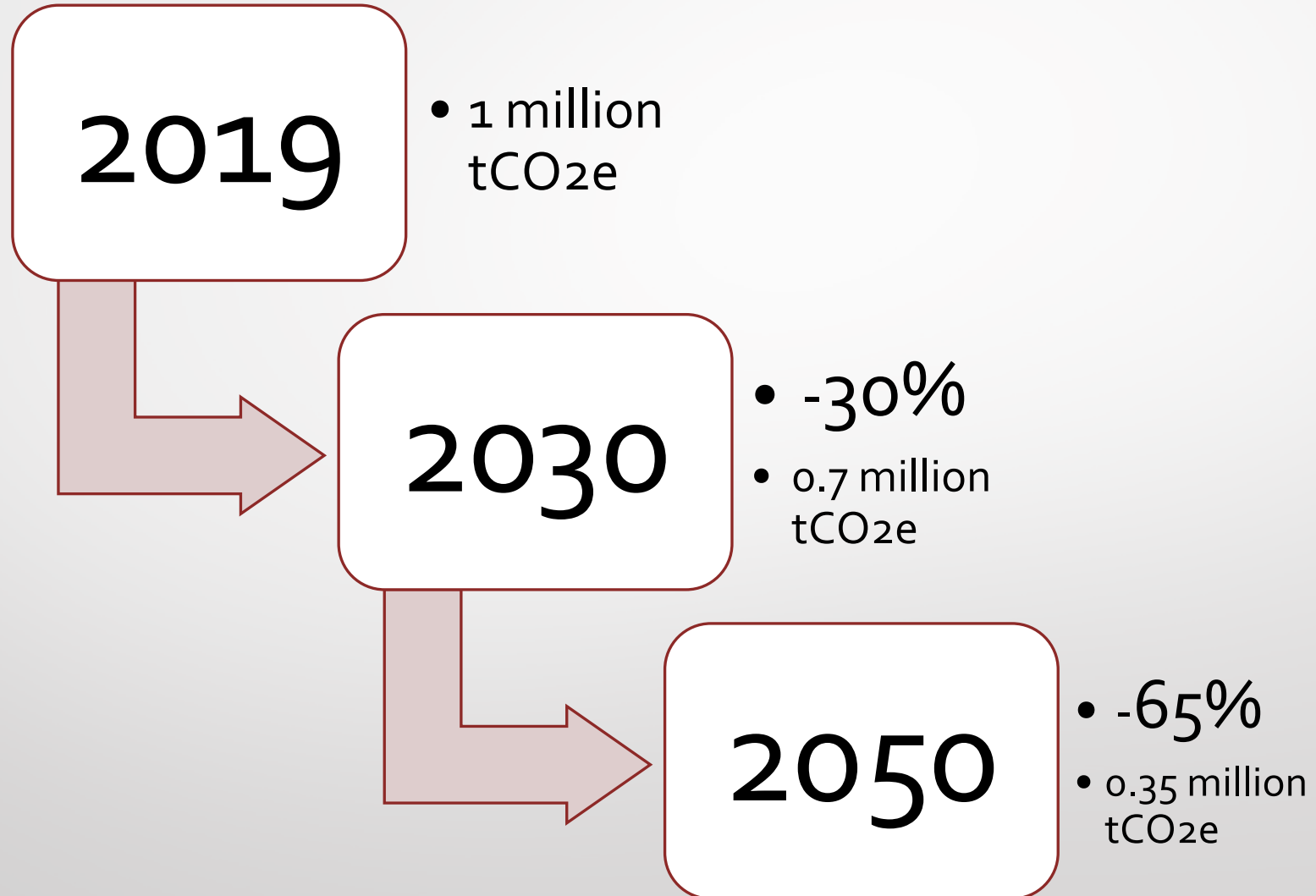
June 27, 2022

Thurston Countywide 2019 GHG Emissions



- Buildings and Energy
- Transportation
- Water and Waste
- Agriculture, Forests, and Prairies

TCMP Transportation Scenario Targets



TCMP Transportation Targets



Increase Vehicle Efficiency
(reduce emission intensity)

- Adoption of electric vehicles (T3)

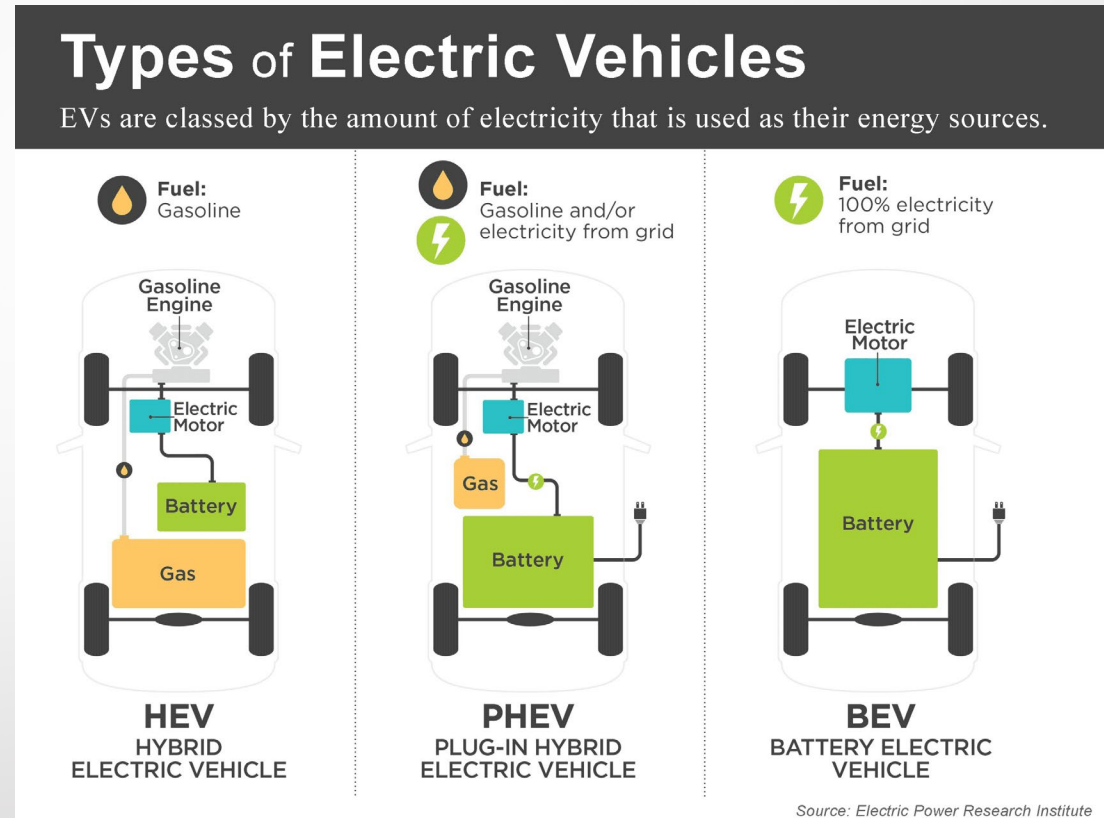


Reduce VMT

- Land use policies (T1)
- Teleworking (T2)
- Public transit (T4)
- Active transportation (T5)

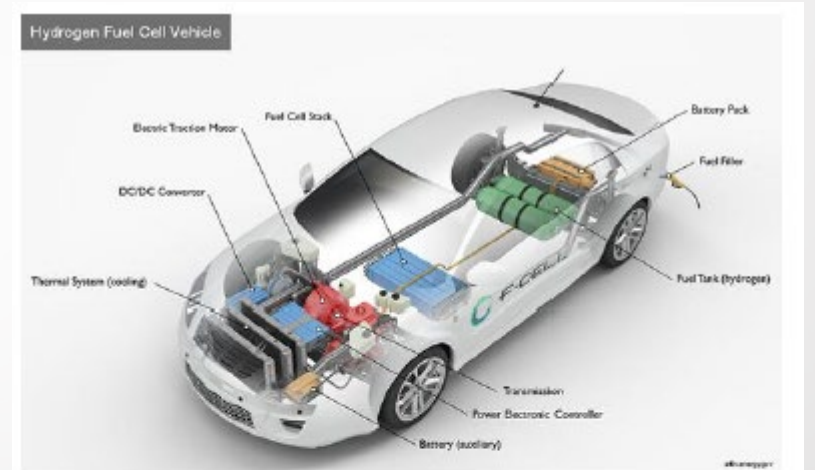
EV Charging Types

- Hybrid Electric Vehicle (HEV)
 - Uses both gas and electric motors
 - Charged through regenerative braking
 - Original Toyota Prius
- Plug-in Hybrid Electric Vehicle (PHEV)
 - Uses both gas and electric motors
 - Can be charged externally
 - Toyota Prius Prime, Chevy Volt
- Battery Electric Vehicle (BEV)
 - Fully electric
 - Must be charged externally
 - Nissan Leaf, Tesla Model S



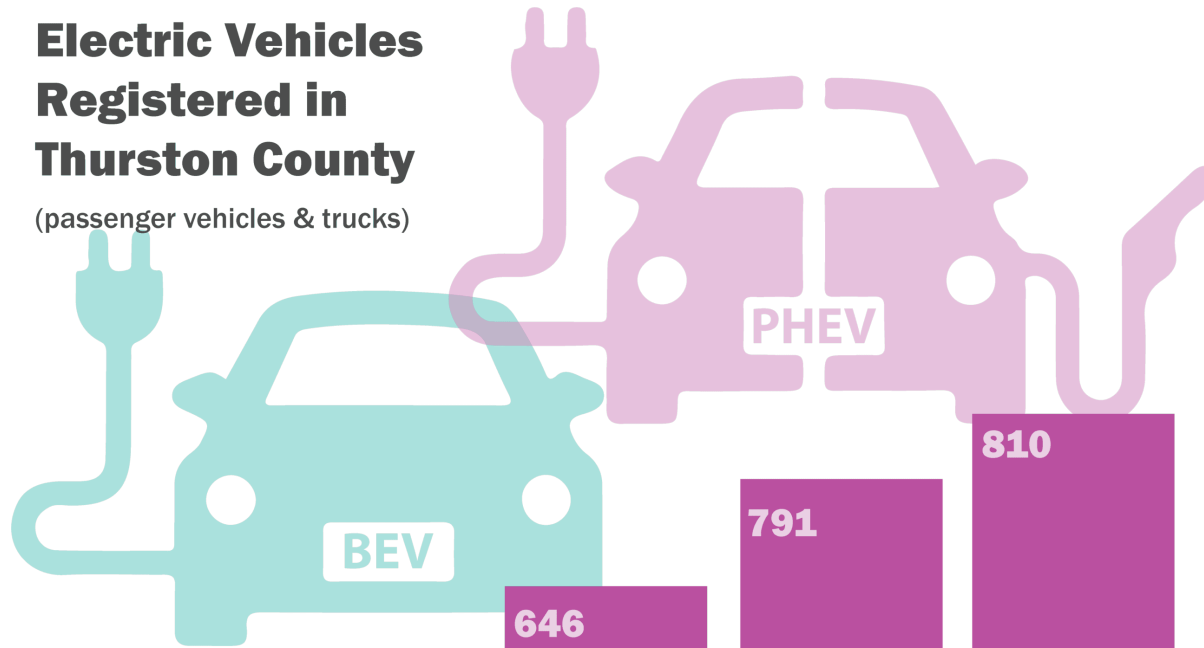
EV Charging Types

- Hydrogen Fuel Cell Vehicle
 - Uses electric traction motor, similar to EVs
 - Powered by hydrogen stored in fuel cells onboard
 - Emissions from power generation process consist of water vapor and air
 - Toyota Mirai

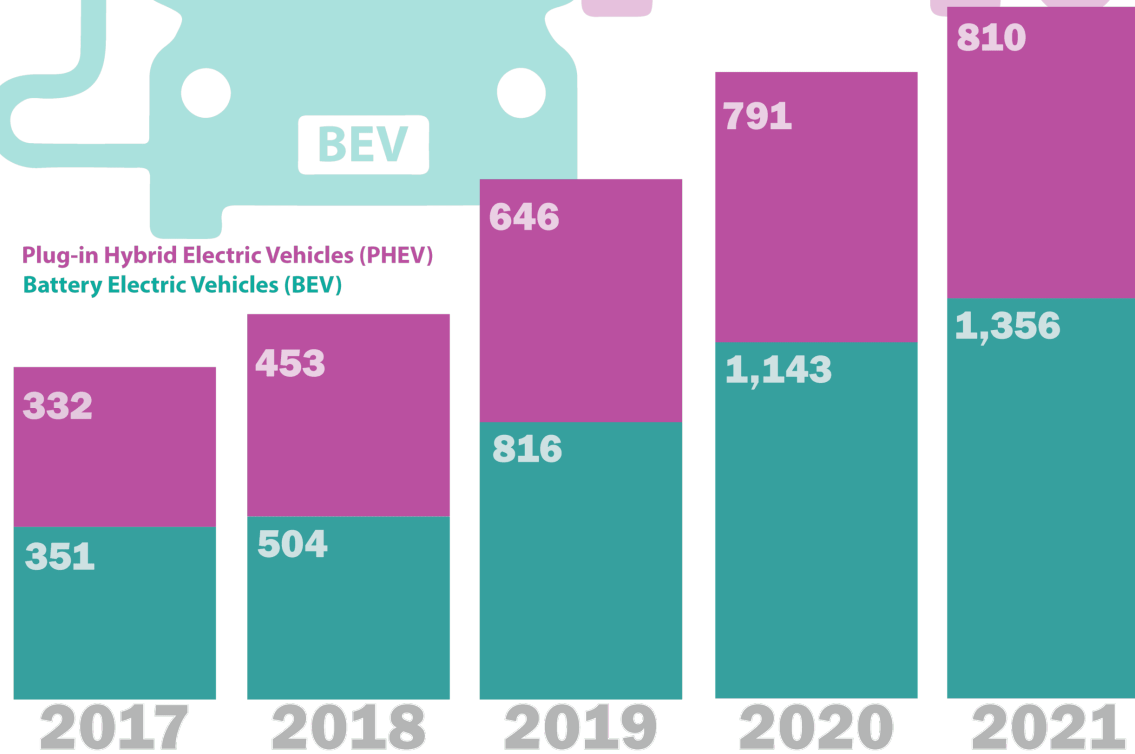


Electric Vehicles Registered in Thurston County

(passenger vehicles & trucks)



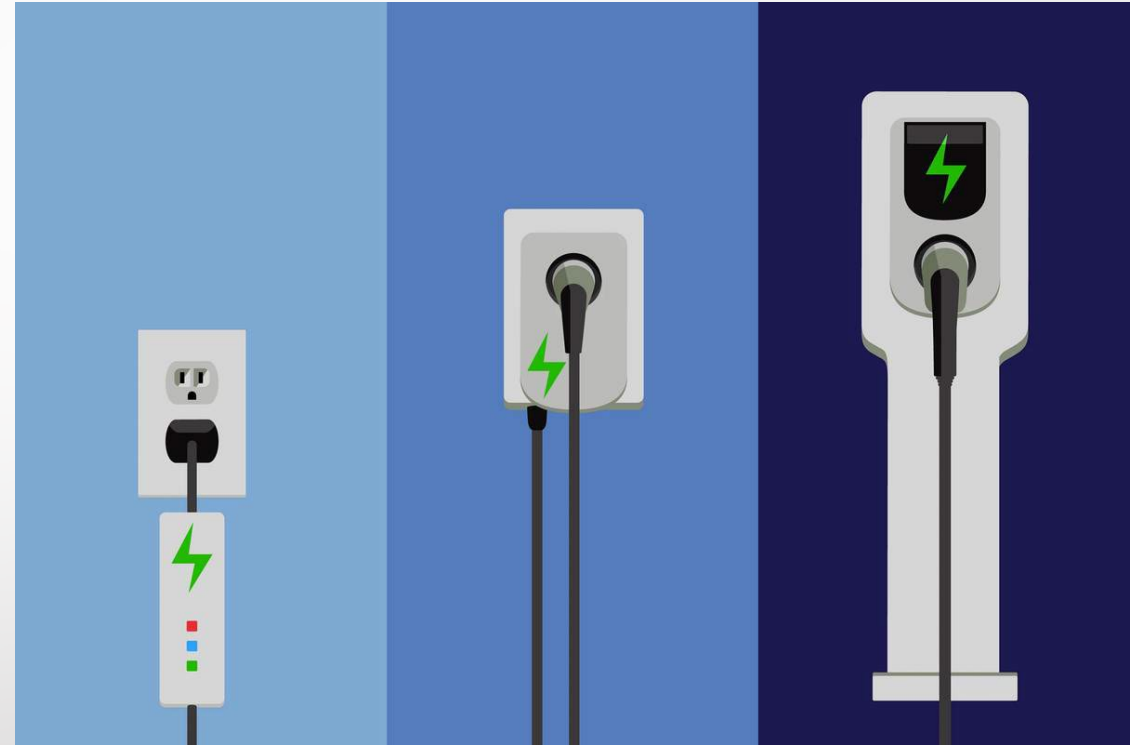
Plug-in Hybrid Electric Vehicles (PHEV)
Battery Electric Vehicles (BEV)



1%
of all vehicles
in Thurston
County

EV Charging Types

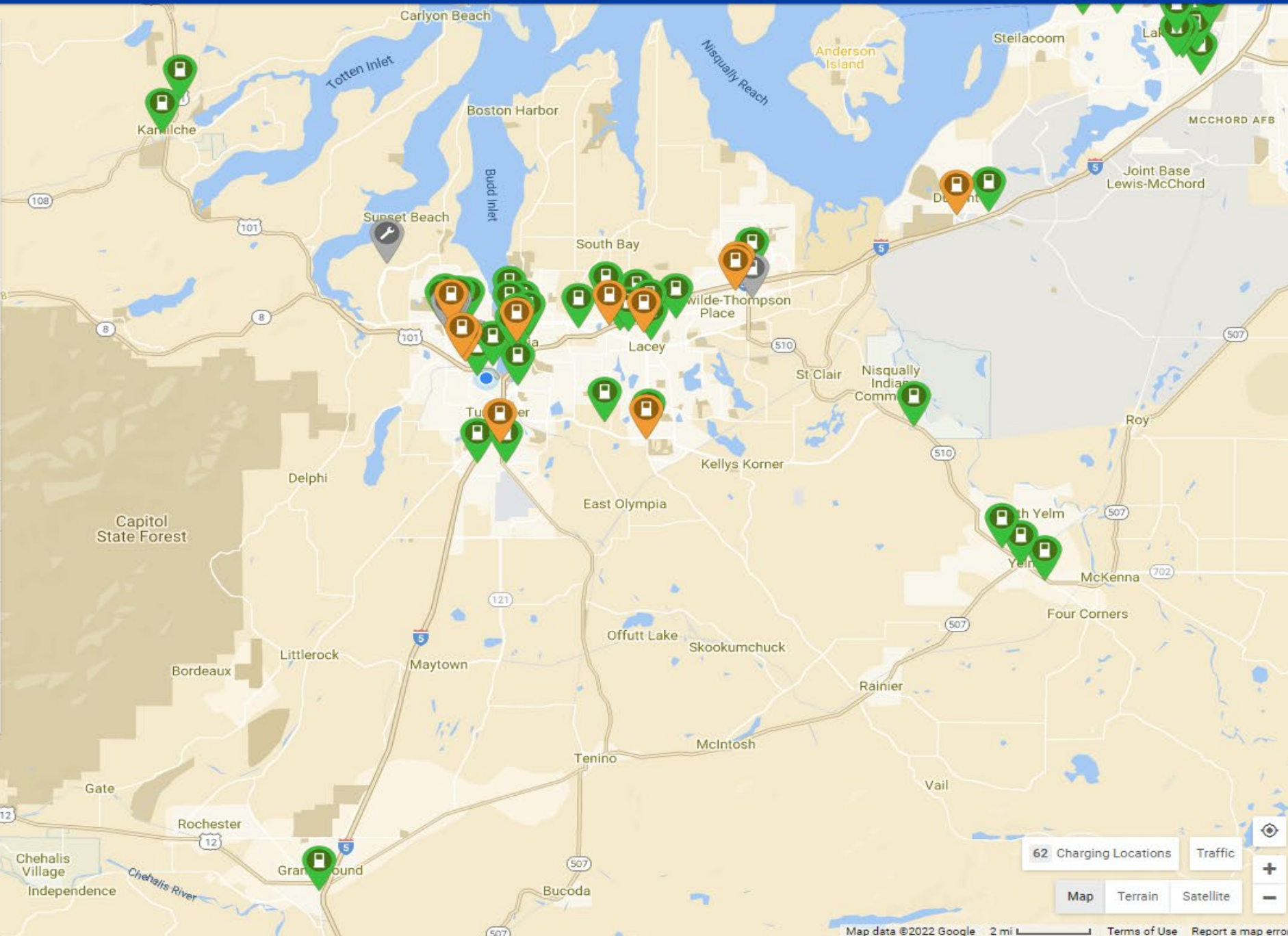
- Level 1 (L1)
 - 1-2 kW
 - 200 miles of charging in 64 hours
 - Home charging with 120V outlet
- Level 2 (L2)
 - 5-10 kW
 - 200 miles of charging in 6 hours
 - Home and public charging with 240V outlet
- Direct Current Fast Charging (DCFC)
 - 50-350 kW
 - 200 miles of charging in 45 minutes
 - On-the-go and long-distance trip charging



Search for a Charging Location

- Legend**
- Public
 - High Power
 - Restricted
 - In Use
 - Under Repair
 - Residential
 - Place
 - PlugScore

- Filters**
- Add Station
 - Trip Planner
 - Recent Activity
 - Settings
 - Help
 - Submit Feedback
 - PlugShare Store
 - Get the App



Search for a Charging Location

Legend

- Public
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Filters

Add Station

Trip Planner

Recent Activity

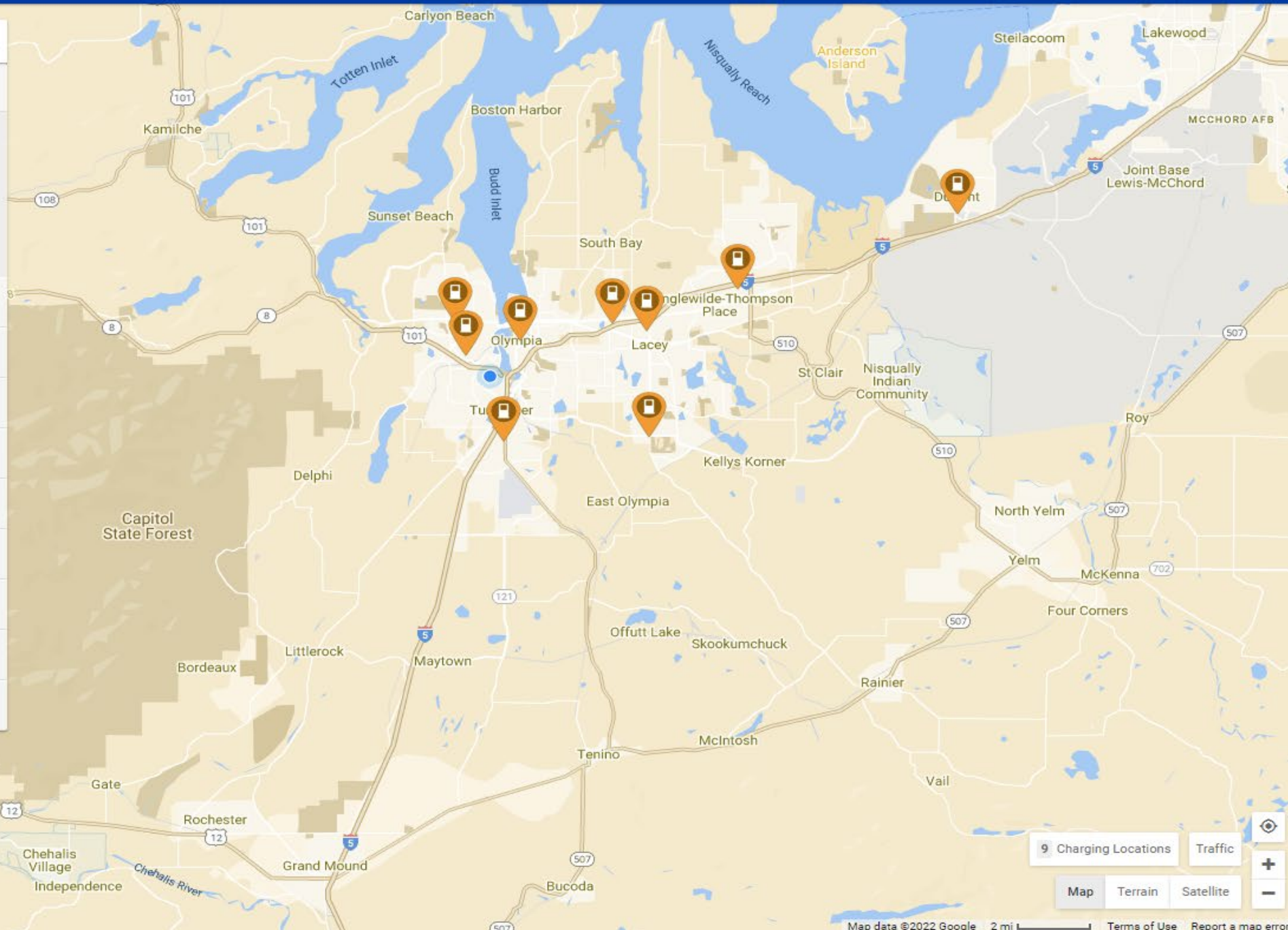
Settings

Help

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9 Charging Locations Traffic

Map Terrain Satellite



Federal Opportunities

- National Electric Vehicle Infrastructure Program (NEVI)
 - Part of the Bipartisan Infrastructure Law (BIL)
 - Washington State: \$71 million over 5 years; \$10.1 million for first year
 - State plan unlocks funding
 - EV charging infrastructure, mapping and analysis
 - Federal requirements
 - Minimum 4 150 kw combo DCFC chargers
 - Within 1 mile of priority National EV charging corridors
 - I5, US 101
 - 50 miles apart
 - Justice 40 equity initiative - 40% of investments to benefit disadvantaged communities

State Opportunities

- Zero Emission Vehicle Coordinating Council
 - WSDOT and Commerce are leads
 - Financial Management, DES, Ecology, SEEP, Agriculture, Health, UTC, OSPI
- ZEV Mapping & Forecasting Tool (HB 1287)
 - WSDOT must develop and maintain a publicly-available mapping and forecasting tool
- Washington State Plan for Electric Vehicle Infrastructure Deployment
 - Submitted for federal approval in July

Washington State Plan for Electric Vehicle Infrastructure Deployment

- Vision: “All Washingtonians and visitors have the ability to use an EV and find convenient, affordable, and accessible fast-charging stations.”
 - Prepare for 2030 – all new private passenger vehicles sold in WA are EVs
- Goals
 - Fill gaps in EV infrastructure network
 - Equity: Economically disadvantaged and rural communities, communities with poor air quality; equity in contracting
 - Accessibility = Clear signage, ADA and Universal Design
 - EV Adoption = 500,000 EVs registered by 2027
- Geographic Priorities
 - **I-5** and I-90
 - I-82/I-182, US 395
 - **US 101** and US 195

State Opportunities

- Grant Programs
 - ZEVIP (WSDOT) - Zero-emission Vehicle Infrastructure Partnerships
 - Application closed in May; next round will be early 2023
 - Funds EV charging infrastructure, Hydrogen fueling infrastructure
 - Requires partnership with private entity
 - ZAP (WSDOT) – Zero Emission Access Program
 - 1st round – closed in May 2022
 - Funds EV car sharing and charging infrastructure
 - Directed to low-income, affordable housing
 - Clean Energy Fund (Commerce)
 - Market transformation and planning for places with less capacity



Discussion

Inflation Reduction Act (IRA)

- Signed August 16, 2022
- Modeled to reduce US carbon emissions 40% below 2005 levels by 2030
 - State and local policies still needed to fill the gap for goals of 50% reduction
- Significant investments in climate and environment programs
 - \$369 billion over 10 years
 - Tax incentives
 - Direct funding

IRA: Energy Efficiency and Electrification

- Home Owner Managing Energy Savings (HOMES) rebate program for whole-house energy retrofits (\$4.3 billion via state programs)
- Electric home rebate program – low- and moderate income (\$4.275 billion)
- Building code updates (\$1 billion to states)
- Affordable housing improvements (\$1 billion)
- Commercial EE tax deduction

IRA: Transportation

- Electric Vehicle and bicycle tax incentives (\$12 billion)
 - Including for public fleet and commercial
- Heavy duty electric vehicle incentive (buses, garbage trucks, fire engines)
- Neighborhood Access and Equity Grant program (\$3 billion through FHWA)
 - improve walkability and safety in disadvantaged communities

IRA: Other

- Green Bank (\$27 billion)
 - Uses public funds to drive public investment
 - Can be used to fund state and local green banks
- Tax credits
 - Renewable energy production and investment
 - Carbon capture
- Grants
 - Zero-emission technology deployment in low-income and disadvantaged communities (\$7 billion through EPA)
 - Reducing air pollution at ports (\$3 billion through EPA)



Discussion