

Climate Impact Advisory Committee
DRAFT Meeting Minutes



Date: October 1, 2020
Location: Zoom

QUORUM	Y
Members Present	
Kaylee Galloway	X
Treva Coe	X
Phil Thompson	X
Ellyn Murphy	X
John Yakawich	X
Katherine Kissinger	X
David Kershner	X
Cynthia Mitchell	X
STAFF Chris Elder	X

1) Meeting Began at 5:35 PM

Meeting began with introductions of all CIAC members and members of the public in attendance.

Public in attendance:

Clare Fogelsong, City of Bellingham
Dorie Belisle, public
Sue Gunn, public
Eddy Ury, RE Sources

Atul Deshmane, Planning Commission and PUD
Carryn Vande Griend, PSE
Lethal Coe, public
Dave Hostetler, public

2) Approval of Minutes

David Kershner motioned
Phil Thompson seconded
Motion carried.

3) Public Comment

None

4) Transportation Working Group Presentation

Phil gave a progress report on the Transportation Working Group for the group: **Chris Elder, Kaylee Galloway, Alec Howard, John Yakawich**, and himself

The working group reviewed 15 plus climate action plans to identify possible goals, strategies, and actions for the Whatcom County climate action plan update. They evaluated the strategies primarily based on the amount of emissions reduced and the difficulty of implementation.

They have also compiled a list of individuals and organizations within Whatcom County to be contacted to solicit feedback on the goals/strategies/actions.

The working group members plan to write the transportation section of the climate action plan update starting in November to fit a template agreed upon by the CIAC membership.

Phil went through the proposed goals and strategies with a slide presentation (see slides).

At the end of the presentation, Cynthia asked if the transportation section would highlight that electrification only makes sense if the grid is “green” and “is optimized.” Phil responded that though it is an issue, he feels that even a grid that is not 100 percent green is better than 100 percent fossil fuels. He said that it needs to be commented on, noting that the efficacy of those electrification efforts will be dependent on how much greener the grid is.

Ellyn asked about slide 4 how land use planning was going to be dealt with in the context of transportation. She recommended that, for example, any major new development proposal be accompanied by a transportation plan that would show how the development would provide alternative (lower carbon) modes of transportation. She also asked how emergency preparedness would be addressed. Phil said he wasn’t sure how that fit in, but agreed that public safety/escape route planning should be a component of adaptation planning.

Atul Desmane commented that it is going to be an extensive dialogue with Planning and Development Services to figure out how to add land use practices aimed at mitigation/adaptation to the permitting process. He suggested that we begin that conversation and that maybe a question could be added to the permitting checklist for new developments. Chris said that it was a good point and that as we get further along we need to request feedback from PDS staff on how to integrate climate mitigation/adaptation into the permitting process.

Ellyn asked if the role of electric bikes was discussed by the working group. Phil responded that the focus has been on making bicycling easier and he didn’t think that the working group had so far made a distinction between regular bicycles and e-bikes.

Ellyn commented that she really liked the Slide 5 about working with schools to make alternative transportation modes more accessible. Regarding slide 6, Ellyn commented that studies indicate it is not going to be enough to reduce parking subsidies. She noted that daily rate parking instead of monthly rate parking is what really changes peoples behavior, according to the research. If you pay for parking by the month, then the incentive is to use it. If you pay for parking by the day, a person may consider taking the bus or carpooling some days. Ellyn also suggested that it would make sense to require contractors to report fuel usage for work done for the County so the County can quantify the GHG emissions associated with the contract work.

Ellyn commented that the working group had developed a really good set of recommendations. Phil said that the presentation only shows a small subset of the possible strategies and actions that the working group had identified. He said the working group would definitely add the recommendation about contractor fuel use and think about the e-bike question.

Kaylee said that Representative Shewmake is introducing a bill that would exempt electric bikes from sales tax to encourage more widespread use of e-bikes as a lower carbon form of transportation. She pointed to this as another reason to think about strategies at all levels of government and how they might interact with our county climate action plan.

5) Industry Point Source Emissions Presentation

Presented by: John Yakawich, and Eddy Ury of ReSources

John gave a disclaimer that he works as a process engineer at the BP Cherry Point refinery but is not presenting about BP's work as a representative of BP. He said that all of the information that he is sharing about the company's operations and plans is available online.

BP announced a Net Zero initiative. To become a net zero company by 2050, help the world to become net zero, and to reinvent the company from an international oil company to an integrated energy company. **Slide 2**

10 points to their net zero plan. **Slides 3-4**

BP has separate goals for 2030 to mark their progress to hitting their 2050 goals. **Slides 5-6**

BP's current developments. They are currently investing in projects regarding solar power, EV charging networks, sustainable sugarcane bioethanol, offshore wind projects, renewable diesel, employee incentives, and partnering with specific locations (Houston, TX & Aberdeen, Scotland) to assist with implementing climate plans. **Slides 7-8**

Phil asked for clarification on who the point source emitters in the county were (BP, Phillips 66, and Alcoa) and if they had to do special reporting concerning their emissions. He also asked about the curtailment.

Eddy said he would cover the curtailment in his presentation.

Ellyn asked about if BP would consider helping support our community climate plan once it is complete.

John said they would probably consider it, but they would want to reach out to Phillips 66 for contributions as well.

Ellyn asked a question about if BP plans to utilize Hydrogen electrolysis rather than developing Hydrogen from fossil fuels.

John said he was unsure about it.

Dave asked about the travel offsets and what specific ways they plan to invest in offsets. Tree planting, or carbon farming etc.

John provided a link in the chat to where the BP funding for their target neutral program will be allocated:

To your question David, here's a link to bp's Target Neutral program:

https://www.bp.com/en_gb/target-neutral/home/offsetting-projects.html

Clare asked about the plans that BP was planning to assist with and whether or not they included natural gas or any other fossil fuel use.

John said he was not familiar with those particular plans to be able to provide an answer on that.

Eddy Ury's presentation on industrial GHG pollution in Whatcom County:

Over half of all emissions in Whatcom county are from industrial sources. **Slide 2**

Alcoa curtailment does not mean the plant is shutting down fully but scaling down their production significantly for an unspecified temporary amount of time. **Slide 4**

Two thirds of Alcoa's emissions were from the release of PFC's that was a result of old processing technology from the 1960's. Upgrading to point feed technology would have cut their emissions by two thirds.

Eddy said that the Trans-Alta coal fire power plant is currently the state's largest polluter. Once they close down within the next two years BP will become the state's biggest polluter. **Slide 6**

Clare asked Eddy if he was able to estimate the GHG emissions from Bellingham Cold Storage

Eddy said he did not have a figure for BCS. And that Cascadia did not count them as an industrial point source polluter.

David asked about the renewable fuel standard and if there was a specific percentage that had to be met to be counted.

Atul said the RFS standard is 50% less than standard fuel.

6) Update on outline

GHG assessment has been moved into the first section to help signify its importance.

Adapted and combined some of the guiding principles from the King county plan.

Ellyn said we need to be thinking about demonstration projects for each working group.

7) Meeting Adjourned at 7:30 PM.

Recorded By: Katherine Kissinger and David Kershner
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