

ADD YOUR ENDORSEMENT

July 28, 2022

Mr. Aaron Lande
City of Vancouver
PO Box 1995
Vancouver, WA 98668-1995

Dear Mr. Lande:

We the undersigned wish to provide initial perspective to the City of Vancouver's intentions to adopt an aggressive climate action policy and plan over the next few months.

As business and community leaders and residents, we support practical policies and plans that move us toward a cleaner, greener society. We appreciate the City of Vancouver's diligence to protect our climate, including outlining more than 90 strategies in pursuit of its newly established goals. We also appreciate that the City of Vancouver seeks to lead by example by setting goals for municipal operations first followed by the broader community. Your efforts are an excellent complement to those by others who are actively adapting to a more climate-wise future in response to natural market forces, as evidenced by significant greenhouse gas reductions over the past 15 years without structured plans.

Although we are supportive of the City's goal and direction, we are not yet ready to support a potentially far-reaching action plan, primarily because the current iteration resembles an early strategic framework rather than an action plan.

Operationalization requires digging deeply into prioritized action plans, budgets, timelines, implications, mitigation and interdependencies. As an example, the plan calls for solar incentives, but doesn't describe the amount of the incentive, how it works, who pays, how it will be implemented, estimated costs, probable results and estimated contribution to the reduction of greenhouse gases. That one project alone could require tens of millions in investment by the City, partners, taxpayers or property owners and managers. Operationalization is best achieved by mobilizing stakeholders in shared pursuit of effective solutions. A rollup of such action plans will facilitate prioritization and investment of available resources.

It is understandable why we are not yet to the point of action plans. City staff shared that climate-specific planning didn't begin until two years ago, and today staffing equates to less than a single full-time staff member with most high-level modeling work handled by an outside consulting firm. Nevertheless, with an audacious goal before us, the plan equates to running a marathon at world record speed when we've barely laced up our new training sneakers.

Moving from goals and strategies to action plans is no easy task. We recommend embracing this next phase as partners. There, we will gain a greater shared appreciation of the opportunities and challenges associated with the initial goals of 80 percent reductions in just three and eight years, respectively. At first blush, the goals are aggressive and arguably impractical. Capital replacement cycles for rolling stock alone are typically longer than eight years, even if climate-neutral technologies were widely available and practical today, and they are not. Additionally, it is wasteful and harmful to the environment to encourage early adoption of new technologies when existing energy- and fuel-efficient equipment has

not fully realized its useful life. Building upgrades and retrofits are capitalized and embedded in long-term agreements, some measured in decades. There are significant supply chain, installation, infrastructure and support realities to be considered. However, we may find other approaches or action steps where we can make fast progress, such as improving tree canopy across the urban area, creating permitting expressways for climate-improving development projects, and creating meaningful incentives to influence billions of consumer and business investments in our region.


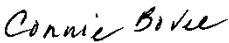


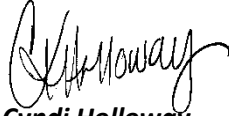


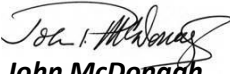


In our pursuit of cleaner, greener solutions, we must exercise prudence to protect energy resiliency and reliability by supporting a variety of energy sources and technologies. Leading-edge adoption is fraught with inefficient experiences, such as relying solely upon electric-powered transportation during extreme weather or the dearth of charging infrastructure for a range of vehicles. Other impacts that merit study include the lack of storage capacity and unintended supply chain issues that could create more global environmental problems than the proposed local solutions. We need multiple energy solutions to foster community resilience and security. Creating reliable alternative energy capacity for the electrical grid through wind, solar, and perhaps nuclear sources, and other renewable or hydrogen options, is a decades-long proposition.

We also recognize the critical importance of creating job opportunities closer to where people wish to live in order to reduce vehicle miles traveled. Ideally, our leadership in climate improvement can attract thousands more who want to land here for work, to start businesses, raise and educate their families and live a healthy life here. We encourage including strategies that help stimulate jobs, economic activity and workforce development close to home while improving our climate.

Although everyone feels a sense of urgency about making climate progress quickly, we wish to acknowledge that our city and region enjoys better air quality than other aggressive goal-setters like San Jose and Denver, where air quality ranks among the worst in the country. We also have a far greener energy supply than most communities because of our green hydroelectric power system. This doesn't suggest a lack of need but instead a greater effort to build a compelling value proposition to citizens and businesses who ultimately are expected to foot the bill.

We stand ready to work as partners transforming the climate action policy and strategies into an action plan. Ideally, through this process, we can set a new tone for public and private sector collaboration in finding successful pathways that generate a healthy economy and community. Indeed, it will take everyone working together to achieve climate goals.

Sincerely,  

 Aaron Helmes President, BIA Clark Co.	 Connie Bovee President, CCAR	 Tamara Fuller Chair, GVC	 Steve Kenny Chair, ICC	 Cyndi Holloway President, SWCA
 Noelle Lovern GA Dir., BIA Clark Co.	 Jo Ann Johnston CEO, CCAR	 John McDonagh President/CEO, GVC	 Ron Arp President, ICC	 Sherrie Jones Exec. Dir., SWCA

Cc: Mayor Anne McEnery-Ogle, Vancouver City Council, Vancouver City Manager Eric Holmes
[A full list of endorsing businesses and individuals is attached at the end of this document]

Enclosed: Business community questions re: Proposed City of Vancouver Climate Action Plan

Business Community Questions Re: Proposed City of Vancouver Climate Action Plan

The City of Vancouver's proposed climate goals and 90+ step action plan resembles an early strategic direction with items not yet specifically modeled for cost, benefit and implications. As the plan materializes, it is imperative that a more complete understanding of the action steps, individually and in aggregate, are more thoroughly evaluated and actively discussed with the community that bears both the benefits and the obligations embedded in the plan.

Here are some questions worth reflecting upon as the policies and strategies move into an action plan:

What, specifically, is included in the GHG measurement calculations?

- What is the source of the GHG data?
- Are the component assumptions available for review?
- Are there any exclusions, such as marine, rail or industry?
- How are thru-trips handled, such as trucks, commuters, air, etc.?
- How is the urban growth boundary treated in the data?
- What are the annexation assumptions and how does that change the targets?
- Are there any measures other than GHG calculations, such as air quality monitoring?
- Do the calculations factor in population growth through 2040?

A thorough analysis of how we've made progress since 2007.

- What were the driving forces toward significant reductions since 2007?
- What worked and what didn't?
- What is repeatable or capable of ramping quickly?

An analysis of the impact from the gray portion of the chart.

- What are the policies and assumptions that achieve two-thirds of the improvement?
- Are we clear on the downstream effects of these policies?
- How will such policies affect overburdened communities?

All action steps need to have direct cost, timing, impact and mitigation, and co-dependencies.

- What are the assumptions for each action step?
- How does each component roll up into achieving the proposed GHG goal?
- Example: BE.1.C – What are the solar incentives? Who receives? Who pays? What installation exists now, and what is modeled? What is the impact on GHG?

The roll-up action plan needs to be studied for energy reliance/resilience.

- How much can the electricity grid withstand?
- What are the modeled assumptions for each energy source?
- Are those assumptions understood and generally accepted by energy providers?
- Can the electricity grid get us through 2040 without brownouts or blackouts?
- Does the plan factor in waste management, such as spent batteries, rods, panels or turbines?
- What backups and redundancies are envisioned?

Development of building standards.

- Will easy or fast-track permitting be included in building standards?
- Will standards be developed in partnership with businesses, developers and those affected?

- How does one reconcile there are no NG bans but reduction and phase-out language included?
- How will multi-family housing conversions be paid? Who is responsible?
- Is it possible to set up a Development Engineering Advisory Board to advise on code changes?
- How can the city incentivize? Express permitting? Express resolution?

Prioritization of action steps.

- How will priorities be selected and pursued?
- Who makes decisions on priorities and how?
- What is impact to city budget, taxpayers, residents, businesses?

Partner conversations.

- Are projects listing partners already scoped to understand cost, impact, and implications?
- What related party assumptions are baked into the plan?
- Is there any active conversation with other cities, the county, and the greater Portland-Vancouver area about collaboration?

Economic development.

- Is there thought given to developing economic incubators and job training to help attract companies through the climate policy?
- Is there modeling underway to understand what businesses and industries are likely to start, stop, move in or move out as a result of the climate action plan?
- Is there thought given to generating quality jobs, sufficient that fewer commute trips are required?
- Will we include job to worker targets for the city?
- Are there any emerging federal agency departments that could be sited in Vancouver as a result of bold climate action?
- What can be done with Clark, WSU Vancouver, K-12, certificate programs and others to prepare our next generation workforce?
- How can we continue to attract capital for development?

City budget.

- What is the estimated rollup cost for the entire action plan across the 17-year period?
- Will climate-related budgets be tracked separately within and across departments?
- What mechanism exists for review of action steps and impact?
- How will the city intentionally stop, start or change programs over time as impact is known?
- How will climate actions be prioritized relative to other city functions, such as public safety, emergency services, homelessness, housing and the like?
- If new funding is required for implementation, what are the probable sources and timing?

The undersigned businesses and individuals endorse the above letter, questions and approach:

[List as of August 2, 2022]

COMPANIES

Alan Webb Autogroup
Alliant Insurance Services, Inc.
Amplify Group, Inc.
Artza Investments, LLC
Barrett & Company, PLLC, CPA's
Biggs Insurance Services
Boulevard Homes, Inc.
Brabec Homes Inc.
Bridge City Contracting, LLC
Bridge City Safety & Supply, LLC
Building Industry Association of
Clark County
Camas Meadows Golf Course
Capacity Commercial
Catworks Construction
Clark County Association of
Realtors
Coho Services
ControlTek
County Properties East
Development
Dwyer Creek RV & Boat Storage
EOTechnical Solutions LLC
Evergreen Homes NW
Fuller Group, CRE
Gaither & Sons Construction Co
Generation Homes Northwest
Ginn Group
Global Security &
Communication, Inc.
Greater Vancouver Chamber
Hurley Development
Identity Clark County
iQ Credit Union
J.L. Storedahl & Sons, Inc.
Jubit Corporation

Krippner Homes NW LLC
La Dulce Vida, LLC
La Quinta By Wyndham
Vancouver
Legacy Salmon Creek Medical
Center
Maddox Industrial Transformer
Main Distinction
Neil Jones Food Company
New Tradition Homes
NW Natural
Pacific Lifestyle Homes
PointNorth
Prestige Development
Robertson & Olson Construction
Inc
Robertson Engineering, PC
Rotschy, Inc.
RS Holdings, LLC
RSV Building Solutions
Seven Peaks Homes
Silicon Forest Electronics
Sky Equity Partners, LLC
Southwest Washington
Contractors Association
Talents Construction
Tapani Trucking
Tapani, Inc.
The Holland, Inc.
Thompson Metal Fab, Inc
Vancouver Ford
Vancouver USA Regional
Tourism Office (Visit
Vancouver WA)
Vesta Hospitality
Washington Trucking
Associations
WFG National Title
Willamette Glass Inc

Wollam & Associates
WRK Engineers, Inc

INDIVIDUALS

Cory Allmaras
Ron Arp
Lance A Barrett
Caleb Blanton
Noah Blanton
Connie Bovee
Scott Brabec
Sharif Burdzik
John Callegari
Mark Childs
Jonathan Creedon
Jeremy Fick
Brian Fleetwood
Ron Frederiksen
Tyson Fuehrer
Tamara Fuller
Ott Gaither
Patrick Ginn
Anthony Gomez
Mark Gram
Brent Harrison
Marci Hart
Daniel Helm
Aaron Helmes
Jarret Helmes
Mark Hemmer
Jonathan Hersen
Cyndi Holloway
Nelson Holmberg
Sheri Hunzeker
Josie Hyde
Jo Ann Johnston
Sherrie Jones
Matthew Jubit
Elie Kassab

Steve Kenny
Noelle Lovern
Michael Lynch
Jim Mains
George Martin
Nick Massie
John McDonagh
Jennifer Mears
Cliff Myers
Mike Nieto
Matt Olson
Ernie Oster
Sean Philbrook
Madalyn Roman
Brent Rotschy
John B Rudi
Daniel Sayles
Dennis Schmid
Peter Seeley
Rodney Shimogawa
Stephanie Shores
Stacey Smith
Camden Spiller
Bo Storedahl
Ryan Styger
Chris Sundstrom
John Swartz
Rick Takach
Kevin Tapani
Leigh Tapani
Tom Teesdale
Jeff Torgerson
Wendy Watkins
Kathryn Williams
Terry Wollam
Justin Wood

ADD YOUR NAME HERE

