



**Climate Change Advisory Committee Regular Meeting
Wednesday, October 15, 2025**

City Hall Council Conference Room
280 Madison Ave N
Bainbridge Island, WA

and

Remote Meeting on Zoom

<https://bainbridgewa.zoom.us/j/83875258271>

or Telephone: US: +1 (253) 215-8782

Webinar ID: 838 7525 8271

Agenda

- 1. Call to Order / Roll Call**
- 2. Approval of Agenda / Conflict of Interest Disclosure**
- 3. Public Comment**

In person public comment is accepted at this time on any topic of public interest. Each commenter will have three minutes, or such amount as the meeting chair determines, to speak. Public comment is not taken on individual agenda items during the meeting. Public comment is simply received by the Committee, with no response, and the Committee cannot deliberate on items that are not on the agenda. The lack of comment is not an endorsement or a denial of the comment.

Please refer to guidelines and instructions for public comment, including orderly behavior and civility in remarks, on the City's website. Remote public comment is allowed with advance notice by 4:00 p.m. on the business day before the meeting by emailing cityadmin@bainbridgewa.gov, provided that all remote commenters shall be required to display their true name and to keep their camera turned on to show their true uncovered face while delivering their comments.

- 4. Climate Manager Updates**
 - 4.A Presentation, Maurie Harbick, City Intern – EV Charging Code for Multifamily Properties**

4.B Upcoming Regional Climate Engagement Opportunities

4.C Grant Update: Solar + Storage Site Evaluation

4.D Workshop Nov. 3 - SparkNW and PSE Flex Batteries

4.E Environmental Conference March 2026 - Sea Level Rise focus

4.F Department of Commerce [Clean Energy Grants](#) now open, due November 4*

* Commerce is prioritizing “construction-ready” projects that can start right away

5. Regular Business

5.A Approve February, May, August Meeting Minutes

5.B Request from Planning Commission to Review Draft Goal and Policies for Winslow Sub-Area Plan, Kevin Thomas

5.C Kicking Gas Debrief & Memo, Kevin Thomas

5.D ETIPP Subcommittee Recommendations, Bill Dowey

5.E Climate Mixer & SUNDay Follow-up, Mike Cox

5.F Green Bank Concept, Mike Cox

5.G 2025 Reporting & Planning for 2026, Kevin Thomas

6. Adjournment

The City of Bainbridge Island’s meetings are wheelchair accessible. The City also provides auxiliary aids and services for effective communication such as assistive listening devices, closed captioning, and print materials in digital format. For other reasonable accommodations and/or modification to programs, services, or activities, please contact the ADA Coordinator, Anshu Wahi at awahi@bainbridgewa.gov or 206-947-0803 as soon as possible, preferably at least two business days prior to the meeting.



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Public Comment

Members of the public are encouraged to submit public comment to the City Advisory Committees. Interested parties may provide comment by:

- Emailing the [committee members](#). This comment may be submitted at any time.
- Providing in-person comment at a meeting.
- Providing comment at a meeting via Zoom, in accordance with the advance notice and camera requirements.

Members of the public who wish to provide public comment in-person at a meeting should sign up to speak on the sign-in sheet. The Chair will call the people signed up on the sign-in sheet, and speakers will have three minutes (or such other time set by the Chair) to speak. The Chair or a designee will indicate when the time has elapsed.

Remote public comment is allowed with advance notice to the City by noon on the date of the meeting at cityadmin@bainbridgewa.gov, provided that all remote commenters shall be required to display their true name and to keep their camera turned on to show their true uncovered face while delivering their comments.

Guidelines for public comment are below. These guidelines were established for and approved by the City Council and also apply to all advisory boards, committees and commissions of the City Council.

Excerpts from the Governance Manual regarding public comment:

5.6 Respect and Decorum

It is the duty of the Presiding Officer and Councilmembers to maintain dignity and respect for their offices, City staff, and the public. While the Council is in session, the Councilmembers shall preserve civility, order and decorum. No member of the public shall, by conversation or otherwise, delay, disrupt, or interrupt the proceedings of the Council, nor engage in any of the prohibited behavior described below. Councilmembers and the public shall obey the proper orders of the Presiding Officer of the meeting.

5.6.1 Orderly Behavior and Civility in Remarks

Any person disrupting the business of the Council, either while addressing the Council or attending the proceedings, shall be asked to leave, or be removed from the meeting. Continued disruptions may result in a point of order by the Presiding Officer or a Councilmember pursuant to the Council's parliamentary rules, or a recess, forced removal, or adjournment as described elsewhere in this manual. Disruptive behavior includes, but is not limited to, the following:

- a) Speaking without being recognized by the Presiding Officer.
- b) Continuing to speak after the allotted time has expired.

- c) Speaking on an item at a time not designated for discussion by the public of that item, such as speaking on a quasi-judicial item at a time other than during a public hearing or closed record proceeding on the matter.
- d) Throwing objects.
- e) Speaking on an issue that is not a public topic, in violation of Section 9.12.2.
- f) Speaking in favor of or in opposition to a ballot proposition or a candidate for public office, provided, that public comment is allowed when the City Council is considering taking a collective position in favor of or in opposition to a ballot proposition as authorized in RCW 42.17A.555.
- g) Impersonating a City Councilmember or a member of the City staff.
- h) Shouting or otherwise engaging in loud or boisterous behavior.
- i) Continuing to make repetitive remarks after being requested not to do so by the Presiding Officer or a majority of the City Council.
- j) Attempting to engage the audience rather than the Council, e.g., asking audience members to stand, clap, boo or otherwise express collective support or opposition to any matter.
- k) Booing, hissing, or otherwise disrupting the comments of another speaker.
- l) Using racial slurs or other slurs directed at the color, creed, religion, ancestry, gender, sexual orientation, gender expression or identity, national origin, citizenship or immigration status, or mental, physical, or sensory disability of any individual or group, under circumstances where such words constitute “fighting words” under constitutional law.
- m) Refusing to modify conduct after being advised by the Presiding Officer that the conduct is disrupting the meeting or disobeying any other lawful order of the Presiding Officer or a majority of the City Council.

5.6.2 Permission Required to Address the Council

Persons other than Councilmembers and Administration shall be permitted to address the Council only upon recognition and introduction by the Presiding Officer of the meeting.

9.12.2 Subjects – Whether or Not on the Current Agenda

Public comments received during the public comment period may be on any public topic, whether or not on the agenda, but a comment on the subject that is covered by a public hearing at that meeting must be made during the period of the public hearing. All public comments shall be made consistent with Section 5.6.

9.12.3 Use of Microphones

Comments shall be made directly into the microphone, as it is necessary for the public record and for the audience to hear all proceedings. No comments shall be made from any other location.



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Multifamily Residential Development: EV Code

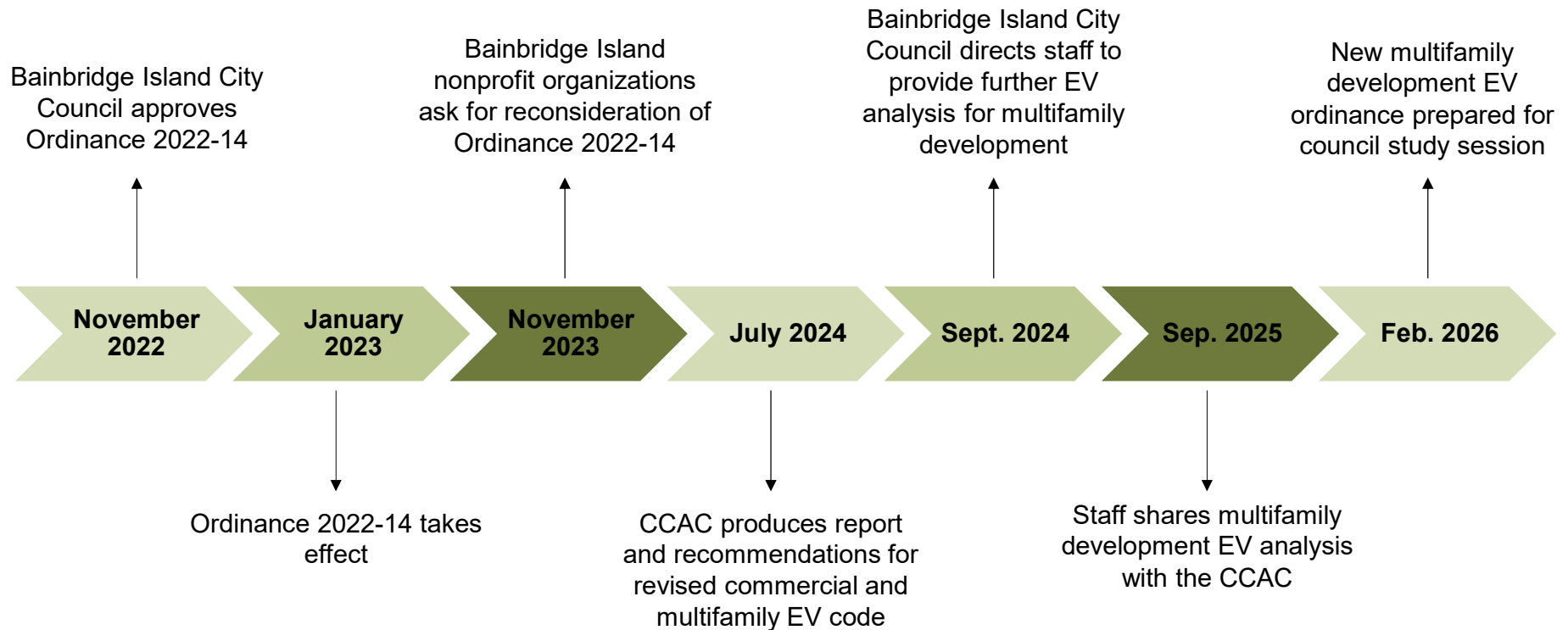
CCAC Meeting – October 15th, 2025

Maurie Harbick, Management Intern

Agenda

- Context
- CCAC Recommendations
- Revised Policy Options
- Stakeholder Findings
- Implementation Considerations
- Tradeoffs
- Other Considerations
- Questions & Next Steps

Context



CCAC Recommendations

1. Require 100% of assigned residential parking spots to be EV Ready (treated like a private garage), while clarifying those spaces are included, not in addition to, total parking spaces required by code.
2. Expand incentives for multi-family projects to go beyond minimum requirements for EVSE, such as including *shared* charging stations with automated load management systems that can accommodate a future with 100% of residents using EVs.
3. If projects install solar PV arrays on site to provide renewable energy for the building, that could count toward a certain number of the EV Ready spaces and support resiliency during power outages.
4. Phase in higher requirements over time in tandem with collaborative discussion with Puget Sound Energy to allow time for upgrades to the island's grid and give developers a clear and predictable timeline.
5. Provide some discretion to COBI to allow reductions to certain requirements based on the scale of required utility infrastructure upgrades (Seattle and Edmonds provide this safety valve). But make sure that the facility wiring to parking spots be designed to accommodate at least Level 2 chargers.



Policy Options

- **Option 1:** Work up to 100% of parking in new multifamily development to be EV-ready by 2035.
- **Option 2:** Work up to 100% of parking in new multifamily development to be EV-capable by 2035.
- **Option 3:** Administer an island-wide survey and hold a public event to measure community interest in adopting higher EV-installed minimum requirements in new residential development.
- **Option 4:** Do not make any changes to the EV ordinance at this time.

Stakeholder Findings

<p>Bainbridge Island Residents</p>	<ul style="list-style-type: none"> • Residents are not fully utilizing residential charging available on the island • 1/80 units at the Oliver are using 1/10 available chargers • 0/90 HRB units are charging 	<p>Puget Sound Energy</p>	<ul style="list-style-type: none"> • Infrastructure looks different across the island • Some areas may be more ready to handle EV growth • PSE Up and Go Program will contribute up to \$10,000 towards installation
<p>Bainbridge Island Developers</p>	<ul style="list-style-type: none"> • Value certainty, optionality, and forewarning • Three developer shared concern about electrical capacity 	<p>Affordable Housing</p>	<ul style="list-style-type: none"> • Many important priorities • Seeking exemption opportunity with updated EV code
<p>State of Washington</p>	<ul style="list-style-type: none"> • Washington Building Code Council planning for 2026/2027 revision <ul style="list-style-type: none"> • 25% to 10% EV Ready • 10% to 40% EV Capable • Similar developer reporting as BI 	<p>Corroborated EV Research</p>	<ul style="list-style-type: none"> • Retrofitting is much more expensive • Code simplicity is essential for compliance • Technology is regularly changing

Implementation Considerations

100% EV Ready

4 implementation windows with council approval required at each

Affordable housing and adverse impact exemptions

Ability to supersede minimum requirements

100% EV Capable

3 implementation windows with council approval required at each

Affordable housing and adverse impact exemptions

Ability to supersede minimum requirements

Survey

Gas vehicles cannot park in parking spaces with installed chargers

Survey sent out in utility mailer or supplementally within larger climate action surveying

Public event held after survey results are gathered

Do Nothing

No implementation steps

Wait and see approach

Implementation Cont. (Option #1)

Policy Option #1: Grow to 100% of parking in new multifamily development to be EV-ready by 2035.

Group R-2 buildings with 5 or more dwelling units (Table 18.15.020-3 from BI Ordinance 2022-14)				
Implementation Year	Building Code Occupancy	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces	Number of EV-Capable Parking Spaces
Current	New Buildings	10%	25%	10%
2026	New Buildings	10%	25% to 40%	10%
2029	New Buildings	10%	40% to 60%	10%
2032	New Buildings	10%	60% to 80%	10%
2035	New Buildings	10%	80% to 100%	10% to 0%

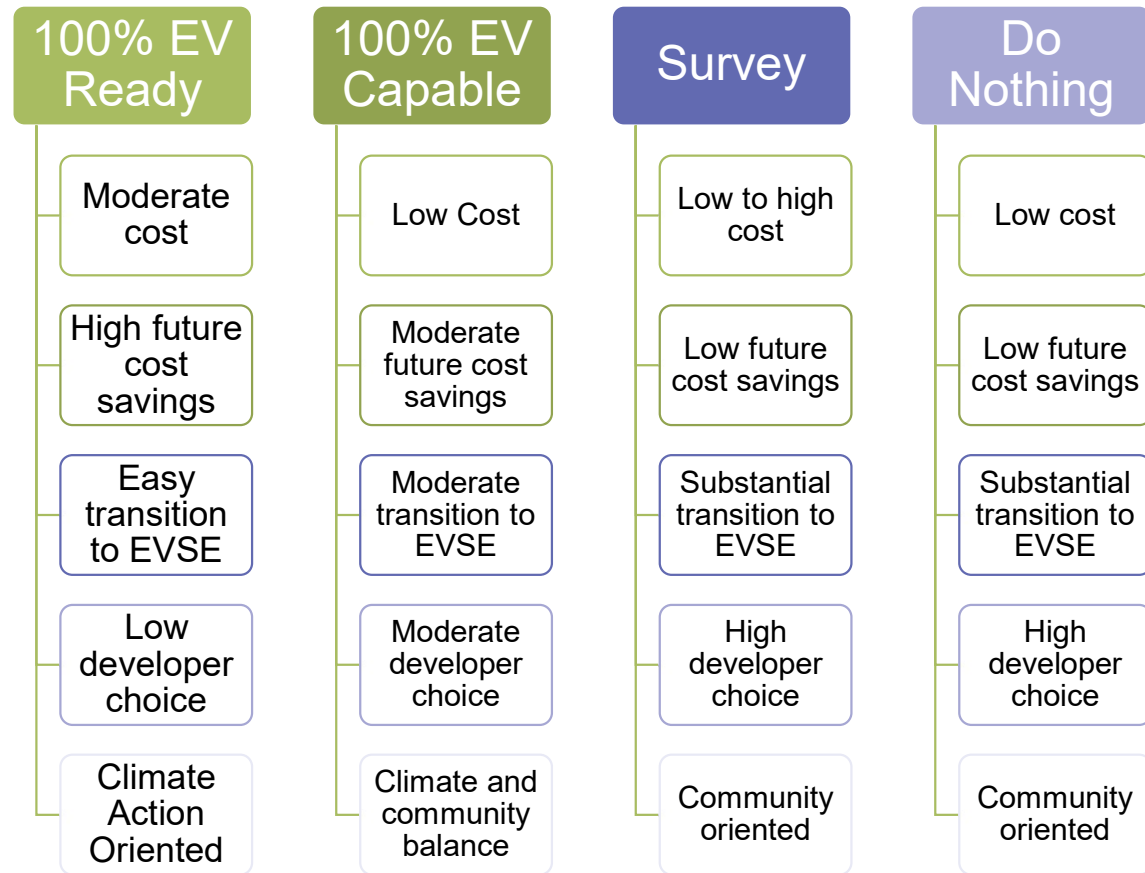
Implementation Cont. (Option #2)

Policy Option #2: Grow to 100% of parking in new multifamily development to be EV-capable by 2035.

Group R-2 buildings with 5 or more dwelling units (Table 18.15.020-3 from BI Ordinance 2022-14)

Implementation Year	Building Code Occupancy	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces	Number of EV-Capable Parking Spaces
Current	New Buildings	10%	25%	10%
2027	New Buildings	10%	25%	10% to 40%
2031	New Buildings	10%	25%	40% to 70%
2035	New Buildings	10%	25%	70% to 100%

Tradeoffs



Other Considerations

- Given the high expense of retrofitting, focus on incentivizing EV infrastructure installation for existing development.
 - Identify and remove code barriers that may disincentivize developers from investing in EV parking.
 - Create a City of Bainbridge Island permitting guide for installing EV infrastructure.
 - Publicize Puget Sound Energy's Up and Go Electric Program at the Planning Department counter along with automated messaging to developers.
- Installing solar arrays likely falls outside the scope of this ordinance

Next Steps

- Return to the CCAC meeting on Nov. 19th to provide any updates
- Prepare final analysis for Council review during a February 2026 study session

Questions? Feedback?

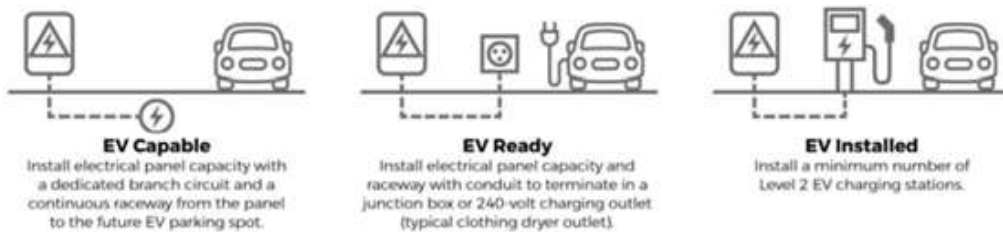
Date: 10/15/2025

To: Climate Change Advisory Committee

From: Maurie Harbick, Management Intern

Subject: Increasing Electric Vehicle Parking in Multifamily Development

Executive Summary: This memo presents four policy options related to electric vehicle (EV) development code that are collectively informed by community engagement efforts, academic and municipal research, and city and state climate action goals. The Washington State Department of Ecology has mandated that all new passenger vehicles sold in Washington State will be Zero Emission Vehicles by 2035. The Bainbridge Island Climate Action Plan includes a target that 80% of registered vehicles will be electric vehicles or plug-in hybrid electric vehicles by 2045. These are ambitious goals, and increasing the number of EV parking spaces on the island may contribute to meeting and sustaining them. The Climate Change Advisory Committee (CCAC) put forth recommendations in 2024 to suggest municipal code revisions for increasing the number of EV parking availability on Bainbridge Island, including that 100% of assigned parking spaces in new and expanded multifamily development be prepared as *EV-ready*. The City Council directed staff to amend the Bainbridge Island Municipal Code (BIMC) in accordance with the CCAC recommendations during the regular business meeting on September 24th, 2024. Community engagement efforts with Bainbridge Island developers and residents in 2025 surfaced key findings that changes to EV minimums should prioritize flexibility and forewarning. **Currently, there is misalignment between the level of community interest in expanding EV infrastructure and the ambitious EV goals of the Washington State Department of Ecology and Bainbridge Island Climate Action Plan.** This memo presents long-term options for increasing the *EV-ready* and *EV-capable* ordinance minimums in new multifamily development while considering the presently low demand for doing so. The *Other Considerations* section details alternative pathways for promoting electric vehicle usage.



Policy Options:

- Option 1:** Grow to 100% of parking in new multifamily development to be EV-ready by 2035.
- Option 2:** Grow to 100% of parking in new multifamily development to be EV-capable by 2035.
- Option 3:** Administer an island-wide survey and hold a public event to measure community interest in adopting higher EV-installed minimum requirements in new residential development.
- Option 4:** Do not make any changes to the EV ordinance at this time.

The policy options apply to **New Multifamily Residential Buildings (Group R-2)** as defined by **Bainbridge Island Ordinance No. 2022-14, Table 18.15.020-3**. Minimum requirements for **Existing Multifamily Residential Buildings Undergoing Expansion** remain unchanged by these policy options

Implementation Considerations:

Policy Option #1: Grow to 100% of parking in new multifamily development to be EV-ready by 2035.

Group R-2 buildings with 5 or more dwelling units (Table 18.15.020-3 from BI Ordinance 2022-14)				
Implementation Year	Building Code Occupancy	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces	Number of EV-Capable Parking Spaces
Current	New Buildings	10%	25%	10%
2026	New Buildings	10%	25% to 40%	10%
2029	New Buildings	10%	40% to 60%	10%
2032	New Buildings	10%	60% to 80%	10%
2035	New Buildings	10%	80% to 100%	10% to 0%

The table above details a potential ordinance schedule for implementing increased minimum requirements to the EV-ready category. The proposed increases include an initial increase to the EV-ready minimum requirement from 25% to 40%, followed by a 20% increase every three years thereafter. Once the EV-ready category reaches its maximum requirement of 100%, the EV-capable category will no longer be necessary (EV-ready parking stalls are also EV-capable).

- Each increase to the minimum requirement for EV-ready should be revisited by the Bainbridge Island City Council prior to taking effect to account for a regularly evolving technological space.
- The ordinance should add a provision to allow developers of affordable housing to petition the minimum requirements should they have adverse impact on their projects.
- In consultation with Puget Sound Energy, the ordinance should allow exemptions to developers experiencing substantially elevated costs due to disparate levels of electrical capacity.
- Allow developers to supersede the minimum EV-ready requirements by building EV-installed spaces.

Policy Option #2: Grow to 100% of parking in new multifamily development to be EV-capable by 2035.

Group R-2 buildings with 5 or more dwelling units (Table 18.15.020-3 from BI Ordinance 2022-14)				
Implementation Year	Building Code Occupancy	Number of EVSE Parking Spaces	Number of EV-Ready Parking Spaces	Number of EV-Capable Parking Spaces
Current	New Buildings	10%	25%	10%
2027	New Buildings	10%	25%	10% to 40%
2031	New Buildings	10%	25%	40% to 70%
2035	New Buildings	10%	25%	70% to 100%

The table above details a potential ordinance schedule for implementing increased minimum requirements to the EV-capable category. The proposed increases include an initial increase to the EV-capable minimum requirement from 10% to 40%, followed by a 30% increase every four years thereafter.

- Each increase to the minimum requirement for EV-capable should be revisited by the Bainbridge Island City Council prior to taking effect to account for a regularly evolving technological space.
- Add a provision to allow developers of affordable housing to petition the minimum requirements should they have adverse impact on their projects.
- In consultation with Puget Sound Energy, allow exemptions to developers experiencing substantially elevated costs due to disparate levels of electrical capacity.
- Allow developers to supersede the minimum EV-capable requirements by building EV-ready or EV-installed spaces.

Policy Option #3: Administer an island-wide survey and hold a public event to measure community interest in adopting higher EV-installed minimum parking requirements in new residential development.

As both Bainbridge Island Ordinance 2022-14 and Washington RCW 46.08.185 require electric vehicle parking spaces to be reserved solely for the use of electric vehicles, increasing the number of EV-installed spaces will decrease available parking for gas powered vehicles on multifamily properties. The intent of an island-wide survey is to accurately assess and implement an EV-installed minimum requirement that meets resident demand for EV charging.

A full EV parking focused survey can be distributed by mailer through public utilities billing. Alternatively, select EV parking questions may be included and distributed through more holistic climate impact surveying. Questions to be included in any version of the survey have been prepared and delivered to the Bainbridge Island Climate and Sustainability Manager. The public event should be held after survey results have been collected and used to propose an ordinance revision.

Policy Option #4: Do not make any changes to the EV ordinance at this time.

The status quo option does not require implementation. The rationale for choosing this option would reside in the evaluation that the EV space is rapidly evolving and the City of Bainbridge Island may be best suited to make a future decision with more information.

Analysis:

Findings from Stakeholders:

Bainbridge Island Residents	<ul style="list-style-type: none"> • Limited feedback from community engagement efforts suggests that Bainbridge Island residents are not currently utilizing the fullest extent of residential electrical vehicle charging options on the island. <ul style="list-style-type: none"> ○ Residents from eighty units at the Oliver Apartments are collectively utilizing one charging station out of ten available.
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	<ul style="list-style-type: none"> ○ Housing Resource Bainbridge reports that zero residents from ninety units are utilizing electric vehicle chargers.
Bainbridge Island Developers	<ul style="list-style-type: none"> ● Developers value certainty, optionality, and forewarning. ● Three Bainbridge Island developers shared concern that Bainbridge Island electrical capacity is not prepared to handle 100% EV-installed. This related to the concern that some developers may be required by ordinance to pay inequitable transformer upgrade costs.
State of Washington	<ul style="list-style-type: none"> ● The State of Washington Building Code Council (SBCC) is responsible for drafting revisions to the current RCW for EV parking across Washington State. Their revision plan, aimed at taking effect in late 2026 or early 2027, decreases the minimum requirement for EV-ready from 25% to 10%, while increasing the minimum requirement for EV-capable from 10% to 40%. <ul style="list-style-type: none"> ○ The SBCC reports that developers are struggling with the requirement to invest in infrastructure without a direct benefit at the completion of construction. ○ The SBC believes EV-capable is the best category because it's low cost to developers. ● RCW 46.08.185 requires all EV installed charging stations to be reserved solely for charging electric vehicles.
Puget Sound Energy	<ul style="list-style-type: none"> ● PSE Infrastructure looks different across the island, and some areas may be more ready to handle EV load growth. ● PSE will contribute up to \$10,000 towards installation costs per EV charger if ownership of the charger is retained by PSE.
CCAC	<ul style="list-style-type: none"> ● The CCAC report includes some recommendations related to the Bainbridge Island Climate Action Plan which may fall outside the scope of this specific ordinance and should be considered in addition to the proposed Ordinance 2022-14 changes. ● The CCAC 2024 report provided several installation cost estimates that illustrate the spiked cost for installing EV capable, ready, and installed spaces under expanded development versus new development. These estimates influenced the decision to strictly apply the options presented in this analysis to new development.
Corroborated EV Research	<ul style="list-style-type: none"> ● Retrofitting existing parking spaces to be EV-capable, EV-ready, or EV-installed is significantly more costly than doing so in new development. <ul style="list-style-type: none"> ○ A report from the City of Denver and compiled by the CCAC estimates that retrofitting costs are roughly 5-8 times more expensive than new development installation.¹ ● Code simplicity is essential for ensuring effective compliance. ● As EV technology is regularly changing, research from Washington State University suggests that “measures should be taken to regularly assemble, evaluate and consider more current data to inform updates to code provisions” (RCC EV Ready Codes Research Summary 14).

¹ <https://www.bainbridgewa.gov/AgendaCenter/ViewFile/ArchivedAgenda/07172024-4124>

Tradeoffs:

	Option #1: 100% EV-Ready	Option #2: 100% EV-Capable	Option #3: Annual EV Survey	Option #4: Do Nothing
Cost	Moderate: \$1,300 per space	Low: \$300 per space	Low to High: \$0-40,000	Low: \$0
Future Cost Savings	High: investing in the 100% EV ready option will best prepare for future installation of EV chargers	Moderate: investing in the 100% EV capable option will better prepare for future EV charger installation, but significant costs will remain	Low: keeping EV parking minimums unchanged will not impact future cost savings	Low: keeping EV parking minimums unchanged will not impact future cost savings
Ease of Transition to EV Installed	High: all required infrastructure will be ready to install EV chargers	Moderate: the electrical panel and raceway are installed, but the conduit and junction box are not	Low: no changes to current EV infrastructure	Low: no changes to current EV infrastructure
Optionality	Low: developers have little optionality beyond implementing EV ready or EV installed spaces	Moderate: developers may choose to supersede the EV capable requirement by implementing EV ready and/or EV installed spaces	High: developers are not given new development requirements and retain typical flexibility	High: developers are not given new development requirements and retain typical flexibility
Climate Goals/Community Interest Ratio	Climate goal leaning: prioritizes climate goals over developer and resident interests	Well balanced: positions Bainbridge Island to better accommodate increased electric vehicle usage while not overburdening developers or residents	Community interest leaning: prioritizes developer and resident interests over climate goals	Community interest leaning: prioritizes developer and resident interests over climate goals

Other Considerations:

Given the higher cost for retrofitting EV parking infrastructure in expansion projects compared to installing EV infrastructure in new development, requiring the same development expectations for each creates disparity and disincentivizes renovation and expansion on existing buildings. Instead, the City of Bainbridge Island can incentivize developers to input EV parking infrastructure during expansion projects to ensure the whole island is experiencing EV growth. These incentives would not change the

current minimum EV installation requirements for multifamily expansion projects. Some incentive possibilities include:

- Identify and remove code barriers that may disincentivize developers from investing in EV parking.
- Create a City of Bainbridge Island permitting guide for installing EV infrastructure.
- Publicize Puget Sound Energy's Up and Go Electric Program at the Planning Department counter along with automated messaging to developers.

Additionally, outside of municipal code revision to EV parking installation requirements, the City may explore other ideas to encourage electric vehicle transportation that reduce emissions. The CCAC proposed exploring providing incentives to homeowners and developers who install solar PV arrays.

DRAFT

Appendix A:

Multifamily Residential Development EV Codes – Findings from Other Cities:

Jurisdiction	Year	EV-capable	EV-ready	EV-installed	Notes
Seattle ²	2023	N/A	45% of parking spaces	N/A	<ul style="list-style-type: none"> Does not specify that EV-capable or EV-installed minimum requirements are different than Washington minimum requirements. For the first 25 spaces, at least 12 must be EV-ready (which is 48%).
Edmonds ³	2022	40% of total parking spaces	40% of parking spaces	10% of parking spaces	
Issaquah New Buildings ⁴	2023	N/A	30% of parking spaces	10% of parking spaces	<ul style="list-style-type: none"> Does not specify that EV-capable minimum requirements are different than Washington minimum requirements. Requires 100% of total parking spaces for new townhomes to be EV-ready.
Issaquah Expansion	2023	N/A	20% of parking spaces	10% of parking spaces	
Olympia (Proposed) ⁵	2022	65% of parking spaces	25% of parking spaces	10% of parking spaces	
Redmond ⁶	2025	N/A	100% of parking spaces	N/A	<ul style="list-style-type: none"> Provide 1 EV-ready stall per dwelling for dwellings with private garages. Only provide 10% EV-ready stalls for commercial development. The 2025 code package discusses 3 options for minimum requirements on pg. 5.
Bainbridge Island ⁷	2022	10% of parking spaces	25% of parking spaces	10% of parking spaces	

Some other cities in northwestern Washington have developed detailed roadmaps for improving EV infrastructure, including Bellevue, Sammamish, Kenmore, and Renton. Cities including Mountlake Terrace, Bellingham, Mercer Island, Kirkland, Port Orchard, and Marysville have published discussions of EV installation, but do not discuss minimum requirements for installation outside the scope of Washington Administrative Code. While many Washington cities have established language around EV installation in action plans and public statements, **it seems that few have embedded installation requirements exceeding Washington State minimums within city code.**

² [Seattle Electrical Code Article 625.27](#)

³ [Edmonds Draft Code Amendment 17.115.040](#)

⁴ [Issaquah Municipal Code 18.604.090](#)

⁵ Referenced document sent to City of Renton by Seattle City Light in May 2023.

⁶ [Exhibit 29: Incentive Program Requirements Appendix 10](#)

⁷ <https://apps.bainbridgewa.gov/WebLink/DocView.aspx?id=108665&dbid=0&repo=Bainbridge&cr=1>

Action Minutes CCAC - February 19, 2025

Wednesday, February 19, 2025

Commenced meeting at 5:37 PM

In person: Julie, Ray, Kevin, Jens, Michael, Joe Deets

On line: Kirsten Hytopoulos, Steve

Absent: Derik, Mike

Public Comment

- Bill Dowey - spoke about microgrid.
- Joe Deets - Glad to be back.

Subcommittee on Comp Plan

- Committee moved to form a Subcommittee to meet to discuss Comp Plan; members include Kevin, Sanjay, Ray, Steve. Mike will assist in an advisory role.
- Will consider microgrid suggestions.
- Kevin will reach out to committee members and get meetings started.

Electric Hand tools

- Memo will be finalized and included in the Council packet.
- Want to include ideas on outreach.
- City to take the lead.
- REAC and CCAC to be available.
- Have developed a list of landscapers for potential outreach.
- Rebates can introduce complexity.
- Recommendations to start with leaf blowers and phase in others later.
- Timing depends on outreach - including outreach to the community.
- Received public comments to their CCAC emails - still reflecting on the input.
- To Do: Confirm if the City will continue to retain gas-powered leaf blowers.
- Move to approve memo for submission with confirmed facts.

FoodCycler

- Committee moved to form a Subcommittee to meet to discuss potential for a FoodCycler pilot program with vendor.
- Michael to take lead - would like to submit questions to company
- To Do: Ellen to provide vendor email to subcommittee.
- Subcommittee of Michael, Julie, Steve - comments for April.
- To Do: Ellen sent Wirecutter article to Julie - Done
- Open questions: How many residents put their food waste in the green bin? What happens to the green waste

Action Minutes CCAC - May 21, 2025

Wednesday, May 21, 2025

Commenced meeting at 5:35 PM

In person: Julie, Jens, Michael, Mike, Derik, Joe Deets, Laura Rýser

Absent: Ray, Kevin, Sanjay

Public Comment

- No comment

Food Recycler

- Julie and Michael provided an update on their research and delivered a lifecycle analysis; they prepared a memo summarizing their work.
- The committee passed a motion to deliver this memo to the Council.

PSE Meeting

- Derik, Joe, and Laura attended the meeting with PSE.
- Had an opportunity to talk with PSE about the City having a Climate Action Plan that seeks to increase the generation of renewable energy that could help PSE meet its state-mandated renewable energy goals.
- Laura will follow up with PSE to get regular data updates on energy generation on the island.
- Laura has shared with the committee the presentation that PSE gave at the meeting.
- Joe has requested more information on community solar from PSE.

Groundwater Management Plan

- Michael, Ray, and Mike reviewed the draft and provided extensive comments.
- The committee will wait to review the next version until an execution plan is part of the draft.

ETIPP

- Mike reminds the group of the large amount of work that went into this study and of the value of the recommendation - and that the committee also did a significant amount of work to summarize and prioritize those recommendations.
- Laura is holding meetings with staff on the ETIPP recommendations.
- Derik and Mike volunteer to work with Laura on ETIPP matters.

CCAC: Filling Open Positions & Dissolving Other Positions

- The committee will seek clarifications from the City on exactly which positions are being filled and which are not; there are interviews going on to fill at least one position.

Tool Lending Library

- Mike raises the topic of how we might expand the excellent lending library.
- Joe will follow up on the status of where things stand with how the lending library might fit into the broader discussion around the leaf blower ordinance.

Multi-County Climate Partnership

- Laura will join three other Climate Managers to talk about what they had done with climate action plans and how they can help other similar-sized communities (such as Edmonds, Kenmore, and Port Townsend) on June 26.

Updates from Laura

- City Contract with Department of Commerce
 - The City got a \$90K grant to do a feasibility study on solar plus storage.
 - She has issued an RFP for a design firm.
 - Laura will send out a note to the committee to solicit help; would like assistance with looking at site assessment.
 - Michael offers to help.
- Mid-Year Progress Support
 - Mike offers to help review.
- Commerce Staff Assistance on Energy Projects
 - Laura is taking advantage of assistance from the Department of Commerce; she will be reporting back on those conversations.
- Scale-Up Program
 - Laura is getting involved in this broader discussion with similarly-sized communities to share info about projects similar to the Heat Pump Pilot Program; she will be reporting back on those conversations.
- Olympia Community Solar
 - Intermediary between municipalities and utilities.
 - Laura is talking with them about how they could help us do more to leverage the programs being offered by PSE; she will be reporting back on those conversations.
- PSE Data on Electricity Use, Solar and Electric Vehicles
 - Laura has been collecting data and finding ways to visualize it.
 - Laura will ask PSE for data on battery backups for solar.
 - Want to use this data to help connect the dots on where we stand with the Climate Action Plan.
- Emissions Inventory
 - The City is getting an upgrade of its software that tracks its emissions inventories.
 - Laura is looking at what feature add-ons are available to the City.
 - Cascadia is working on a community-wide inventory.
 - Mike asks if we can have them come and give an update on their efforts; Laura will arrange that.
- Climate Plan Updates

- Laura suggests beginning to think about emissions reductions in terms of revising the CAP; she recommends dividing the plan into two areas of focus: municipal and community.
- She also recommends that we go back to talk to the community to gauge how priorities may have shifted.
- Mike offers to share documentation on what the committee did to reach out to the community and what information was gathered in 2019.
- She is basically soft launching the revision of the CAP.
- Electric Bike Voucher Program
 - This is close to being launched.
- Laura Meeting with Community
 - Mike offers to help Laura meet with the community; he suggests that she join something like a mixer at the Grow community.

The meeting adjourned at 7:20 PM.

Action Minutes CCAC - August 20, 2025

Date: Wednesday, August 20, 2025

Commenced meeting: 5:35 PM

In person: Michae K, Ray, Bill, Steve, Sanjay, Kevin, Joe Deets, Laura Ryser

Absent: Mike C, Kirsten Hytopoulos

Changes to the Agenda

- None.

Conflict of Interest Disclosures

- None.

Changes to the Minutes

- Laura requests two changes to past minutes:
 - June: Solarize Public Campaign is with Olympia Community Solar and not with Olympic Community College
 - June: Greenhouse Gase Inventory Update is using data from 2023 and not 2013.

Public Comment

- No public comment.

Guest Speaker from Puget Sound Clean Air Agency: Sara Hetrick

- Sara Hetrick, Puget Sound Clean Air Agency: Overview of the Comprehensive Climate Action Plan (CCAP)
 - Long-term regional plan. Includes Kitsap County.
 - Regional collaboration makes us more competitive for grants.
 - Built on the foundation of climate planning work already underway across the region and state.
 - Draft CCAP will be available for public review in the Fall.
 - Will be an online engagement hub.
 - And there will be an engagement kickoff workshop.
 - The state is establishing a green investment bank.
- ACTION: Will want help with making the public aware of the document and that they should provide feedback (will work with Laura and Joe on that)
- ACTION: And they want specific feedback from groups like the CCAC (and will work with Laura and Joe on that, too).

Guest Speaker from City Staff: Maurie Harbick, City Intern

- Looking at the City's EV Code for multi-family development.
 - Is picking up the work that Sanjay and Steve did last year.
 - Retrofitting is more expensive than building it as part of development.
 - Phase-in approach is key.
 - Developing a survey that they will send out to the community.
 - ACTION: There is an opportunity for CCAC members to help Maurie at the farmer's market on Sept 7.
 - ACTION: Joe Deets mentions the importance of having clear signage when folks do a booth at the farmer's market - have a banner, make it clear whom you are to speaking to, the Climate Change Advisory Committee (not just CCAC); Laura to ask what the City has or what can be created.

Updates from Climate Manager

- Laura provided a detailed overview of her current draft of the Mid-Year Report on the Climate Action Plan.
 - It is in draft form; the CCAC is the first one to see it.
 - Consensus from CCAC members is that it looks great and that we support the direction Laura is headed with this draft; CCAC was particularly pleased with how Laura is capturing data about our progress and visualizing it.
 - ACTION: Kevin to write draft of memo in support of Mid-Year Report, circulate it with CCAC members for input, and then send the final draft to Laura.
 - ACTION: As part of the discussion around the Heat Pump Pilot Program, Kevin asks Laura if she can request that Derek Hoshiko of Kicking Gas can give an update to the CCAC; Laura will talk with Derek about this.
 - ACTION: Kevin to write a draft of a memo in support of the Mid-Year Report as it stands now, circulate it with CCAC members for input, and then send the final draft to Laura per a request from the City Manager.
 - ACTION: Sanjay asks Laura if we can have someone from PSE come to the the CCAC monthly meeting and provide an update on the efforts to shift to clean energy; Laura will reach out to PSE.
 - ACTION: Joe and Laura mention that PSE had reached out to them about getting invited to tour the PSE upgrade to Murden Cove on Sept 17; Joe will reach out to see if the CCAC can get invites.
 - ACTION: Sanjay mentions that PSE was very concerned that Kitsap County Commissioners has put a one-year moratorium on all battery storage projects because of safety concerns; Sanjay to send to Laura, Joe, and to members of the committee a copy of the press release.

Meeting adjourned at 7:10.

NEW Proposed WSP Goal SU 3

Increase resilience and climate readiness for Winslow residents, businesses and visitors.

Policy SU 3.A Balance between built, ecological, and social priorities on Bainbridge Island to ensure that the built environment contributes to a resilient community.

Policy SU 3.B Sustainably manage and restore neighborhood tree canopy levels to enhance biodiversity, decrease localized heat island effects, stabilize geologically hazardous areas, reduce wildfire risk, and increase the functions and values of critical areas and their buffers.

Policy SU 3.C Integrate implementation of the Winslow Subarea Plan and Bainbridge Island Climate Action Plan as necessary.

Policy SU 3.D Identify and/or build out resilience hubs throughout the island that offer comfortable shelter, power, food, water, medical aid, and communication during emergencies or other hazard events such as power outages, heat waves, and poor air quality. These hubs should also be designed to offer other useful services and resources during non-emergency times, in part to increase resident's awareness of the hubs near them.



CITY OF
BAINBRIDGE ISLAND

EXECUTIVE DEPARTMENT MEMORANDUM

DATE: October 9, 2025
TO: Blair King, City Manager
FROM: Laura Ryser, Climate & Sustainability Manager
SUBJECT: Kicking Gas Pilot Program Report – Q4 2025

This memo provides a brief report on the Kicking Gas community heat pump pilot program that ran from June 1, 2024, through August 31, 2025. The City of Bainbridge Island partnered with the Kicking Gas campaign on a pilot program to educate Bainbridge Island residents about heat pumps and to implement a low-income household subsidy program to make this home climate solution available for more families. Buildings represent the second largest source of greenhouse gas emissions in Washington¹. Supporting residents to move towards non-emitting buildings is one of the most significant climate actions individuals can take while increasing indoor air quality and overall comfort with increasing summer temperatures.

Summary

In order to participate in the pilot, two criteria had to be met; 1) households must displace a combustion fuel furnace and 2) households must meet the 120% AMI household income limit threshold. During the program, the AMI increased from 100% to 120% to increase participation.

This pilot facilitated the successful installation of 20 high-efficiency heat pump systems in residences on Bainbridge Island between June 1, 2024, and August 31, 2025, as well as increased general literacy about heat pumps with Bainbridge residents through direct outreach, educational information sessions, and media outreach. The Kicking Gas pilot worked one-on-one with clients to ensure that every prospective client had an opportunity to participate.

The program also created an installer vetting program, a self-certification form, and two required training sessions for prospective installation partners. Outreach was conducted to more than a dozen regional installers, and formalized partnerships with two.

Key Data, Metrics, Analytics

- Number of heat pumps installed: 20
- Total annual CO₂ emission reduction: 62 metric tons¹
- Number of outreach events: 13
- Number of applications received and reviewed: 123

¹ [Washington State Greenhouse Gas Emissions Inventory: 1990-2021](#)

- 64% of households qualified based on displacing a combustion fuel, 36% did not qualify because they had only electric heat already
- Of the 123 applications, 45 households qualified based on criteria.
- 18 households received the max subsidy up to \$10,000 and 2 households received a 50% subsidy up to \$5,000.

Budget

\$260,248: Cost of the program for administration + subsidies (*not including participant expenses*)

\$354,541: Total cost of implementation, including participant expenses

- \$187,285 for subsidies (*52% of total*)
 - \$91,476 paid from Washington State Department of Commerce HEAR grant (49%)
 - \$95,809 paid from City of Bainbridge Island general fund (51%)
- \$72,963 for administration of the program, 14 months (*21% of total*)
 - Paid from City of Bainbridge Island general fund (*100% paid for administration*)
- \$94,293 Total installation costs to participants (*after subsidy*) (27%)

\$4,714: Average direct installation cost to participants

- Households on average paid 34% of total installation costs
- Installation costs ranged from the most expensive at \$22,227 to the least expensive at \$8,364.

\$281,578 Total heat pump installation direct costs for 20 installations

- \$14,079 Average cost per installation

\$168,773 Total cost to the City of Bainbridge Island general fund (*48% of total cost of implementation*)

\$4,791 Average General Fund Contribution for Heat Pump Installation (*34% of average installation cost*)

Key Learnings & Successes

Effective outreach & communications: Effective communication was achieved through press releases, posters, and community partners, including Housing Resources Bainbridge (HRB), Helpline House, and the Bainbridge Island Senior Center.

Community engagement: Information sessions proved to be a valuable tool for building awareness, fostering community connections, and generating word-of-mouth promotion.

Support for low-income residents: 90% of installations (18 out of 20) were for households at or below 80% area median income, indicating that the pilot successfully reached COBI's priority demographic.

Program integration: Leveraging the broader Kicking Gas and infrastructure enhanced the pilot and helped to streamline administration, including leveraging the existing website, outreach events, program design, and staff support.

Challenges

High Project Costs: Heat pump installations on Bainbridge Island were more expensive than anticipated, creating financial strain for some participants. Many clients maxed out the subsidy and still faced a share of the cost to pay.

Lack of Financing Options: The lack of financing mechanisms, such as bridge financing or low-interest loan options, proved to be a barrier for households with limited resources. Future programs could incorporate flexible, accessible financing tools to complement subsidies.

Administrative Complexity: City and Commerce grant requirements added layers of bureaucracy that put additional onus on installers, risking full participation and slowing program delivery. Streamlined processes, minimizing paperwork and maximizing accessibility, will be essential for scaling future programs.

Application Management: Because new applications were paused in the Spring, the pilot relied on the early pool of applicants to fulfill program goals. Future programs could balance intake pacing with clearer projections of demand and ensure full budget utilization.

Shifting Market Conditions: External factors, including tariffs, inflation, and the upcoming elimination of the Energy Efficient Home Improvement tax credit, significantly increased the project costs during the program. This highlights the importance of adaptable program design that accounts for market volatility and evolving federal incentives and landscape.

Recommended Next Steps

Sustain Local Investment: Continue allocating dedicated funds to climate action incentives and subsidy programs, building on the success of the Bainbridge Kicking Gas pilot.

Leverage Partnerships and Funding: Expand collaboration with regional organizations, responsible financing organizations, and grant makers to help extend the reach of the City's investment and build long-term program sustainability.

Explore Expanded Incentives: Future iterations could include electrification measures beyond space heating and cooling, such as induction cooking or heat pump water heaters, as well as potential incentives for small businesses.

Program Delivery Formats: Consider a hybrid approach to outreach and engagement, maintaining the accessibility of virtual information sessions while incorporating in-person events that foster deeper community connection.

Equity-focused Financing: Prioritize the development of bridge financing or loan support to reduce upfront costs and ensure lower-income households can continue to benefit from electrification programs.

Overall, the pilot is considered a success. The City should consider continuing to invest its own funds towards climate action and incentive programs, especially programs that support low to moderate income households, while developing partnerships with and seeking funding from organizations, local agencies, and grants.

¹ Methodology: To calculate the co2 for each household, the consultant created carbon is emitted by each fuel source on a per unit and then added up a year's worth of each household's fuel bills and converted it to carbon emissions. Additional details available by request.

DRAFT

Talking points for a CCAC Microgrid Subcommittee's potential near-term activities

Bill Dowey

Oct 24, 2025

In potential pursuit of a near term funding opportunity from WA Dept of Commerce detailed below, here are listed some background discussion topics to clarify decisions on microgrid development.

Following from CCAC's June 2024 report on *Recommendations for Implementing the ETIPP studies*, the ending paragraph from the 2024 Technical Assistance program (PNNL's document ETIPP "Improving Resiliency" study) sponsored by the 23-24 Clean Energy program is on pg. 2, (*1).

1. This paragraph points to 2 elements that could be the focus of one of CCAC's subcommittee initiatives.
 - a) Developing Partnerships to develop and demonstrate appropriate storage systems coupled to energy supplies for residential, light commercial, Community, and Utility based entities, to increase resiliency in the face of high probability/risk events.
 - b) Continuing the partnership with BI's local utility PSE, to develop and deploy BESS to advance the resilience of BI critical Clean Energy infrastructure
2. In going forward a CCAC sub-committee could be focused on developing resilient microgrids components.
 - a) elements of which would include Renewable energy sources, Battery Energy storage systems (BESS).
 - b) Samples of which could be configured and displayed as educational elements in the park behind COBI office
3. Kitsap County Government (KCG) has imposed a 1-year moratorium on industrial scale Lithium Ion BESS, (*2). This is to investigate the potential low level fire hazards that have been registered on these systems and to develop deployment "guidelines and best practices". Unfortunately, this moratorium appears to extend across all BESS, when some technologies and deployment practices are known not to have these issues.
 - a) The CCAC demonstrations would serve to educate the KC residents and governments as to safe practices.
4. PSE non-commitment in 2024 of BI BESS are a subject of the PNNI report. CCAC's MG SC needs to engage and share BESS findings.
 - a) Find a champion within PSE for BESS addressing resiliency, renewable & clean energy alternatives.
 - b) Use the MGSC to develop a shared approach with PSE to developing BESS demo's and practices.
 - c) Work with commercial entities and PSE to show how BI could host industrial scale BESS

5. WA State Commerce have released a multiparty \$32m Clean Energy funding RFA, due on Nov 4, 2025. With concerted effort from CCAC MGSC and COBI BI could submit a Planning & Development request which could fund the efforts outlined above.
 - a) Bill Dowe and MGSC members to outline qualifications linking to KC overburdened communities, a technical approach to demonstrations, education, linkage to PSE and associated cost estimates.
 - b) COBI Representatives to provide a written responses to “Boiler-plate” requirements:- Certifications and Assurances, Diverse Business Inclusion Plan, Workers Rights Verification, Potential Letters of Support, pertinent COBI information.
 - c) In-line with the June 24 report cited in the first sentence, COBI management to approve the pursuit/submission of the WA RFA on Nov 4 2025.

**1. COBI has the most influence on resilience activities at City facilities, Public buildings, and Community Disaster Hubs. We recommend pursuing partnerships to help increase the resilience of the disaster hubs that are at greatest risk from hazards and to explore the locations where installation of solar + battery storage could increase resilience to power outages. Continuing to partner with PSE to address grid disruptions and support development of additional distributed resources and battery storage will be critical to advancing the resilience of Bainbridge Island’s critical energy infrastructure.*

**2 KCG’s presentation: Year of the Rural Project Update, June 2025, pages 28-30, Heather Cleveland.*