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Buildings & Energy													
B1. Reduce energy use in residential buildings.													
48	B1.4	rental housing EE incentives	Provide property tax breaks for landlords who install energy conservation measures in rental housing.	0	3	5	3	3		3.5	2 green: CVD, LB	LB- One of the largest opportunities for improvement in reducing energy use is in existing housing, and particularly multi-family housing. This would be a strong incentive for multi-family property owners to invest in upgrades that conserve energy. Because it's for rental housing, it would also help address housing affordability issues for those with low incomes as it would reduce energy bills for tenants. ***	
35	B1.5	property tax credit	Create a property tax credit for property owners who participate in energy efficiency.	1	4	5	3	2		3.7	1 green: LB	LB- This is the same rationale as B1.4 but for all property owners rather than just rentals.	
3	B1.6	rental housing EE baseline	Pass an ordinance to require rental units to meet baseline levels of energy efficiency and make more stringent over time.	3	5	5	3	3		4.3			**Important action.
B2. Reduce energy use in existing commercial/industrial buildings.													
25	B2.3	LED lighting	Install LED lighting in public-sector buildings and infrastructure (e.g., street lights, traffic signals).	1	3	5	5	3		3.8	1 green: EC 1 red: YOUTH	EC- I'm actively working on several project in the City of Olympia Fire Departments to install LED lighting. After we invest and install the LED lighting it doesn't require training, awareness, or any license to continue to save energy. It's an ongoing savings we just need to continue to pursue changing everything to LED and that is low hanging fruit most of the time.	four jurisdictions represent less than 1% of total community emissions. Most have already mostly retrofitted street lights, which is the biggest share of their electric use and a high cost for cities. Since this is almost done it is not helpful to keep this on the list. This makes best sense as part of a larger community wide action targeting all commercial buildings (elsewhere on the list). It could also be used as part of implementing such an action, to set an example for other building owners. CvD - REMOVE ACTION. already being done, required for most buildings already. For city streetnlights - also already been / being done.
49	B2.6	cool roofs	Create an incentive program for the installation of reflective roofs on commercial buildings to reduce building energy consumption and the urban heat island effect.	0	3	5	3	3		3.5			
4	B2.8	performance standard	Set energy efficiency performance standards for commercial buildings with gross floor areas smaller than 50,000 square feet.	3	5	5	3	3		4.3	1 red: ZK	ZK- This is completely impractical. We manage about 1,000,000 square feet of commercial space and if we had to bring every building up to some arbitrary standard, it would drive up rents and drive landlords out of the business. i just don't understand why it seems to be a challenge to understand that the more regulation we have, the higher costs will be.	
42	B2.10	energy project grants	Secure grant funding for high-profile, innovative energy efficiency and/or technology projects on commercial buildings in the county.	1	3	5	5	2		3.6	2 green: MR, YOUTH	MR- Upfront costs are one of the largest barriers to renewable energy and energy efficiency projects. I encourage the removal of commercial building restrictions so that residential and industrial buildings qualify.	TCAT - REMOVE ACTION. This is an implementation and funding strategy to achieve other goals (energy and technology innovation for commercial buildings). It should not be considered a separate action. CvD - REMOVE ACTION. There is no way to project what GHG impact this will have. Rather, it is one tool which must be included in a robust implementation section describing the funding mechanisms needed to support all the other actions.
B3. Reduce energy use across building types.													
11	B3.4	exemplary buildings	Create a Zero-Energy Building Challenge by partnering with public, private, non-profit and faith-based organizations. Facilitate rapid deployment and public awareness of high-profile demonstration buildings.	3	3	5	5	3		3.8	1 green: CVD		
26	B3.5	green building tracking	Develop data methodology to monitor use and impacts of green building incentives, to inform future incentives and develop recommendations for policy or programs.	1	3	5	5	3		3.8	1 green: JDB	JDB- We should know if these incentives actually work, and better learn how to make them work, so we don't have to mandate increased cost for housing.	
B4. Reduce energy use in new buildings or redevelopment.													

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32	B4.4	green municipal buildings	Require that new local government facilities (e.g., the new Olympia City Hall and LOTT building) demonstrate green building technologies and practices.	1	3	5	5	2	Y	3.7	1 green: YOUTH		TCAT - REMOVE ACTION. This will have very low impact on its own (not that many municipal buidings). See above. This should be part of a broader community wide action targeting all commercial buildings. This is an action all jurisdictions are already be taking CvD - REMOVE ACTION. This ranks a 3 on GHG impact, and probably should be lower. This action is a good implementation strategy that truly is important for Demonstration, Education and moving the market. It will not weaken the plan to move this action to implementation section
9	B4.5	permitting incentives	Offer streamlined permitting, lower fees, or other incentives for projects that meet green building certification standards.	3	4	5	5	2		4	4 green: ZK, KH, CVD, JDB	JDB-Don't mandate increases in housing cost. Provide value to incentivize and make it easier for individuals to go green. ZK- Carrot vs. stick. incentivizing people to do something is more effective in building public trust and generating excitement than forcing them to. People are excited about getting solar panels because of a tax credit. most would be angry if it was required. ***	
47	B4.6	EE tax exemptions	Create a local property tax reduction or credit for new buildings that meet an energy efficiency performance standard.	0	4	5	2	2		3.55	1 green: KH		
37	B4.7	land use incentives	Provide land use incentives (floor area ratio, density bonus, height bonus, parking reductions) for zero-net carbon buildings or other applications that dramatically increase energy efficiency.	1	4	5	3	2		3.7	4 green: LM, LB, AS, JDB	LB- Certain land use incentives could be offered that would provide savings to a development, which would then be invested in measures to increase energy efficiency. The specific incentives offered should only be those that also directly provide GHG emission reductions. For example, reduced parking requirements would likely decrease automobile use while at the same time providing cost savings that would be invested in energy efficiency in a building. *** JDB- Increase housing capacity without increasing housing costs and cost of developers building more units to meet demand. *** LM- Impact of land use items are a give and take, parking reduction or floor area ratio may not create such a large hit to the structure but require a value engineering approach to the purposed project. "Less is more concept". ***	
43	B4.9	permit counter technical assistance	Hire or contract with dedicated green building specialists to provide technical assistance through the permitting and development process.	1	3	5	5	2		3.6	2 green: SM, KH 1 red: LB	LB- Green building expertise would be most effective much earlier than the permitting and development process. Building developers are typically developing their financing packages and preliminary design work well in advance of submitting for a permit. It is during those phases that green building technical assistance should be offered. Perhaps it could be offered through a partnership with the local chapter of American Institute of Architects, or with Olympia Master Builders? *** SM-Most people have an end goal – house, barn, ADU, commercial building – then look for the least expensive path to get there and/or follow the well-worn paths that are obvious. If we want people to seriously consider and pursue other options then we need guides. ***	
36	B4.11	grid-connected appliances	Require smart appliances in new construction, especially water heaters that control timing of demand.	1	4	5	3	2		3.7			
50	B4.12	multifamily submetering	Require submetering for new multifamily buildings so residents can track energy use.	0	3	5	3	3		3.5			
B5. Increase the production of local renewable energy.													
33	B5.3	municipal building solar	Install solar photovoltaics on all available and feasible municipal sites, including building rooftops, city hall, schools, police and fire stations, community centers, municipal water pump sites, and transit depots.	1	3	5	5	2	Y	3.7			TCAT - REMOVE ACTION. Again not very many municipal buildings and therefore, very low impact; should be part of a larger community wide action to promote solar in commercial building. CvD - REMOVE ACTION. Again is more important for Education and Demonstration than for GHG impact, and could be part of implementation strategy recommended to jurisdictions.

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38	B5.5	solSmart	Pursue SolSmart designations and adopt solar friendly practices.	1	4	5	3	2		3.7	2 green: MR, OM	MR- Solsmart is not a single action, it is a US Department of Energy program tailored to create a healthy policy environment for the solar industry. Pursuit of SolSmart designations could result in improvements in planning, zoning, community outreach, and utility relations. This suite of actions could cumulatively make a huge difference. ***	
46	B5.8	solar-ready	Amend local development code to require solar-ready construction for all building types.	1	3	5	3	3	Y	3.6	4 green: LM, EC, MR, YOUTH	EC- If we have homes that are solar ready meaning some of the cost of infrastructure is included in new construction, we would be more likely to turn the curve. This would be a slight increase in construction but, a huge benefit in the long term. *** LM- Solar ready requirement is a much less burden (labor and funds) to comply with while under or during construction verses after the building is completed. ***	
12	B5.10	group purchasing	Develop/support a city-sponsored group solar purchasing program.	3	4	4	5	2		3.75			
Transportation & Land Use													
T1. Set land use policies that support increased density and efficient transportation networks.													
14	T1.1	coordinated long term planning- future infill	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.	1	4	5	3	5		4.3			**Important action.**
2	T1.2	middle-density housing	Reevaluate and change zoning as needed to allow for a range of housing types to promote social economic integration of housing near the region's urban centers or moderate-density zones. 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 that can no longer afford to live in these areas.	3	4	5	3	5	Y	4.4	1 green: CH	CH: I'd combine this with 'urban infill' and '20-minute neighborhoods' strategies, as they are about creating more local districts where it's easy and incentives are aligned to develop or redevelop at a slightly higher density and with some mix of uses; we need to bring along land use and infrastructure to reduce demand for energy use and putting more destinations within easy, non-auto distance of where people live is a sure-fire way to do that.	**Important action.**
15	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.	1	4	5	3	5		4.3			**Important action**
23	T1.9	ADUs	Amend development codes to allow for attached and detached ADU's in urban residential areas.	1	4	5	3	3		3.9			TCAT - REMOVE ACTION. This has been passed by statewide legislature, but needs to be passed by local jurisdictions. Olympia already has a proposal for this. This will likely be done before the completion and adoption of TCMP. Jurisdictions should be encouraged to pass regulations in response to the state law that implement this in a way that will reduce greenhouse gasses. Not needed as a separate action in this plan.

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22	T1.11	land use efficiency	Set integrated goals to consider network efficiency in land use decisions, including how density in certain areas supports transit, increases efficiency of utility service, and other support facilities. Consider VMT in identifying locations for large employment facilities.	1	4	5	3	3		3.9			TCAT - KEEP ACTION. Critical. CvD - KEEP ACTION. this could provide high GHG impact and is under greater control. While it may take longer to implement, this strategy could help alleviate some of the conflict over urban infill aka Missing Middle and importantly it effectively synthesizes strategies from transportation, buildings, ag and water
T2. Increase efficiency of the transportation system.													
10	T2.2	congestion mitigation	Develop congestion mitigation programs 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 decrease idling time (pollution) and improve fuel efficiency (cost savings to driver).	3	4	5	5	2		4			TCAT - REMOVE ACTION. The impact of this action cannot be measured using currently available data. GHG inventory calculates on-road transportation emissions using VMT. This will have no effect on VMT. Also, its impact, even if it could be measured, is questionable. Making it easier for people to drive cars by reducing congestion could be counter to our goal of reducing driving. CvD - REMOVE ACTION. This impossible to measure to will resist quantitative analysis, and not contribute much to scenario planning
44	T2.4	vehicle efficiency outreach	Develop educational campaigns about benefits (reduced GHG emission, increase fuel efficiency, safety) of properly inflated tires, including signage at gas stations and local businesses and partnering with schools.	1	3	5	5	2		3.6			TCAT - REMOVE ACTION. Impact cannot be measured. Impact questionable. Discuss this as part of larger vehicle efficiency implementation.
27	T2.17	teleworking/flex work	Government agencies increase opportunities for employee teleworking options and staggering work days to reduce employees driving during peak traffic times.	1	3	5	5	3		3.8			**Important action.**
T3. Increase adoption of electric vehicles.													
39	T3.1	EV parking new construction	Require large commercial and residential buildings to dedicate a percentage of parking spots for electric vehicle charging.	1	4	5	3	2		3.7			
18	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.	1	4	5	5	2		4			
17	T3.5	EV ready building code	Require all new residential construction be built EV ready. Create a simple and consistent residential charging station permitting process to reduce costs and time to development.	1	5	5	3	2		4.1			
40	T3.7	EV integration	Reevaluate regulations and make necessary changes to ensure charging stations are able to be permitted in locations where they are needed.	1	4	5	3	2		3.7			
28	T3.10	convert to EV fleets	Set policies and timetable for electrification of municipal and other governmental fleets. Require replacement of public fleets with cleaner, energy-efficient vehicles to reduce long term fuel costs, improve air quality and reduce greenhouse gas emissions.	1	3	5	5	3		3.8			

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5	T3.11	EV education	Partner with environmental and other agencies to increase consumer awareness about EV options and incentives for use and purchase.	3	4	5	5	3		4.2			
19	T3.14	EV mass purchase discounts	Create a group purchase program for residents to get deep discounts on EVs, other fuel efficient and alternative fuel vehicles.	1	4	4	5	3		3.95			
T4. Increase the use of public transit.													
34	T4.1	increase transit	Increase local public transit routes/frequency with a focus on expanding transit service before and after traditional business hours and on weekends.	1	4	3	5	3		3.7			TCAT - REMOVE ACTION. According to available research, Thurston County has insufficient density for this to make much difference, and could be counter-productive. If transit service is increased in all areas of the county, it could actually increase GHG emissions. There must be a focus on the corridors where high quality transit will promote density and high use of transit. This should be done in conjunction with T1.11.
30	T4.3	rural transit	Identify and implement first/last mile solutions for rural ridership (engage rural home owners associations for representation and feedback). Present this plan to TRPC with direction to explore pilot programs and secure funding sources.	1	3	5	5	3		3.8			TCAT - REMOVE ACTION. This could encourage more development in rural areas, which would be counter productive and increase GHG emissions. CvD - REMOVE ACTION. This will have little carbon impact or possibly increase emissions.
6	T4.4	fareless system/youth ride free	Develop a fareless system for public transit.	3	5	3	5	3		4.1			
29	T4.10	rider education/benefits	Maintain and expand a regional online page that lists all the mode shift education efforts and employer benefits opportunties (Thurston Here-To-There). Include a comments section for suggestions to further transit education and ridership.	1	3	5	5	3		3.8			
45	T4.15	promote transit benefits	Work with employers and transit agencies to develop ways to incentivize employee ridership (ex. rebates for employees who give up use of employer parking facilities).	1	3	5	5	2		3.6			
T5. Increase use of active forms of travel and more efficient commute modes.													
20	T5.1	walk/bike infrastructure	Coordinate cities of Thurston Counties Master Bicycle and Pedestrian plans into a large regional plan to expand walking and biking infrastructure, including separated and protected opportunities. Coordinate efforts to maximize funding mechanisms and opportunities.	1	3	5	5	3	Y	3.9	5 green: CH, YOUTH (4)	CH: alongside electrification, we need to bring along land use and infrastructure to reduce demand for energy use; plus, on this one, lots of youth support!	
31	T5.2	barriers to transportation alternatives	Develop a regional inventory to identify gaps in connectivity for safe cycling and walking. Then develop a strategy to prioritize projects and a plan for funding.	1	3	5	5	3		3.8			
21	T5.4	school drop-off alternative modes	Maintain and expand a walking/biking incentive program with safety education for families.	1	3	5	5	3	Y	3.9	2 green: YOUTH		
8	T5.11	car-free zones	Reevaluate long term plans and update to prioritize pedestrians and people 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.	3	4	5	3	4	Y	4.2	2 green: YOUTH		

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24	T5.13	telecommuting infrastructure	Develop grants and provide financial resources for installation of infrastructure necessary to support telecommuting.	1	4	5	4	2		3.85			
Agriculture & Forests													
A5. Manage forests to sequester carbon.													
13	A5.1	reforestation & afforestation program	Develop a coordinated reforestation/afforestation program. Begin by identifying priority areas where reforestation and afforestation may have carbon reduction benefits.	3	3	5	5	2		3.6			
Cross-cutting													
G4. Enhance monitoring and evaluation of climate mitigation measures and outcomes.													
41	G4.1	emissions inventory	Prepare and publish an annual emissions inventory that tracks greenhouse gas emissions by jurisdiction and source category. Review and update emissions inventory methodology as necessary to address improvements to data or methodologies, improve consistency, incorporate changes to state or federal policies, or report on issues of local interest.	1	3	5	5	2		3.6			
7	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.	3	5	5	3	2	Y	4.2			
G5. Advocate for climate-mitigating state and federal policy.													
16	G5.2	solar-ready building code	Add as a high priority to municipality's legislative agenda - State-level amendments to State building code requiring solar-ready construction. Work with other cities to add this to the Association of Washington Cities (AWC) priorities.	1	5	5	3	2		4.1	2 green: EC, MR		
1	G5.5	legislative agenda	Prioritize combating climate change in the municipality's legislative agenda each year. Instruct municipal lobbyist to track and report on climate bills, and to advocate for those bills that will help reduce local emissions. Work with other cities to add this to the AWC priorities.	3	5	5	5	2	Y	4.5	1 green: JG	JG: Based on GHG reduction ranking of 5 and control of 5.	