



August 8, 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,



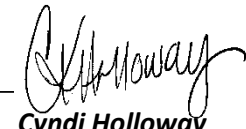
**Aaron Helmes**  
President, BIA Clark Co.



**Connie Bovee**      **Tamara Fuller**  
President, CCAR      Chair, GVC



**Steve Kenny**  
Chair, ICC



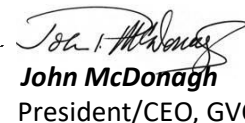
**Cyndi Holloway**  
President, SWCA



**Noelle Lovern**  
GA Dir., BIA Clark Co.



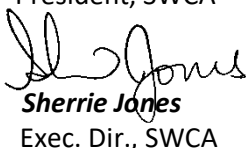
**Jo Ann Johnston**  
CEO, CCAR



**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:**

**COMPANIES**

1-800-GOT-JUNK Vancouver WA  
A1 Top Notch Roofing  
AC Hotel Vancouver Waterfront  
Affordable Exterior Solutions  
Alan Webb Autogroup  
Alignment and Brake Specialties  
Alliant Insurance Services, Inc.  
Amplify Group, Inc.  
Artza Investments, LLC  
Avalanche Concrete  
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  
Coalescence LLC  
Coho Services  
ControlTek  
County Properties East  
Development  
Cruise the Couver  
Distinctive Properties  
Dwyer Creek RV & Boat Storage  
EOTechnical Solutions LLC  
Evergreen Homes NW  
Fuller Group, CRE  
Gaither & Sons Construction Co  
Generation Homes Northwest  
Ginn Group  
Gleek LLC

Global Security &  
Communication, Inc.  
Greater Vancouver Chamber  
HSP Properties  
Hurley Development  
Identity Clark County  
iQ Credit Union  
J.L. Storedahl & Sons, Inc.  
Jubitz Corporation  
KMac & Associates, LLC  
Krippner Homes NW LLC  
Kunz Tree Care  
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  
Northwest Grocery Association  
NW Natural  
Olson Engineering Inc  
Olson Environmental LLC  
Pacific Lifestyle Homes  
Peninsula Glass Company  
PointNorth  
Prestige Development  
Quail Homes  
Rail Pro  
Robert Hakes Construction, LLC  
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  
Straight Line Siding  
Talents Construction  
Tapani Trucking  
Tapani, Inc.  
The Al Angelo Co.  
The Holland, Inc.  
Thompson Metal Fab, Inc  
Trap Door Brewing  
Utmost Property Management  
Vancouver Ford  
Vancouver USA Regional  
Tourism Office  
(Visit Vancouver WA)  
Vesta Hospitality  
Washington Trucking  
Associations  
Waste Connections  
WFG National Title  
Willamette Glass inc  
Windermere Northwest Living  
Wollam & Associates  
WRK Engineers, Inc  
You Move Me Clark County WA

**INDIVIDUALS**

Cory Allmaras  
Curtis Ambrose  
Albert Angelo  
Ron Arp  
Lance A Barrett  
Matt Bisturis  
Caleb Blanton  
Noah Blanton  
Connie Bovee  
Scott Brabec

Brent Bradshaw  
Sharif Burdzik  
John Callegari  
Don Carr  
Mark Childs  
Jonathan Creedon  
Jocelyn Cross  
Amanda Dalton  
John Dombroski  
Bud Egbert  
Patricia Egbert  
Ed Faulk  
Jeremy Fick  
Brian Fleetwood  
Ron Frederiksen  
Tyson Fuehrer  
Tamara Fuller  
Ott Gaither  
David Gellatly  
Patrick Ginn  
Jon Girod  
Anthony Gomez  
Mark Gram  
Rand Hakes  
Daniel Hames  
Julie Hames  
Brent Harrison  
Marci Hart  
Daniel Helm  
Aaron Helmes  
Jarret Helmes  
Mark Hemmer  
Jonathan Hersen  
Cyndi Holloway  
Nelson Holmberg  
Susanne Holmberg  
Ben Hoskins  
Ryan Hunzeker  
Sheri Hunzeker  
Josie Hyde  
Joel Jacinto  
Jo Ann Johnston

Sherrie Jones  
Matthew Jubitz  
Elie Kassab  
Tom Kemp  
Steve Kenny  
Noelle Lovern  
Michael Lynch  
Jim Mains  
Pam Marini  
Angela Marker  
George Martin  
Amanda Martinez  
Nick Massie  
Mark Matthias  
Marty McDaniels  
John McDonagh  
Kathy McDonald  
Jennifer Mears  
Casey Moltrum  
Cliff Myers  
Denice Neddo  
Mike Nieto  
Josh Oliva  
Matt Olson  
Ernie Oster  
Sean Philbrook  
Dellan Redjou  
Madalyn Roman  
Brent Rotschy  
John B Rudi  
Daniel Sayles  
Dennis Schmid  
Peter Seeley  
Jamison Sessions  
Chad Sessions  
Jodie Sharp  
Rodney Shimogawa  
Stephanie Shores  
Bryan Shull  
Stacey Smith  
Camden Spiller  
Kurt Stonex

Bo Storedahl  
Anthony Stroud  
Ryan Styger  
Chris Sundstrom  
John Swartz  
Rick Takach  
Kevin Tapani  
Leigh Tapani  
Tom Teesdale  
Jeff Torgerson  
Wendy Watkins  
Kathryn Williams  
Terry Wollam  
Justin Wood