

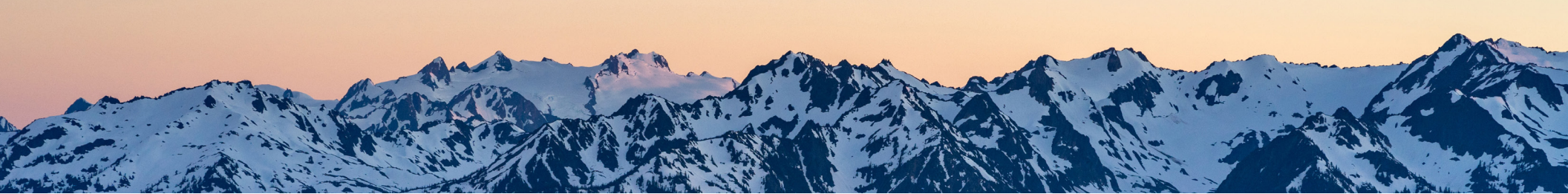


Port Angeles

Addendum to the Climate Resiliency Plan

# IMPLEMENTATION PLAN

DRAFT | October 2022



# Introduction

The North Olympic Peninsula is already experiencing increases in extreme weather events that lead to disastrous flooding and landslides, prolonged heat waves, reduced summer streamflow, and impaired air quality (see the **NODC Climate Resiliency and Planning report** for a full summary of climate science updates and impacts). As climate science continues to advance, we have a clearer picture of how existing and projected climate impacts will continue to affect our community without immediate action. This Implementation Plan will serve as a **strategic and coordinated roadmap** to help guide City of Port Angeles (the City) in executing the strategies and actions outlined in the Climate Resiliency Plan (CRP), adopted in June 2022 following a comprehensive stakeholder engagement process.

Meeting the CRP's greenhouse gas (GHG) emission reduction targets and making meaningful progress towards building resilience within our communities will require time and resources, as well as dedicated and collaborative efforts from the City, regional partners and stakeholders, and the public. This implementation plan provides a **detailed framework for the implementation phase of the CRP process**, including information on action sequencing, coordination and funding, tracking and monitoring progress, and integrating equity considerations and addressing related barriers. This plan includes the following sections:

- **Introduction:** Overview of Port Angeles' Climate Resiliency Plan, this implementation plan, and the methods and phasing of the implementation plan.
- **Roles and responsibilities:** Overview of CRP implementation oversight and accountability.

- **Monitoring and evaluation:** Summary of the action implementation tracking and evaluation process.
- **Equity considerations:** Summary of equity priorities and barriers, with specific CRP actions that address those considerations.
- **Funding:** Overview of how CRP implementation will be funded and potential funding options available through the new Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (IRA), passed at the federal level under the Biden administration.
- **Partners and coordination:** Opportunities and synergies with other local, regional, and state plans, programs, initiatives.
- **Action matrix:** Key implementation details for each action of the CRP by sector.

Frontline community priorities and **equitable distribution of climate action benefits were essential considerations** when developing and prioritizing strategies and actions in the CRP, particularly when considering affordable housing, equitable transportation and transit access, and considerations for the rural community. Similarly, ensuring that actions are implemented in a way that aligns with the needs and priorities of the City's most vulnerable populations and underrepresented groups is critical to building true resilience. Ongoing engagement with community members and building meaningful partnerships with groups most at risk to climate impacts will be key towards ensuring we are tracking our action progress and equity-related goals.



## Methods

To identify effective implementation considerations and pathways for CRP strategies and actions, the City engaged key implementation partners and stakeholders through a series of virtual meetings in July 2022. The five meetings were organized by the five focus areas of CRP and structured as interactive working sessions and discussions. Participants offered input on the following implementation considerations during virtual meetings and were invited to provide additional input for several weeks after the conclusion of the meeting series:

- Lead agency and indicator tracking
- Partnering departments, agencies, and organizations
- Costs and funding considerations
- Equity considerations
- Timeframe, early win actions, and other timeline considerations
- Barriers and other considerations

## Phasing & Timeline

The lifecycle of the CRP implementation process consists of three overarching phases detailed in the table below. This implementation plan marks the completion of Phase I. As we approach Phase II in 2023, identifying and securing funding sources for all near- and mid-term action will be a key priority. Sequencing details for individual action implementation are included in the [Action Matrix](#) section of the Implementation Roadmap.

Phase I (2021-2022)	Phase II (2023-2026)	Phase III (2027-2028)
<ul style="list-style-type: none"> <li>• CRP and the implementation planning process</li> <li>• Participate in pilot program led by Department of Commerce (Commerce) to begin integrating CRP into the 2025 Comprehensive Plan update</li> </ul>	<ul style="list-style-type: none"> <li>• Attempt to secure funding for all near-term actions</li> <li>• Identify alternative implementation opportunities for inadequately funded actions</li> <li>• Complete early win and near-term actions (See <a href="#">Action Matrix</a>)</li> <li>• Integrate actions into Comprehensive Plan update</li> </ul>	<ul style="list-style-type: none"> <li>• Complete mid-term actions and continue working towards long-term action implementation</li> <li>• Evaluate progress towards goals</li> <li>• Update GHG inventory and CRP</li> <li>• Reassess implementation strategies to account for funding realities</li> </ul>

# Roles & Responsibilities

The City's Department of Community & Economic Development (DCED) will be responsible for ongoing CRP coordination, monitoring, evaluation, and reporting. Successful implementation of the Plan is dependent on staff capacity, successful partnerships, and budget alignment throughout the duration of the CRP implementation process. In order to facilitate consistent department dedication to this planning effort, the DCED issued a budget request for a full-time climate coordinator position in the near-term to provide additional CRP implementation support and oversight.

Key oversight responsibilities will include:

- Provide annual progress reports to the City Manager on recent developments for in-progress action items and goal/target tracking.
- Provide monthly email updates and quarterly memos and convene meetings, as needed, to discuss implementation progress.

- Conduct a greenhouse gas (GHG) inventory update process every five years (without a dedicated climate coordinator) or every two years with a dedicated climate coordinator.
- Update the CRP every five years to reflect progress to date, ongoing feedback from stakeholders and the public, GHG inventory updates, and any new innovative technologies or strategies.
- Work with the City's Code Enforcement Division as needed to provide input on enforcement actions from a perspective that accounts for the goals, indicators, and actions of the CRP.

As an early win in the implementation process, the City will look to formalize the Climate Planning Action Group (CAPG) as a community advisory group to support implementation and ensure effective feedback loops with community and stakeholders. This effort will aim to sustain ongoing broad community involvement with particular focus on engaging with the most at-risk groups and populations.



# Monitoring & Evaluation

The DCED will treat the CRP as a living document and will adaptively manage the ongoing implementation and plan update process. An adaptive management approach will allow the DCED to adjust and course correct as needed in response to worsening climate-related natural disasters, advances in climate strategies and solutions, feedback from ongoing stakeholder and community engagement, and lessons learned.

To effectively monitor the plan, the DCED will track progress towards goals using the following targets and sector-specific indicators developed in parallel with the CRP’s action and strategy development phase. We will continue to refine these indicators and set specific targets in the early stages of Phase II to ensure we are effectively measuring the performance and outcomes of actions and progressing towards out sector goals.

TARGETS	INDICATORS
<b>OVERALL GHG EMISSIONS REDUCTIONS</b>	
<ul style="list-style-type: none"> <li>Reach carbon neutrality by 2030</li> </ul>	<ul style="list-style-type: none"> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>
<b>COMMUNITY RESILIENCE &amp; WELLBEING</b>	
<ul style="list-style-type: none"> <li>Ensure that 100% of Port Angeles residents have a safe and affordable place to live</li> <li>Ensure that 100% of Port Angeles residents are served by emergency services, including food, water, and communication systems</li> <li>Increase partner (i.e., business, nonprofit, tribal, advisory committees, residents, other governments) coordination</li> </ul>	<ul style="list-style-type: none"> <li>Average housing and utility cost</li> <li>Air quality</li> <li>Drinking water quality</li> <li># and % of overall housing units</li> <li># of Community Paramedic contacts that have successful referral to services</li> <li># of REDisCOVERY contacts that have successful referral to services</li> <li>% of population that can be accommodated in community safety hubs or other disaster relief centers</li> <li>Reduced # of backlogged Capital facilities</li> </ul>
<b>ECOSYSTEM HEALTH</b>	
<ul style="list-style-type: none"> <li>Increase tree canopy cover such that each neighborhood has a minimum of 30% urban tree canopy coverage</li> <li>Increase access to parks, trail, or green space for 100% of Port Angeles residents</li> </ul>	<ul style="list-style-type: none"> <li>% tree canopy</li> <li>% of residents living within one-third mile of park, trail, or green spaces</li> <li>Length of trails</li> <li>Net carbon stored (MTCO<sub>2</sub>e)</li> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>



TARGETS	INDICATORS
<b>TRANSPORTATION</b>	
<ul style="list-style-type: none"> <li>• Adopt standard to reduce transportation fuel emissions intensities by 20% by 2030<sup>1</sup></li> <li>• Increase transportation access and opportunities to residents, including Sunday and holiday service, to 100% of Port Angeles residents</li> <li>• Ensure EV infrastructure is provided over time to enable complete transition away from sale of gas-powered vehicles by 2035 and the resulting demand for EV infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Continuity of transit services on Sundays and holidays</li> <li>• % of vulnerable communities with quality transit access</li> <li>• # of miles of pedestrian/bicycle infrastructure</li> <li>• # of pedestrian/bicycle-related traffic incidents</li> <li>• # of Vehicle miles traveled</li> <li>• % of passenger vehicles that are electric</li> <li>• # of EV charging stations</li> </ul>
<b>BUILDINGS &amp; ENERGY</b>	
<ul style="list-style-type: none"> <li>• Promote the use of alternative energy, energy conservation technology, and smart energy grid.</li> <li>• Encourage businesses with low-carbon footprints.</li> <li>• Promote and utilize environment-enhancing conservation practices</li> </ul>	<ul style="list-style-type: none"> <li>• # and % of overall housing units</li> <li>• Renewable energy consumption</li> <li>• Energy use per capita</li> </ul>
<b>MATERIALS &amp; CONSUMPTION</b>	
<ul style="list-style-type: none"> <li>• Reduce GHG emissions by City facilities and operations to help reach carbon neutrality by 2030</li> <li>• Reach 75% recycling recovery by 2025</li> <li>• Reduce amount of organics in the solid waste stream to below 10% by 2025</li> </ul>	<ul style="list-style-type: none"> <li>• Waste diversion rate</li> <li>• % of food recovered</li> <li>• Water consumption rates</li> <li>• MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>

If annual progress reports indicate that the City is not on track to meet commitments and goals, the City Manager, with guidance from the CAPG, will provide direction to strengthen or add actions as necessary. Additional steps to ensure close tracking, evaluation, and course correction include:

- Use of quarterly memos to identify actions not on track to meet targets and goals.
- Regular forecasting to anticipate timeline shifts and unintended outcomes before they occur.
- Regular communication with collaborating City staff and external partners to streamline coordination, discuss progress, and leverage support.

<sup>1</sup> Washington's [Clean Fuel Standard](#) (HB 1091) requires a 20% reduction in the carbon intensity of transportation fuels used in Washington by 2038, compared to a 2017 baseline level. Reductions in carbon intensity may be achieved through cleaner fuels or by purchasing clean fuel credits from cleaner producers such as those providing electricity as fuel. Boats, trains, aircraft, and military vehicles & equipment are excluded.



# Equity Considerations

Second only to impact, equity was an important evaluation criterion during CRP strategy and action development and prioritization. The City ranked 40 CRP actions on how each action impacts vulnerability across different populations and addresses historic inequalities and how equitably benefits and costs are distributed across the community. Equity rankings are found in each sector chapter of the CRP.

The table below details additional equity priorities, considerations, and barriers associated with each sector of the CRP flagged during the implementation meeting series and highlights actions that directly address equity concerns and priorities.

EQUITY PRIORITIES	BARRIERS	ACTIONS THAT ADDRESS EQUITY CONSIDERATIONS
<b>COMMUNITY RESILIENCE &amp; WELLBEING</b>		
<ul style="list-style-type: none"> <li>Integrate tribal priorities and processes</li> <li>Address areas most prone to flooding and landslides in low-income and rural areas</li> <li>Consider oxygen and electricity-dependent community members in emergency response and planning</li> <li>Clean water access</li> <li>Affordable housing options</li> </ul>	<ul style="list-style-type: none"> <li>FEMA disaster response process can present equity issues</li> </ul>	<ul style="list-style-type: none"> <li><b>CRW-1:</b> Local food security</li> <li><b>CRW-1:</b> Climate migration preparation</li> <li><b>CRW-1:</b> Water supply monitoring &amp; enhancement</li> <li><b>CRW-1:</b> Comprehensive climate outreach &amp; education</li> <li><b>CRW-1:</b> Housing Action Plan implementation</li> <li><b>CRW-1:</b> Hazard Mitigation Plan implementation</li> <li><b>CRW-2:</b> Climate resilience &amp; emergency planning</li> </ul>
<b>ECOSYSTEM HEALTH</b>		
<ul style="list-style-type: none"> <li>Integrate tribal priorities and processes, including salmon monitoring and protection and shoreline protection</li> </ul>	<ul style="list-style-type: none"> <li>High costs for native and drought-tolerant plant landscaping</li> </ul>	<ul style="list-style-type: none"> <li><b>EH-1:</b> Forest and marine habitat preservation</li> <li><b>EH-1:</b> Urban tree canopy, parks, and open space</li> <li><b>EH-2:</b> Salmon Habitat protection</li> <li><b>EH-3:</b> Cost-benefit analysis of shoreline armor repair:</li> </ul>



EQUITY PRIORITIES	BARRIERS	ACTIONS THAT ADDRESS EQUITY CONSIDERATIONS
<b>TRANSPORTATION</b>		
<ul style="list-style-type: none"> <li>• Equitable access to transit and multimodal transportation options</li> <li>• Improvements to roads that serve as critical access routes on the peninsula, particularly in the most rural and western areas of the region</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of equity in the current EV market due to high cost of technology adoption</li> </ul>	<ul style="list-style-type: none"> <li>• <b>T-1:</b> Transit infrastructure, equity, &amp; safety</li> <li>• <b>T-1:</b> Municipal fleet electrification &amp; idle reduction</li> <li>• <b>T-1:</b> Biking and walking infrastructure</li> <li>• <b>T-2:</b> Transportation vulnerability</li> </ul>
<b>BUILDINGS &amp; ENERGY</b>		
<ul style="list-style-type: none"> <li>• Electrical vehicle charging for multifamily and low-income housing</li> <li>• Energy efficiency and weatherization assistance for low-income and underserved communities</li> </ul>	<ul style="list-style-type: none"> <li>• Renters and undocumented community members do not qualify for energy incentive programs</li> <li>• Buy-in costs for at-home solar are prohibitive</li> </ul>	<ul style="list-style-type: none"> <li>• <b>BE-1:</b> Energy-efficient home heating sources</li> <li>• <b>BE-1:</b> Electric vehicle parking requirements</li> <li>• <b>BE-2:</b> Community renewable energy grid</li> </ul>
<b>CONSUMPTION &amp; WASTE</b>		
<ul style="list-style-type: none"> <li>• Accessible food donation programs for low-income communities</li> <li>• Access to composting programs for renters unable to backyard compost</li> </ul>	<ul style="list-style-type: none"> <li>• Access and capacity to transport bulky materials is an equity issue</li> <li>• Additional costs of commercial food waste programs may disproportionately impact small businesses</li> </ul>	<ul style="list-style-type: none"> <li>• <b>CW-2:</b> Residential food waste diversion programs:</li> <li>• <b>CW-2:</b> Commercial food waste diversion programs</li> </ul>

To effectively track and measure equity in action outcomes, the DCED will conduct disaggregated analysis of performance indicators. In other words, we will track key demographic data and geographic distribution of people who receive a service, are enrolled in a program, or are otherwise impacted by an action. This information will be gathered as part of ongoing engagement with stakeholders and the public throughout the implementation process. A plan for continued engagement, particularly with frontline communities, and information gathering will be developed in the early part of phase II.





# Funding

The City will identify and utilize resources within the City's existing budget to the extent possible; however, full implementation of the plan will require additional funds. City staff will pursue all viable external grant opportunities available to local jurisdictions, taking full advantage of the breadth of funding options currently available under new federal legislation including the [Bipartisan Infrastructure Law \(BIL\)](#) and [Inflation Reduction Act \(IRA\)](#). These policies were designed to provide municipalities with competitive funding opportunities to pursue large-scale infrastructure and climate change resilience projects, including transportation improvements, energy resilience, natural disaster prevention, and broadband enhancement.

The [Action Matrix](#) provides more specific funding opportunities related to each strategy and action. The following list highlights high-level funding opportunities available by CRP sector:

## Community Resilience & Wellbeing

- [Community Facilities Direct Loan & Grant Program in Washington](#)
- [Drinking Water State Revolving Fund](#)
- [Water & Groundwater Storage and Conveyance](#)

- [Flood Mitigation Assistance \(FMA\) Grant](#)
- [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation \(PROTECT\) Program.](#)

## Ecosystem Health:

- [National Culvert Removal Replacement & Restoration Grant](#)
- [Brownfield Remediation Program](#)
- [Flood Mitigation Assistance \(FMA\) Grant](#)

## Transportation:

- [Buses and Bus Facilities Program](#)
- [Capital Investment Grants Program](#)
- [Electric or Low Emitting Ferry Pilot Program](#)
- [Formula Grants for Rural Areas](#)
- [Public Transportation Safety Program; Reconnecting Communities](#)
- [Public Transportation Innovation](#)
- [Technical Assistance and Workforce Development Program](#)
- [Safe Streets for All program](#)
- [Rural Surface Transportation Grant Program](#)
- [Low and No Emission Bus Programs](#)
- [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) Grants](#)
- [National Infrastructure Project Assistance \(AKA "Megaprojects" or MEGA\)](#)

- [Charging and fueling Infrastructure Discretionary Grant Program](#)
- [Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities](#)
- [Port Infrastructure Development Program](#)
- [Infrastructure for Rebuilding America \(INFRA\) Grants](#)
- [Emergency Relief Program](#)
- [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation \(PROTECT\) Program](#)

## Buildings & Energy:

- [Energy Efficiency and Conservation Block Grant Program](#)
- [Grants for Energy Efficiency and Resilience Code Adoption](#)
- [Energy Improvement in Rural or Remote Areas](#)
- [Community Wildfire Defense Grant Program](#)

Making these investments is a critical step towards ensuring our community can avoid future climate-related costs of inaction. Additionally, it will bring other valuable environmental, social, and economic benefits such as improved public health, local green jobs, affordable housing, and livable, walkable, and thriving neighborhoods.

# Partners & Coordination

Coordinated efforts between the City and local and regional stakeholder groups and organizations, like the Climate Planning Action Group (CAPG) and North Olympic Peninsula Resource Conservation and Development Council (NODC), have served as the driving force behind local climate action in Port Angeles. These partnerships helped ensure that climate goals and strategies were prioritized for the update of the 2016 Comprehensive Plan and ultimately gave way to the development of the CRP.

Climate change is a far-reaching issue that intersects across all social, political, and economic spheres. As such, the CRP was intentionally designed to align with many existing and proposed City and regional planning efforts across various agencies and departments. We also recognize that holistic climate planning will require integration into City comprehensive planning. As such, the City has already taken the first steps in this direction by submitting the CRP actions identified for comprehensive plan alignment to the Department of Commerce for integration into the 2025 Comprehensive Plan update. The City is also participating in a Commerce-led Climate Planning pilot program designed to support the City in this process.

The following represents a list of relevant plans, programs, initiatives that will be considered for coordination and integration throughout the implementation process:

- City of Port Angeles Comprehensive Plan
- Port Angeles Capital Facilities and Transportation Improvement Plan
- Port Angeles Housing Action Plan
- Port Angeles Shoreline Master Program

- Port Angeles Council 2-Year Strategic Plan
- Port Angeles Stormwater Management Action Plan
- Port Angeles Water Systems Plan
- Port Angeles ADA Transition Plan
- Clallam County Comprehensive Emergency Management Plan
- Clallam County Multi-Jurisdictional Hazard Mitigation Plan
- Clallam County Community Wildfire Protection Plan
- Clallam County Comprehensive Park and Recreation Master Plan
- Community Health Needs Assessment Report
- Clallam County Solid Waste Management Plan

Implementing CRP actions in a way that enhances synergies with and maximizes impacts of existing and future City planning will depend on many local, regional, and state partners and collaborators. The [Action Matrix](#) details key partners and collaborating entities for each CRP action.











# Implementation Details

## Acronyms





<b>BPA</b>	Bonneville Power Agreement
<b>BUILD</b>	Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program
<b>CCEM</b>	Clallam County Emergency Management
<b>DCED</b>	Community & Economic Development Department
<b>COPA</b>	City of Port Angeles
<b>CRP</b>	Climate Resiliency Plan
<b>DCD</b>	Department of Community Development
<b>DNR</b>	Washington Department of Natural Resources
<b>ECY</b>	Washington State Department of Ecology
<b>EDC</b>	Economic Development Corporation
<b>FEMA</b>	Federal Emergency Management Agency
<b>FMLC</b>	Feiro Marine Life Center
<b>FTE</b>	Full time employee
<b>ILFI</b>	International Living Future Institute
<b>LEED</b>	Leadership in Energy and Environmental Design
<b>MFD</b>	Multifamily Dwelling
<b>MRC</b>	Marine Resources Committee
<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>NODC</b>	North Olympic Development Council
<b>NOLT</b>	North Olympic Land Trust
<b>NOPLE</b>	North Olympic Peninsula Lead Entity for Salmon
<b>NOSC</b>	North Olympic Salmon Coalition
<b>NPS/NF</b>	National Park Service/National Forest
<b>OFM</b>	Office of Financial Management











<b>OlyCAP</b>	Olympic Community Action Programs
<b>P&amp;R</b>	Parks & Recreation Department
<b>PABA</b>	Port Angeles Business Association
<b>PRTPO</b>	Peninsula Regional Transportation Planning Organization
<b>PSP</b>	Puget Sound Partnership
<b>PTC</b>	Peninsula Trails Coalition
<b>PUD</b>	Public Utility District
<b>PWU</b>	Public Works & Utilities Department
<b>SWAC</b>	Solid Waste Advisory Committee
<b>USACE</b>	United States Army Corps of Engineers
<b>USCG</b>	United States Coast Guard
<b>WA DFW</b>	Washington Department of Fish & Wildlife
<b>WDNR</b>	Washington Department of Natural Resources
<b>WPAG</b>	Western Public Agencies Group
<b>WSDOT</b>	Washington State Department of Transportation
<b>WSG</b>	Washington Sea Grant





## Icon Key

<b>Affordability</b>	 = Lower affordability	 = Moderate affordability	 = Higher affordability		
<b>Timeline</b>	 = Early win (1-2 years)	 = Short-term (2-4 years)	 = Mid-term (4-6 years)	 = Long-term (6+ years)	 = Ongoing



## Action Matrix

ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
<b>CRW-1. INCREASE COMMUNITY CAPACITY TO RESPOND TO FUTURE CLIMATE CHANGE</b>								
1	CRW- 1: City price on carbon	PWU, COPA Finance Dept.			Not currently funded			BPA and affiliated organizations, PUD, other local jurisdictions
	<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Equity is embedded in the architecture of how we do urban planning thus carbon pricing can help promote equity.</li> <li>Pricing carbon might harm some small businesses that don't have the capacity to become greener and create a cost burden.</li> </ul>							
2	CRW- 1: Local food security	DCED, P&R	<ul style="list-style-type: none"> <li>Ensure that 100% of Port Angeles residents are served by emergency services, including food, water, and communication systems</li> </ul>			BIL grants: Community Facilities Direct Loan & Grant Program in Washington; Drinking Water State Revolving Fund		WSU Extension, Food Coalition, NOLT, Farmers markets, Master Gardeners, Local food banks
	<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Cost associated with community gardens and watering can be a barrier.</li> <li>Consider implementing a program that provides rain barrels.</li> <li>Need a food garden water program where we don't charge the same rate for food garden watering.</li> </ul>							





ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
3	CRW- 1: County-City coordination	DCED			N/A			
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>• Important to respect the process and way that Tribal governments work.</li> <li>• The current location of the hospital is a risk.</li> </ul>						
4	CRW-1: Climate migration preparation	DCED, City Manager, OFM	<ul style="list-style-type: none"> <li>• Average housing and utility cost</li> </ul>		Housing Coordinator 2 FTE funded through Spring 2024			State agencies
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>• This action increases housing availability.</li> <li>• High equity MCA score.</li> </ul>						
5	CRW-1: Water supply monitoring & enhancement	PWU	<ul style="list-style-type: none"> <li>• Drinking water quality</li> <li>• Reduced # of backlogged Capital facilities</li> </ul>		Not currently funded	BIL grants: Drinking Water State Revolving Fund; Water & Groundwater Storage and Conveyance		FMLC, Dry Creek Water Association
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>• Benefits those who have trouble accessing clean water.</li> </ul>						
6	CRW-1: Sea level rise vulnerability assessment of City assets	DCED, PWU, Fire Dept.	<ul style="list-style-type: none"> <li>• Drinking water quality</li> <li>• Reduced # of backlogged Capital facilities</li> </ul>		Unfunded Priority			Chamber or PABA
7	CRW-1: Community Rating System participation	Fire Dept.	<ul style="list-style-type: none"> <li>• % of population that can be accommodated in community safety hubs or other disaster relief centers</li> </ul>		Unfunded Priority			CCEM
		<b>Equity and other considerations:</b> Consider FEMA process equity issues.						

ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
8	CRW-1: City asset vulnerability tool	DCED, Finance Dept., Fire Dept.	<ul style="list-style-type: none"> <li>Reduced # of backlogged Capital facilities</li> </ul>		Not currently funded			
9	CRW-1: Comprehensive climate outreach & education	DCED, potential climate FTE in long range planning division	<ul style="list-style-type: none"> <li>Air quality</li> <li>Drinking water quality</li> <li># of Community Paramedic contacts that have successful referral to services</li> <li># of REDisCOVERY contacts that have successful referral to services</li> <li>% of population that can be accommodated in community safety hubs or other disaster relief centers</li> </ul>		Unfunded Priority			School districts, Peninsula College Libraries, Boys and Girls Club
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>High equity score in MCA.</li> <li>B&amp;G Club can help with education and outreach and facilitate connections with diverse populations and low-income families.</li> </ul>								











ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
10	CRW-1: Comprehensive Plan priorities	DCED	<ul style="list-style-type: none"> <li>• Average housing and utility cost</li> <li>• Average housing and utility cost</li> <li>• Air quality</li> <li>• Drinking water quality</li> <li>• # and % of overall housing units</li> <li>• # of Community Paramedic contacts that have successful referral to services</li> <li>• # of REdisCOVERY contacts that have successful referral to services</li> <li>• % of population that can be accommodated in community safety hubs or other disaster relief centers</li> <li>• Reduced # of backlogged Capital facilities</li> </ul>		Partially Funded			
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>• COPA needs to become more walkable with greater housing density and prevent suburban sprawl within Clallam County.</li> <li>• Include a clear vision for COPA in Comprehensive Planning.</li> </ul>								

























ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
11	CRW-1: Housing Action Plan implementation	DCED	<ul style="list-style-type: none"> <li># and % of overall housing units</li> </ul>		Housing Coordinator 2 FTE funded through Spring 2024			Housing Authority, Habitat for humanity, Tribal partners, County's major employers
		<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>Prevent turning affordable housing into short-term rentals.</li> <li>High equity MCA score.</li> <li>Need a comprehensive set of interviews with Seattle condominium developers about the barriers to private development in COPA.</li> </ul>						
12	CRW-1: Hazard Mitigation Plan implementation	Fire dept.	<ul style="list-style-type: none"> <li># of Community Paramedic contacts that have successful referral to services</li> <li># of REdisCOVERY contacts that have successful referral to services</li> <li>% of population that can be accommodated in community safety hubs or other disaster relief centers</li> <li>Reduced # of backlogged Capital facilities</li> </ul>		Unfunded Priority	BIL grants: Drinking Water State Revolving Fund; Flood Mitigation Assistance (FMA) Grant		
		<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>Addresses needs of a vulnerable community. Landslide/flooding areas are generally located in western PA, which generally is lower income.</li> <li>Address residents needs who are dependent on electricity to run their medical devices.</li> <li>Need a community mesh network for mass disaster communications.</li> <li>Need to identify partners to help with assessment of vulnerable populations.</li> </ul>						









ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
<b>CRW-2. PREPARE PORT ANGELES FOR FUTURE EXTREME EVENTS</b>								
13	<b>CRW-2:</b> Wildland urban interface	Climate coordinator, DCED	<ul style="list-style-type: none"> <li>• % of population that can be accommodated in community safety hubs or other disaster relief centers</li> <li>• Reduced # of backlogged Capital facilities</li> </ul>		Not currently funded			
14	<b>CRW-2:</b> Climate resilience & emergency planning	Climate coordinator, DCED	<ul style="list-style-type: none"> <li>• # of Community Paramedic contacts that have successful referral to services</li> <li>• # of REDisCOVERY contacts that have successful referral to services</li> <li>• % of population that can be accommodated in community</li> <li>• Safety hubs or other disaster relief centers</li> </ul>		Unfunded Priority	BIL grant: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program		American Red Cross, mental health services
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>• Need reliable and consistent electricity to run medical devices for those with chronic illnesses.</li> <li>• Need a community network for mass disaster communications.</li> </ul>								





ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
<b>EH-1. INCREASE OPPORTUNITIES FOR CARBON SEQUESTRATION AND STORAGE</b>								
	<b>EH-1:</b> Forest and marine habitat preservation	NOLT, Legal Department, PWU, City Parks	<ul style="list-style-type: none"> <li>Net carbon stored (MT CO<sub>2</sub>e)</li> </ul>		Partially funded	WDNR and local tribes		National Marine Sanctuary, Olympic NPS/ NF, NOAA, PSP, WA DNR, WA DFW, FMLC, Lower Elwha Klallam Tribe, NOPLC, Nature Conservancy, Private timber landholders
<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Working with local tribes means respecting their processes, timelines, and feedback.</li> </ul>								
<b>EH-2. RESTORE AND PROTECT SHORELINE, AQUATIC, AND FOREST HABITAT</b>								
	<b>EH-2:</b> Urban tree canopy, parks, and open space	PWU	<ul style="list-style-type: none"> <li>% tree canopy</li> <li>% of residents living within one-third mile of park, trail, or green space</li> <li>Net carbon stored (MT CO<sub>2</sub>e)</li> </ul>		Partially funded	WDNR		Clallam County DCD, P&R Board
<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Treat trees as infrastructure.</li> <li>Update City's list of approved tree species for urban planning and send to local private nurseries and households.</li> </ul>								







ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	<b>EH-2:</b> Native plant landscaping	DCED	<ul style="list-style-type: none"> <li>% tree canopy</li> <li>% of residents living within one-third mile of park, trail, or green space</li> <li>Net carbon stored (MT CO<sub>2</sub>e)</li> </ul>		Not currently funded			Private plant nurseries, WSU Extension
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>Native and drought tolerant plants and landscaping are expensive and time consuming to maintain. Consider cost barriers for lower income community members.</li> <li>Discourage traditional grass lawn growing with water use and fertilizers.</li> <li>Develop, test, and demonstrate native plant landscaping options suited for this area as a public outreach tool.</li> </ul>								
	<b>EH-2:</b> Climate-sensitive tree species	DCED	<ul style="list-style-type: none"> <li>% tree canopy</li> <li>Net carbon stored (MT CO<sub>2</sub>e)</li> </ul>		Funded			P&R Board, Port Angeles Shade Trees
	<b>EH-2:</b> Critical area protection	DCED	<ul style="list-style-type: none"> <li>Net carbon stored (MT CO<sub>2</sub>e)</li> </ul>		Not currently funded			NOPL, Port
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>Leverage assistance to those that are already housed or own property in these areas.</li> <li>Integrate into Comprehensive Plan Amendment effort</li> </ul>								
	<b>EH-2:</b> Coastal erosion reduction		<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Funded			WSG, USACE, Port, USCG
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>As an early win component of the action, leverage existing resources on soft armoring best practices and local experts.</li> </ul>								
	<b>EH-2:</b> Shoreline Master Program updates		<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Not currently funded			Port, USCG
	<b>EH-2:</b> Submerged habitat monitoring		<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Not currently funded			DNR, Clallam County MRC
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>Calculate the amount of submerged habitat.</li> <li>Monitor City actions and City-owned projects and measure impact (e.g., Discovery trail mgmt.).</li> </ul>								

ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	EH-2: Salmon habitat protection	DCED	<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Not currently funded			NOSC
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Be clear about where habitat development and restoration need to happen.</li> <li>Need a broader vision and planning around salmon monitoring and protection.</li> </ul>						
	EH-2: Land-based pollutant reduction	PWU	<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Funded			
	EH-2: Culvert replacement		<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Unfunded Priority	BIL grant: National Culvert Removal, Replacement & Restoration Grant		PWU
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Explore opportunities for daylighting in City creeks (Lower Peabody Creek).</li> </ul>						
	EH-2: Capital Facilities Plan implementation	ECY, Port	<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Unfunded Priority			Port, COPA (permitting), DNR, ECY Toxics team
<b>EH-3. ADDRESS SEA LEVEL RISE</b>								
	EH-3: Resilience of clean-up sites		<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Partially funded	BIL grants: Brownfield Remediation Program; Flood Mitigation Assistance (FMA) Grant		
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Shorelines are critical for the Lower Elwha Tribe.</li> <li>Explore potential for estuarine restoration.</li> </ul>						





ID	Action Name	Lead Department(S)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	EH-3: Cost-benefit analysis of shoreline armor repair		<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Unfunded Priority			
			<b>Equity and other considerations:</b> Shorelines are critical for the Lower Elwha Tribe.					
	EH-3: Boat launch repair		<ul style="list-style-type: none"> <li>pH of Port Angeles Harbor and nearby marine waters</li> </ul>		Partially funded			
			<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Shorelines are critical for the Lower Elwha Tribe.</li> </ul>					

ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
<b>T-1. DECREASE TRANSPORTATION RELATED GREENHOUSE GAS EMISSIONS.</b>								
	<b>T-1:</b> Transit infrastructure, equity, & safety	Clallam Transit	<ul style="list-style-type: none"> <li>Continuity of transit services on Sundays and holidays</li> <li>% of vulnerable communities with quality transit access</li> <li># of miles of pedestrian/bicycle infrastructure</li> <li># of pedestrian/bicycle-related traffic incidents</li> <li>Vehicle miles traveled</li> </ul>		Partially funded priority	BUILD grant BIL grants: Buses and Bus Facilities Program; Capital Investment Grants Program; Electric or Low Emitting Ferry Pilot Program; Formula Grants for Rural Areas; Public Transportation Safety Program; Reconnecting Communities; Public Transportation Innovation; Technical Assistance and Workforce Development Program; Safe Streets for All program; Rural Surface Transportation Grant Program; Low and No Emission Bus Programs; Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants; National Infrastructure Project Assistance (a.k.a. "Megaprojects" or MEGA)		Clallam Transit
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>High equity MCA score.</li> <li>Conduct feasibility studies for Park and Ride by Clallam Transit (Sequim).</li> <li>COPA (and/or Clallam County and Clallam Transit) should encourage or help fund a feasibility study for a PA to Seattle high speed ferry service.</li> </ul>								


ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	T-1: Increased electric vehicle use for the general public	COPA	<ul style="list-style-type: none"> <li>% of passenger vehicles that are electric</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Partially funded	BIL grant: Charging and Fueling Infrastructure Discretionary Grant Program		PRTPO, PWU, private EV or EV charging businesses
	T-1: Biking and walking infrastructure	Clallam Transit	<ul style="list-style-type: none"> <li># of miles of pedestrian/bicycle infrastructure</li> <li># of pedestrian/ bicycle-related traffic incidents</li> <li>Vehicle miles traveled</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Partially funded priority	BIL grant: Reconnecting Communities		Clallam Transit, Bird Global Inc., PTC, PWU, PRTPO





ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	T-1: Municipal fleet electrification & idle reduction	PWU (Power Resources Group)	<ul style="list-style-type: none"> <li>• % of passenger vehicles that are electric</li> <li>• Vehicle miles traveled</li> <li>• MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Not currently funded	BIL grant: Charging and Fueling Infrastructure Discretionary Grant Program Funding through Volkswagen settlement NPS grant		Clallam County
	T-1: Regional transport electrification		<ul style="list-style-type: none"> <li>• % of passenger vehicles that are electric</li> <li>• Vehicle miles traveled</li> <li>• MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Partially funded	BIL grant: Grants for Energy Efficiency and Renewable Energy Improvements at Public School Facilities		Clallam Transit
	T-1: Port electrification	PWU (Power Resources Group)	<ul style="list-style-type: none"> <li>• % of passenger vehicles that are electric</li> <li>• MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Not currently funded	BIL grant: Port Infrastructure Development Program		COPA

















ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	T-1: City employee commute emissions	COPA staff (with council approval)	<ul style="list-style-type: none"> <li>Vehicle miles traveled</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Funded			City Manager
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Consider quantifying cost savings from employees not communicating to the office and use surveys as a tool to measure impact.</li> </ul>						
	T-1: Medium- and heavy-duty vehicle decarbonization	COPA, Public Works Equipment Services	<ul style="list-style-type: none"> <li>% of passenger vehicles that are electric</li> <li>Vehicle miles traveled</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Not currently funded	BIL funding: Infrastructure for Rebuilding America (INFRA) Grants		
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Examine fleet sharing model which exists in Pierce County and produces significant cost savings as a case study.</li> <li>Implement a fleet sharing program between jurisdictions on the Peninsula.</li> </ul>						



















ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
<b>T-2. ENHANCE TRANSPORTATION RESILIENCY BY PROMOTING PUBLIC TRANSIT AND ACTIVE TRANSPORTATION.</b>								
	<b>T-2:</b> Transportation vulnerability	Public Works Engineering	<ul style="list-style-type: none"> <li>Continuity of transit services on Sundays and holidays</li> <li>% of vulnerable communities with quality transit access</li> <li># of miles of pedestrian/bicycle infrastructure</li> <li># of pedestrian/bicycle-related traffic incidents</li> <li>Vehicle miles traveled</li> </ul>		Unfunded Priority	Potential FEMA funding BIL grants: Emergency Relief Program; Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program		WSDOT, PRTPO, NODC, COPA Public Works
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>Addresses needs of vulnerable communities and critical transportation routes; for example, there is a single road in and out of western COPA and it is prone to flooding.</li> <li>Currently collaborating with regional partners to identify transportation vulnerability, including bike and pedestrian routes, trails, and public transit routes.</li> <li>Examine Bend's Lincoln Street Bike Enhancement as a case study for a successful, inclusive and safe transportation improvement project.</li> </ul>								

ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
<b>BE-1. REDUCE BUILDING-RELATED GREENHOUSE GAS EMISSIONS.</b>								
	<b>BE-1:</b> Energy efficiency retrofits	COPA, City Light	<ul style="list-style-type: none"> <li>Renewable energy consumption</li> <li>Energy use per capita</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Funded	BIL grant: Energy Efficiency and Conservation Block Grant Program		Port Angeles Energy Efficiency Group, BPA, OlyCAP, large commercial entities, Clallam PUD
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>City has low-income energy efficiency program through BPA, but there is need for additional outreach highlighting energy efficiency programs.</li> <li>Racial justice and class issues with renters, low-income, and undocumented households, who are not eligible for energy efficiency incentives and do not have the upfront funds for investment for solar buy-in, for example.</li> <li>This action could be most supported by community action (e.g., volunteer energy audits, outreach to community about energy efficiency, performing retrofits).</li> </ul>								
	<b>BE-1:</b> Energy-efficient home heating sources	City Light	<ul style="list-style-type: none"> <li>Renewable energy consumption</li> <li>Energy use per capita</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Funded	BIL grant: Energy Efficiency and Conservation Block Grant Program		BPA
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>Need energy efficiency program for low-income housing.</li> <li>Need warming and cooling centers.</li> <li>Need to educate public on recent studies showing the harms associated with household gas burning.</li> <li>Wood burning is a cultural tradition on the peninsula and policies about this must be sensitive to this. Gather input from local tribes and other stakeholders on cultural practices that should be protected.</li> </ul>								

ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	BE-1: Bonneville Power Administration renewal agreement	City Light	<ul style="list-style-type: none"> <li>Renewable energy consumption</li> <li>Energy use per capita</li> </ul>		Funded	BIL grant: Grants for Energy Efficiency and Resilience Code Adoption		WPAG
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Need to advocate for lowest wholesale power rate.</li> <li>Salmon habitat protection and dam removal is an important consideration for tribes.</li> <li>Encourage BPA to provide all carbon-free product.</li> <li>Consider tidal energy to lessen impact on salmon and solar fields.</li> <li>Consider partnering with other local governments who contract with BPA to encourage more flexibility in power agreements to use other power sources (e.g., renewable power sources, community grid).</li> </ul>						
	BE-1: Electric vehicle parking requirements	DCED	<ul style="list-style-type: none"> <li># and % of overall housing units</li> <li>Energy use per capita</li> </ul>		Partially Funded			City Light
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>This will benefit those who live in MFD and provide access to EVs and bike infrastructure.</li> </ul>						
	BE-1: Low-impact development	DCED	<ul style="list-style-type: none"> <li># and % of overall housing units</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Not currently funded			LEED Certification, Energy Star, ILFI, City Light, local conversation Groups
		<b>Equity and other considerations:</b> <ul style="list-style-type: none"> <li>Consider incentives for LEED certified buildings</li> <li>Consider developing a list of low-impact development techniques that have been successful in real world development situations to help the city and developers.</li> </ul>						

ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	BE-1: Green incentive program	DCED	<ul style="list-style-type: none"> <li># and % of overall housing units</li> <li>Energy use per capita</li> </ul>		Unfunded Priority			LEED Certification; City Light, Energy Star, ILFI, Conservation Group and other departments with relevant data
<b>BE-2. SUPPORT ENERGY RESILIENCY BY INVESTING IN RENEWABLE ENERGY AND COMMUNITY-SCALE ENERGY PROJECTS.</b>								
	BE-2: Community renewable energy grid	City Light (Energy Efficiency and Power Resource Group)	<ul style="list-style-type: none"> <li>Renewable energy consumption</li> <li># and % of overall housing units</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Not currently funded	BIL grant: Energy Improvement in Rural or Remote Areas		Clallam PUD
<p><b>Equity and other considerations:</b></p> <ul style="list-style-type: none"> <li>High equity MCA score.</li> <li>Consider tidal energy to lessen impact on salmon and solar field.</li> <li>Need to make sure we have stable energy during the winter.</li> </ul>								
	BE-2: Climate-smart building and finance policies	DCED, Climate coordinator	<ul style="list-style-type: none"> <li># and % of overall housing units</li> </ul>		Unfunded Priority	BIL grant: Community Wildfire Defense Grant Program		City Light (Power Resources Group)
	BE-2: Tailored approaches for coastal infrastructure resilience	DCED, Climate coordinator	<ul style="list-style-type: none"> <li># and % of overall housing units</li> </ul>		Not currently funded			

ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
<b>CW-1. REDUCE WASTE-RELATED GREENHOUSE GAS EMISSIONS FROM LANDFILLS.</b>								
	<b>CW-1:</b> Wastewater facility emissions reduction	Wastewater facilities	<ul style="list-style-type: none"> <li>Waste diversion rate</li> <li>MTCO<sub>2</sub>e as measured through GHG inventories</li> </ul>		Not currently funded			Companies that discharge to facilities
	<b>CW-1:</b> Beneficial materials reuse	Solid Waste Utility, PWU, Landfill	<ul style="list-style-type: none"> <li>Waste diversion rate</li> </ul>		Unfunded Priority			Around-Again, Goodwill, Habitat Store, Serenity House Thrift Store
<b>Equity and other considerations:</b>								
<ul style="list-style-type: none"> <li>Access and capacity to transport bulky materials is an equity issue.</li> <li>Create stronger reuse markets.</li> </ul>								
	<b>CW-1:</b> Circular economy action plan	DCED	<ul style="list-style-type: none"> <li>Waste diversion rate</li> </ul>		Unfunded Priority			PWU, local nonprofits and businesses, Clallam EDC, NODC
<b>Equity and other considerations:</b>								
<ul style="list-style-type: none"> <li>Emphasize upstream waste and consumption reduction.</li> </ul>								
<b>CW-2. PROMOTE SUSTAINABLE CONSUMPTION, SUCH AS USING LESS PLASTIC AND INCENTIVIZING RECYCLING AND COMPOST.</b>								
	<b>CW-2:</b> Residential food waste diversion programs	Solid Waste Utility	<ul style="list-style-type: none"> <li>Waste diversion rate</li> <li>% of food recovered</li> </ul>		Unfunded Priority			Clallam County solid waste advisory committee, Clallam EDC, local farms
<b>Equity and other considerations:</b>								
<ul style="list-style-type: none"> <li>Consider partnerships with local farms and other entities to develop a viable market for composted materials before starting collection.</li> </ul>								

ID	Action Name	Lead Department(s)	Indicators	Affordability	Funding status	Funding sources	Timeline	Partners
	<b>CW-2:</b> Commercial food waste diversion programs	Solid Waste Utility	<ul style="list-style-type: none"> <li>Waste diversion rate</li> <li>% of food recovered</li> </ul>		Unfunded Priority			Clallam County SWAC, Commercial food enterprises, big box stores and franchises
	<b>CW-2:</b> City and community sustainable purchasing	City Manager's office, Green Team (multiple leads across COPA departments)	<ul style="list-style-type: none"> <li>Waste diversion rate</li> <li>Water consumption</li> </ul>		Unfunded Priority			Multiple COPA departments, community members
<b>Equity and other considerations:</b>								
<ul style="list-style-type: none"> <li>Consider partnerships with local farms and other entities to develop a viable market for composted materials before starting collection.</li> </ul>								
	<b>CW-2:</b> Plastic packaging reductions		<ul style="list-style-type: none"> <li>Waste diversion rate</li> <li>Water consumption</li> </ul>		Funded			Zero Waste Washington, local farms
<b>Equity and other considerations:</b>								
<ul style="list-style-type: none"> <li>Continue to advocate at the state and federal level for policy change around plastics, Styrofoam, and other hard to recycle materials.</li> </ul>								
	<b>CW-2:</b> Water consumption education / incentives	COPA Public Works Water Division	<ul style="list-style-type: none"> <li>Water consumption</li> </ul>		Unfunded Priority			Energy Conservation Group, P&R, Golf courses, COPA School District, Dry Creek Water Association, Clallam County PUD
<b>Equity and other considerations:</b>								
<ul style="list-style-type: none"> <li>Coordinate education and outreach at schools and public events.</li> <li>Need to be proactive about low flow season and protect groundwater when the snowpack is low.</li> </ul>								