



# Redwood Coast Energy Authority

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Redwood Coast Energy Authority Office  
633 3<sup>rd</sup> St., Eureka, CA 95501

July 13, 2021  
Tuesday, 6 - 7:30 p.m.

## **COMMUNITY ADVISORY COMMITTEE MEETING**

### **COVID-19 NOTICE: RCEA OFFICES ARE NOT OPEN TO THE PUBLIC**

Pursuant to the Governor's Executive Order [N-29-20](#) of March 17, 2020, and the Humboldt County Health Officer's March 30, 2020, [Shelter-in-Place Order](#), the RCEA Community Advisory Committee meeting will not be convened in a physical location. Committee members will participate in the meeting via an online Zoom video conference.

**To listen to the meeting by phone**, call (669) 900-6833 or (253) 215-8782. Enter webinar ID: 822 2338 1610. **To watch the meeting online**, join the Zoom webinar at <https://us02web.zoom.us/j/82223381610>.

**You may submit written public comment** before and during the meeting by email to [PublicComment@redwoodenergy.org](mailto:PublicComment@redwoodenergy.org). Please identify the agenda item number in the subject line. Comments received before the agenda item is heard will be read into the record, with a maximum allowance of approximately 500 words per comment. Comments received after the agenda item is heard and before the meeting's end will be included in the meeting record but not read aloud during the meeting.

**To make a comment during the public comment periods**, raise your hand in the online Zoom webinar, or press star (\*) 9 on your phone to raise your hand. You will continue to hear the meeting while you wait. When it is your turn to speak, a staff member will unmute your phone or computer. You will have 3 minutes to comment.

While downloading the Zoom application may provide a better meeting experience, Zoom does not need to be installed on your computer to participate. After clicking the webinar link above, click "start from your browser."

In compliance with the Americans with Disabilities Act, any member of the public needing special accommodation to participate in this meeting or access the meeting materials should email [Ltaketa@redwoodenergy.org](mailto:Ltaketa@redwoodenergy.org) or call (707) 269-1700 at least 3 business days before the meeting. Advance notification enables RCEA staff to make their best effort to reasonably accommodate access to this meeting and its materials while maintaining public safety.

Pursuant to Government Code section 54957.5, all writings or documents relating to any item on this agenda which have been provided to a majority of the Community Advisory Committee, including those received less than 72 hours prior to the Committee's meeting, will be made available to the public at [www.redwoodenergy.org](http://www.redwoodenergy.org).

# COMMUNITY ADVISORY COMMITTEE MEETING AGENDA

Agenda Item	What / Action	When
1. Open	<u>Roll Call:</u> Norman Bell Roger Hess Elizabeth Burks Richard Johnson Jerome Carman Luna Latimer Colin Fiske Ethan Lawton Catherine Gurin Dennis Leonardi, Vice Ch. Larry Goldberg, Chair Kit Mann Pam Halstead Chris Curran, Board liaison  <b>Review meeting agenda and goals.</b>	6 - 6:05 (5 min.)
2. Approval of Minutes	<b>Action: Approve minutes of May 11, 2021, CAC meeting.</b>	6:05 - 6:10 (5 min.)
3. Non-Agenda Item Public Comment	This item is provided for the public to address the Committee on matters not on the agenda. At the end of public comments, the Committee may respond to statements, or refer requests requiring action to the Executive Director or the Board of Directors.	6:10 – 6:15 (5 min.)
4. HCAOG 2021 Regional Transportation Plan Update	<b>Give input to HCAOG staff regarding the Safe and Sustainable Performance Measures and Targets and other aspects of the VROOM update.</b>	6:15 – 6:40 (25 min.)
5. Exploring Humboldt County's Renewable Energy Futures	<b>Hear thesis presentation by Amin Younes, HSU Energy Technology and Policy Master's degree program graduate</b> (Information only)	6:40 – 7:05 (25 min.)
6. Committee-Board Work Coordination	<b>Action: Adopt practice of reporting annually on CAC accomplishments and goals to the RCEA Board of Directors at a regular Board meeting to be determined.</b>	7:05 – 7:15 (10 min.)
7. Member Reports	This time is provided for Committee members to share information on topics not on the agenda. At the end of member reports, the Executive Director will set requests requiring action to a future agenda or refer requests to staff or the Board.	7:15 – 7:25 (10 min.)
8. Close & Adjourn	<b>Summarize actions, outcomes, Board communication items, next steps</b>	7:25 - 7:30 (5 min.)

**NEXT REGULAR CAC MEETING** – Tuesday, September 14, 2021, 6 - 7:30 p.m.  
 Location to be determined.



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## **COMMUNITY ADVISORY COMMITTEE MEETING**

### **DRAFT MINUTES**

**May 11, 2021 - Tuesday, 6 - 7:30 p.m.**

The agenda for this meeting was posted on May 8, 2021. Community Advisory Committee Chair Larry Goldberg called the meeting to order at 6:03 p.m., stating that the meeting was being conducted by teleconference pursuant to Brown Act waivers included in Governor Newsom's COVID-19 State of Emergency Executive Orders and in response to local efforts to reduce the spread of the virus. Chair Goldberg stated that the posted agenda outlined instructions for the public on listening to the meeting and providing comment.

#### **Members present:**

Norman Bell  
Elizabeth Burks  
Jerome Carman

Colin Fiske  
Larry Goldberg, Chair  
Catherine Gurin  
Pam Halstead

Roger Hess  
Richard Johnson  
Luna Latimer  
Dennis Leonardi, Vice Chair  
Kit Mann  
Amin Younes  
Stephen Avis, Alternate Board Liaison  
(non-voting)

#### **Staff and others present:**

Aisha Cissna, Regulatory & Legislative Policy Manager  
Richard Engel, Power Resources Director  
Michael Furniss, RCEA Consultant  
Matthew Marshall, Executive Director  
Mahayla Slackerelli, Account Services Manager  
Nancy Stephenson, Community Strategies Manager  
Lori Taketa, Board Clerk

#### **Minutes Approval**

Chair Goldberg invited comment. There were no comments from CAC members or the public. Chair Goldberg closed the public comment period.

**Motion Halstead, Second Johnson: Approve minutes of March 9, 2021, CAC meeting.**

**The motion passed with a unanimous roll call vote. Ayes: Bell, Fiske, Gurin, Goldberg, Halstead, Hess, Johnson, Latimer, Mann, Younes. Noes: None. Abstain: None. Absent: Burks, Carman, Leonardi.**

Chair Goldberg invited public comment on non-agenda items. No member of the public commented. Chair Goldberg closed the public comment period.

### **Non-Agenda Item Public Comment**

Member of the public Suzanne Atiyeh submitted written comment requesting reconsideration of offshore wind over concerns about seabird impacts.

Community member Ken Miller emailed requesting increased support for widespread distributed solar energy and storage. The group discussed how RCEA supports solar energy at all scales and has not focused solely on rooftop solar; how both distributed energy and utility-scale generation are necessary: limiting local energy generation development to fulfil the county's needs does not address more widespread needs; and that developing solar microgrids to fulfil the county's needs would be inequitable, prohibitively expensive and have undesirable environmental effects. Staff was asked to present statistics on dollars RCEA invests per kilowatt by technology type and estimated annual energy production of those sources so the community can compare and see how much of each type is consumed.

Members Burks and Carman and Vice Chair Leonardi arrived during this discussion.

### **Time of Use Rate Report (information only)**

Account Services Manager Slackerelli reported on PG&E and RCEA's rollout of time-of-use billing, part of a statewide push to reduce electricity usage during the early evening when electricity is the most expensive and the dirtiest. Humboldt County residents are expected to do well on the new rate plans due to low air conditioner use. RCEA is offering bill protection during the transition. Coming changes for business and agricultural customers were outlined.

The committee discussed how RCEA provides large customers with rate plan guidance based on use patterns and is researching automated demand response technology to automatically turn off customers' appliances when power prices are high. Staff will provide an update on the CPUC's Self-Generation Incentive Program (SGIP), which is funding \$40 million in battery installation incentives in the county after the Board approves a behind-the-meter resource adequacy contract with Swell Energy. Many of the local SGIP battery systems will be eligible to participate in the program which will aggregate the batteries into a virtual power plant that can increase resilience.

Vice-Chair Leonardi offered to see if individual consultations or workshops on the rate plan changes by RCEA staff would be helpful for agricultural industry customers.

There was no public comment on this item.

### **Biomass Alternatives Subcommittee Update**

Power Resources Director Richard Engel reported on the recently approved contract extension with Humboldt Sawmill Company (HSC) which will help RCEA meet SB 350

long-term power procurement contract requirements reliably. In response to public comment, the Board directed staff to periodically meet with HSC representatives to review alternative biomass uses. Staff requested input from the CAC for a separate memorandum of understanding (MOU) for this review. The committee suggested that the MOU include an HSC commitment to provide data necessary to assess alternative biomass uses, and to consider non-economic benefits, potentially with quantified carbon market data.

Staff requested reconsideration of the Alternative Biomass Uses Subcommittee's sunset date, and expansion of the group's scope of work to include providing input on the memorandum of understanding. The group expressed support for sunsetting the subcommittee upon formation of a Biomass Technical Advisory Group.

The group discussed community concerns over committing to a 10-year contract for non-renewable, carbon dioxide-creating energy generation; how RCEA procures much more solar than biomass energy; how local biomass energy supporters also voiced their views to the agency and Board; how power purchase decisions should be based on carbon emissions and climate change science; how biomass energy helps address mill waste disposal; and how HSC will still sell biomass-generated power to other entities should RCEA end the contract, exporting biomass energy benefits while retaining negative impacts. Member Bell was invited to participate in Alternative Biomass Uses Subcommittee meetings.

Member of the public Dan Chandler inquired whether RCEA would purchase power from the DG Fairhaven biomass plant's new local owner, and about how RCEA could facilitate alternative biomass use factories in Humboldt County. RCEA has no current plans to purchase power from the new DG Fairhaven owner and is in early-stage conversations with County economic development staff members about developing markets for biomass material.

### **Bond Subcommittee Report**

Regulatory and Legislative Policy Manager Cissna reported on the County's request for RCEA to investigate the viability of potential energy resilience and independence revenue bond projects. The Bond Subcommittee assessment criteria valued projects that could generate revenue, reduce greenhouse gas emissions and increase the county's resiliency. Options selected by the subcommittee were: an ownership stake in a small offshore wind project; a feed-in tariff-style local solar project; and a low-interest customer financing for energy efficiency and distributed generation projects.

The subcommittee developed ideas which would not likely generate substantive revenue such as: a subscription transportation service; an advanced particulate emission technology biomass plant; and unfunded projects identified in regional planning documents such as the Humboldt County Regional Transportation Plan update, the Countywide Climate Action Plan and RCEA's RePower Humboldt strategic plan. Staff pointed to new state and federal infrastructure and stimulus plans and asked whether the subcommittee's scope should be expanded to seeking funding for some of these non-revenue generating projects. The new proposed subcommittee sunset date would be the end of 2022. The group expressed support for this expanded scope.

Members Mann and Younes left the meeting at 7:33 p.m. There was no public comment on this item.

### **Member Reports**

- Member Gurin reported the draft Countywide Climate Action Plan will be ready for public review in June.
- Member Fiske stated that the Nordic Aquafarms project CEQA comment period is open. The project's peak electrical load is expected to be 21 MW.
- Vice-Chair Leonardi inquired about plans to install solar energy to offset the Nordic Aquafarm project's average load which is comparable to that of Arcata. Staff responded that conversations have begun on integrating the load and the increased greenhouse gas emissions into the CCE program's renewable energy portfolio.
- Member Hess stated that the aquafarms project would reduce greenhouse gas intensive shipping of salmon from the East to West Coast.
- Member Carman requested that Member Younes present his master's thesis project findings on potential Humboldt County renewable energy development. He also reported that Humboldt County Association of Governments' early Regional Transportation Plan Update drafts showed exciting performance metrics relating to RCEA's RePower Humboldt transportation goals.
- Member Burks reported that different chapters of the Regional Transportation Plan will be available and that she will present the update at the next meeting.

### **Summarize actions, outcomes, Board communication items, next steps.**

- CAC will provide input on Community Choice Energy program decision-making priorities at a future meeting.
- Staff will present statistics on dollars RCEA invests per kilowatt by technology type and estimated annual energy production so the community can see how RCEA considers economics in energy procurement decisions.
- Staff will report on the Self-Generation Incentive Program after the Swell contract approval.
- Vice-Chair Leonardi will reach out to agriculture industry colleagues to see if workshops or individual consultations are needed to work with billing changes.
- A workshop or video to educate small- and medium-size businesses on load-reduction, promoted through local chambers of commerce, was requested.
- Humboldt Sawmill Company will be asked to provide data necessary to investigate alternative biomass uses.
- Member Bell will participate in Alternative Biomass Uses Subcommittee meetings.
- The Alternative Biomass Subcommittee will remain active until a Biomass Technical Advisory Committee is formed.

Chair Goldberg adjourned the meeting at 7:42 p.m.

Lori Taketa  
Board Clerk



**COMMUNITY ADVISORY COMMITTEE  
STAFF REPORT  
Agenda Item # 4**

AGENDA DATE:	July 13, 2021
TO:	RCEA Community Advisory Committee
PREPARED BY:	Elizabeth Burks, HCAOG Executive Director and CAC member
SUBJECT:	HCAOG 2021 Regional Transportation Plan Update

**SUMMARY**

The Humboldt County Association of Governments (HCAOG) is currently updating the Regional Transportation Plan, *Variety in Rural Options of Mobility (VROOM)*. *VROOM* is a document with a 20-year planning horizon, updated every four years. The current update is scheduled to be adopted by December 2021. As general plans do for cities and the unincorporated county, the Regional Transportation Plan for HCAOG sets goals, objectives, and policies for future transportation demand and investments.

The current *VROOM* (2017) overall goals and objectives are attached. HCAOG staff is currently in the process of preparing draft update chapters and engaging with the public and HCAOG Board and Committees to get feedback on changes to be incorporated for the update. A flier detailing how to participate in a survey and engagement opportunities is attached.

For the 2021 update, staff has recommended reorganizing and adding new chapters to:

- (a) bring to the fore strategies for meaningfully addressing (reducing) the transportation sectors' levels of greenhouse gas emissions;
- (b) bring to the fore the opportunities for a better quality of place when land use and transportation are made safer, more equitable, and more integrated; and
- (c) integrate goals, policies, and actions committing to racial equity, justice, and inclusion in transportation.

For the first time *VROOM* will include Safe and Sustainable Performance Measures and Targets (attached). Last year, the HCAOG Policy Advisory Committee formed Greenhouse Gas (GHG) Targets Ad Hoc Committee. The Committee members were HCAOG Chair Mike Johnson, Eureka Mayor Susan Seaman, Arcata Mayor Michael Winkler (until December 2020), and Caltrans Planning North Chief Kevin Tucker (until March 5, 2021).

The Ad Hoc Committee opened their meetings for public attendance and open dialogue. Community members who attended more than once included staff or representatives of Redwood Coast Energy Authority (RCEA), Humboldt County Planning & Building Department, Coalition for

Responsible Transportation Priorities (CRTP), Climate 911, Environmental Indicator Accounting Services, and non-affiliated community members.

In March 2021 the HCAOG Board accepted the Ad-Hoc Committee's recommendations and approved them for public release as part of updating VROOM.

### **STAFF RECOMMENDATION**

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Give input to HCAOG staff regarding the Safe and Sustainable Performance Measures and Targets and other aspects of the *VROOM* update.

### **ATTACHMENTS**

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*VROOM 2017* Overall Goals and Objectives  
RTP *VROOM* Update public engagement flier  
Safe and Sustainable Performance Measures and Targets



## VROOM – Regional Transportation Plan (2017)

A **goal** is a vision to try to attain.

An **objective** is a more clearly defined target, or direction, to achieve a goal.

**Policies** define an organization's approved course of action to achieve specific objectives.

**VROOM OVERALL GOAL:** HCAOG's goal is for Humboldt County to have a comprehensive, coordinated, sustainable, and balanced multi-modal transportation system, so that people in the region can travel and move goods safely and efficiently by the modes that best suit the individual or business/industry, and society at large.

**OVERALL OBJECTIVES:** Program all transportation funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan. HCAOG will pursue **six main objectives/planning priorities**. The objectives support one another and will apply to each transportation mode, framing each mode's policies. In alphabetical order, the objectives are

- ❖ Balanced Mode Share/Complete Streets – Increase multi-modal mobility, balanced mode shares, and/or access. Mobility means having travel choices (for people and goods) with predictable trip times. A balanced mode share means all transportation modes are available in proportion to their efficiency and short-term and long-term costs and benefits. Increased access means more options for people to reach the goods, services, and activities they need.
- ❖ Economic Vitality – Support the local or regional economy by improving goods movement and transportation access, efficiency, and cost-effectiveness; by enhancing economic attractors (e.g. via walkable streets, multiuse trails, transit service, freight access, shared mobility services); and by indirectly cutting health care costs due to more active transportation or less transportation-related pollution, and by reducing consumption of foreign oil.
- ❖ Efficient & Viable Transportation System – Make the transportation system operate more efficiently, such as by increasing multimodal connectivity, increasing opportunities for short trips made via walking or biking, reducing traffic congestion, and using Intelligent Transportation System (ITS) management (e.g. Greater Eureka Area Travel Demand Model, Street Saver, GPS tracking on transit buses, other management programs). Make the system more financially and operationally viable such as by prioritizing cost-effective investments, including climate-change and sea-level-rise adaptation and resiliency in planning and design, pursuing stable funding, and preserving transportation assets to maximize resources and future use.
- ❖ Environmental Stewardship & Climate Protection – Enhance the performance of the transportation system while protecting and enhancing the natural environment. Strive to achieve goals of California Global Warming Solutions Act of 2006 (AB 32) and Sustainable Communities and Climate Protection Act of 2008 (SB 375), protect and improve air, water, and land quality, help reduce transportation-related fuel and energy use, help reduce single-occupancy-vehicle (SOV) trips and motorized vehicle miles traveled (VMT), etc.
- ❖ Equitable & Sustainable Use of Resources – Advocate for costs and benefits (financial, environmental, health, and social) to be shared fairly. Prioritize projects based on cost effectiveness as well as need and equity for underserved populations. Coordinate transportation systems with land use for efficient, sustainable use of resources and minimize the consumption and use of finite resources such as fossil fuels.
- ❖ Safety – Increase safety for users (one or more modes). Reduce transportation-related fatalities and serious injuries.

**COMPLETE STREETS GOAL:** Throughout Humboldt County, the streets, roads, and highway system meet the transportation and safety needs of all users, including pedestrians, transit users, bicyclists, motorists, the elderly, youth, and the disabled. The region's jurisdictions have the resources to preserve, enhance, and maintain the roadway network to support bicycle, bus, pedestrian, automobile, and truck travel.

**COMMUTER TRAILS GOAL:** Humboldt's trail network is regionally and locally connected and gives people options countywide for safe, active transportation. The California Coastal Trail within Humboldt County is a continuous public right-of-way along the coastline and a contiguous trail for non-motorized travel. The CCT fosters appreciation and stewardship of the scenic and natural resources of the North Coast.

**TRIBAL TRANSPORTATION:** *The North Coast Tribal Transportation Commission's mission statement is:* To promote safe and efficient modes of transportation, and to improve transportation, identify transportation needs, and advocate for transportation issues of tribal communities; to collaborate on issues between all of the Native American Tribes; and, to solve problems concerning transportation issues among the tribes.

**PUBLIC TRANSPORTATION GOAL:** Achieve an integrated and sustainable multimodal transportation system that provides public transportation options for all users traveling in Humboldt County. Transit and paratransit users have options for affordable, reliable and efficient transit service that effectively meets their local and regional mobility needs.

**AVIATION GOAL:** The regional aviation system has safe and efficient facilities and services. It is part of a strong multimodal transportation system and is adequately linked to the national aviation network for freight and passenger service. Humboldt's public-use airports and adjacent land uses and circulation patterns are compatible.

**GOODS MOVEMENT GOAL:** Goods move in and out of Humboldt County efficiently and cost-effectively. The region's maritime, aviation, road, and rail facilities are integrated into an intermodal transport system. The system moves passengers and goods in a manner that is economically sustainable and environmentally compatible.

**EMERGENCY EVACUATION GOAL:** Humboldt County has a transportation system that will successfully serve its population in the event of a major disaster, hazard, or emergency, thereby mitigating the potential medical, financial, and emotional traumas to the community.

**GLOBAL CLIMATE CRISIS GOALS:** Reduce greenhouse gas emissions contributed by transportation while building and maintaining a transportation system that is truly multimodal and equitable. Minimize the negative health, social, economic, and environmental impacts caused by global climate change and sea-level rise.



# Humboldt County Regional Transportation Plan Update

## We Need Your Input!

Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, is seeking public feedback to keep Humboldt County's transportation networks safe, convenient, connected and equitable. Be a part of shaping transportation programs and strategies that support mobility, environmental health, social equity, and improve quality of life standards for all residents.

Visit the project website at: <http://bit.ly/HumboldtRTP2021>

Take the survey and stay tuned for more public outreach events including a community meeting this fall.



[http://bit.ly/RTP2021\\_Survey](http://bit.ly/RTP2021_Survey)



<http://bit.ly/RTPEncuesta>

## Informational Pop-Up Events

**Blue Lake Annie & Mary Days**  
Sunday July 11 11am to 2pm

**Fortuna Farmers Market**  
Tuesday July 13 3pm to 6pm

**Willow Creek  
Community Health Center**  
Wednesday July 21 10am to 1pm

**Garberville Farmers Market**  
Friday July 23 11am to 3pm

**Downtown Hoopa**  
Wednesday July 28 10am to 1pm

**Arcata Farmers Market**  
Saturday August 7 10am to 2pm

**McKinleyville Farmers Market**  
Thursday August 26 3pm to 6pm

**Bayshore Mall (near Ross/DMV)**  
Saturday August 28 11am to 2pm

Regional Transportation Plan (RTP) Update  
**VROOM Update: Safe & Sustainable Transportation Targets**

PERFORMANCE MEASURE OBJECTIVE		REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (“>” sources are available now)	DATA SCHEDULE
A	<b>Reduce GHG emissions in Air District (NCUAQMD)</b>	<b>I.</b> Reduce on-road transportation-related fossil fuel consumption in Humboldt County.	~ Transportation fuel sales (gasoline/diesel sales in gallons).	> CA Energy Commission, CA Annual Retail Fuel Outlet Report Results (CEC-A15: by county).	Every 4 years
B	<b>Percent Mode Shift</b>  (Refers to “Mode Shift” in project tables)	<b>I.</b> Increase the percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit to at least 30% by 2030 and 40% by 2050.	~ # of miles of protected bikeways and sidewalks, & % of good intersections on arterials and collectors, and spacing/gaps between those intersections.  ~ % of all road miles that are connection nodes at Level of Traffic Stress (LTS) levels 1 or 2.  ~ # of barriers [TBD] to low-stress bike/ped transportation between major residential areas and major destinations (identified by network analysis)	> Potential data source: <a href="http://www.bts.gov/browse-statistical-products-and-data/trips-distance/explore-us-mobility-during-covid-19-pandemic">www.bts.gov/browse-statistical-products-and-data/trips-distance/explore-us-mobility-during-covid-19-pandemic</a> ~ Conduct an LTS Network and Connectivity Analysis  > Bikeable App (on Google Play)  > Data from People for Bikes  > Local count data	Every 4 years
		<b>II.</b> Double transit trips by 2025, and again by 2030, and again by 2040.	~ # of transit boardings  ~ # of transit trips	> Transit operators’ ridership data  > U.S. Census	Annually  Every 4-5 years
		<b>III.</b> Complete a level-of-traffic-stress (LTS) and connectivity analysis of the bike and ped network in the	Yes/No (completed or not)	~ Conduct an LTS Network and Connectivity Analysis	Every 4 years

PERFORMANCE MEASURE-OBJECTIVE		REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (“>” sources are available now)	DATA SCHEDULE
		Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026.			
C	<b>Reduce Vehicle Miles Travelled (VMT) by Car<sup>1</sup></b>  (Refers to “Lowers VMT” in project tables)	<b>I.</b> Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes zero-emission trips)	~ VMT/population  ~ VMT/ #households  > Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers.	> State DOT data, e.g. <a href="#">California Public Road Data (PRD)</a> , derive statistical information from Caltrans’ Highway Performance Monitoring System (HPMS). <sup>2</sup> ~ Apply a correction factor for Humboldt County (TBD).  > Registration data from Department of Motor Vehicles (DMV).	4 years
D	<b>Zero-Emission Vehicle Infrastructure</b>  (Refers to “EV Charging” in project tables)	<b>I.</b> ZEV Charging Sites Evaluation Plan: By 2025 evaluate priority of feasible public-charging spaces throughout region. Priority will value equity. Study may be multi-phased, first at community or TAZ/census block level, and second at neighborhood and station location level.	(I) ~ Completion of charging-sites evaluation plan.	(I) Presence/absence of completed plan.	(I) Target year
		<b>II.</b> 80% of jurisdictions adopt pro-EVCS and electrical upgrade policies and building codes by 2022, and 100% by 2025.	(II) ~ Number of jurisdictions with building codes that require installing “EV-ready” electrical wiring or EVCS in new development and major remodels. ~  ~ Number of jurisdictions with building codes that require electrical panel	(II) > Agencies’ adopted policies, building codes.  > Agencies’ annual budgets.	(II) Annually



PERFORMANCE MEASURE OBJECTIVE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
Zero-Emission Vehicle Infrastructure		upgrades for residential alteration permits, and 200A utility panel ratings for all new residential units.  ~ Amount of funding dispensed to subsidize and incentives EVCS.		
	<b>III. EV Charging Infrastructure:</b> <b>a)</b> Electric vehicle charging stations serving, by 2025, at least 25% of public, and commercial, industrial, and multi-family residential private parking spaces that accommodate parking for more than 4 hours, and by 2050 serving 50% of such parking spaces. (*Adjustments to be calculated for oversized parking lots/excess parking. Note: target % can be met by reducing total parking spaces and by adding EV-charging spaces.) <b>b)</b> Increase number of chargers per population. <b>c)</b> 100% of households without off-street parking have access to public fast-chargers within ¼ mile of their home by 2035.	(III) ~ Number of AC/DC chargers per household at the transportation analysis zone (TAZ) or census block level.  <i>Related metrics as possible:</i> ~ Number of chargers per household without off-street parking  ~ Public AC chargers/population (or per registered vehicles)  ~ Public DC chargers/population (or per registered vehicles) at (TAZ) or census block level.  ~ Coverage of fast chargers located in (1) high density areas and (2) adjacent to corridors with high traffic volumes (e.g., coverage of chargers per acre or linear ½-mile).	(III) > Building permits  > Alternative Fueling Station Locator (by National Renewable Energy Laboratory) – public and private non-residential alternative fueling stations. <a href="https://developer.nrel.gov/docs/transportation/alt-fuel-stations-v1/">https://developer.nrel.gov/docs/transportation/alt-fuel-stations-v1/</a> <a href="https://afdc.energy.gov/stations/#/find/nearest">https://afdc.energy.gov/stations/#/find/nearest</a>  > Plugshare.com app. (Count the number of stations)  ~ Manual counts; surveys.	(III) 4 or 5 years

PERFORMANCE MEASURE OBJECTIVE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	<p><b>d)</b> Equity performance measure: EVCS are equitably installed in MF residential areas and higher density/lower income areas.</p> <p><b>e)</b> For employee parking lots and MF residential parking of spaces* (or more), 25% of spaces have electric vehicle charging stations by 2025, 35% by 2035, and 50% by 2050.</p>	<p>~ Counts by jurisdiction: # of electric vehicle charging stations at qualifying work sites and MF residences.</p> <p>*For parking lots with excess capacity, use average utilization of spaces.</p>		
<b>Zero-Emission Vehicle Infrastructure</b>	<p><b>IV. Hydrogen Fueling:</b></p> <p><b>a)</b> In Humboldt County, by 2024 hydrogen fuel is available for public transit and long-haul commercial fleet vehicles, with green hydrogen fuel available as much and as soon as possible.</p> <p><b>b)</b> In Humboldt County, by 2030 there is sufficient hydrogen fueling infrastructure and green hydrogen fuel available to enable inter-county travel of medium and heavy-duty fuel-cell EVs</p>	<p>~ Coverage of hydrogen fueling infrastructure countywide.</p>		





PERFORMANCE MEASURE OBJECTIVE		REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (“>” sources are available now)	DATA SCHEDULE
G	<b>Efficiency &amp; Practicality in Locating New Housing</b>	<p><b>II.</b> By 2023 have baseline “connectivity scores” for 40% or more of cities’ and county’s buildable parcels, including infill development.</p> <p><b>III.</b> Starting by 2022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.</p> <p><b>IV.</b> Starting by 2022, all new housing contributes to a countywide reduction in per capita VMT from cars.</p> <p><b>V.</b> By 2023/24, all jurisdictions have adopted GP/zoning incentives for building in “highly connected” areas and for other climate-friendly housing-development.</p>	<p>II) Percentage of buildable parcels with baseline “connectivity scores.” Track outcomes for underserved communities to gage success in investment equity.</p> <p>III) Walkscore, Bikescore, and transit score within ¼ or ½ mile radius of new housing. Track outcomes for underserved communities to gage success in investment equity.</p> <p>IV) Estimated VMT per capita from new housing.</p> <p>V) Number of jurisdictions with adopted General Plan/zoning incentives for GHG-friendly building/development (aligned with Climate Action Plan policies and measures).</p>	<p>&gt; Apps such as “<a href="#">15-Minute Neighborhood</a>”<sup>3</sup> (if needed, overlay maps with data from apps that score local roads for non-driver safety (e.g. Walkscore, Bikescore). <i>(Open-source apps and data will only increase from now to 2035.)</i></p> <p>III) Same as above (ii).</p> <p>IV) ~ Survey local jurisdictions’ housing permits: VMT analyses from CEQA assessments, Climate Action Plans, VMT models, and other sources.</p> <p>V) ~ Survey of adopted plans, codes.</p>	
	<b>Convenient Access to Destinations</b>  (Refers to “Access” in project tables)	<p><b>I.</b> By 2035, 60% of the county’s population—equitably distributed regionwide—live in homes/apartments/dorms where they can safely,</p>	<p>• Within urbanized clusters, the range of essential destinations that people can get to, in 25 minutes or less, by biking, walking, or transit. Track outcomes for</p>	<p>&gt; Travel time API (application programming interface)</p>	Every 5-years

PERFORMANCE MEASURE OBJECTIVE		REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (“>” sources are available now)	DATA SCHEDULE
	<b>Convenient Access to Destinations</b>	comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050. “Safe, comfortable and convenient travel” means people are able to travel: <ul style="list-style-type: none"> <li>▪ from home to work within 20 minutes in urbanized areas or within 35 minutes outside urban areas, without riding in a private car;</li> <li>▪ from home to essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas or within 30 minutes outside urban areas, without riding in a private car.</li> </ul>	underserved communities to gage success in investment equity. <ul style="list-style-type: none"> <li>• Availability of transit trips within 150% of driving time. Track outcomes for underserved communities to gage success in investment equity.</li> </ul> <p><i>{ ❖ Note: Meeting these targets may require meeting higher targets under Percent Mode Shift (e.g., public transit trip frequency and coverage).TBD.}</i></p>		
H	<b>Vision Zero</b>  (“Vision Zero” in projects tables)	<b>I.</b> Maintain zero pedestrian fatalities per year, or decrease the number of pedestrian and bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved.  <b>II.</b> Maintain zero bicyclist fatalities per year, or	I, II) Number of people walking or bicycling who are killed in collisions. Track outcomes for underserved communities to gage success in investment equity.  III) Number of people walking or bicycling who are seriously injured in collisions. Track outcomes	> Statewide Integrated Traffic Records System (SWITRS)  > Transportation Injury Mapping System (TIMS)  > StreetStory	Annually



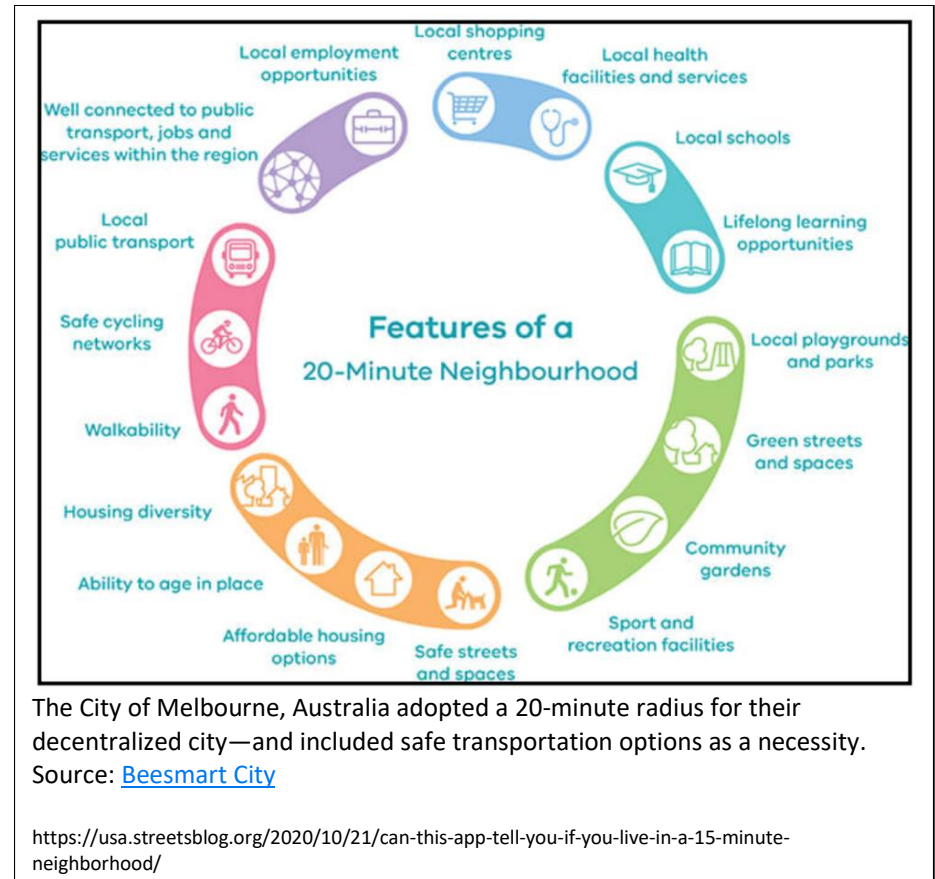
	PERFORMANCE MEASURE OBJECTIVE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (“>” sources are available now)	DATA SCHEDULE
J	<b>Invest in Complete Streets, Active Transportation</b>  (“AT Funding” in projects table)	<b>I.</b> Increase by 10% by 2023, and by 25% by 2028, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation.  <b>II.</b> Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.	<b>I)</b> Percentage of regional discretionary funding. Track outcomes for underserved communities to gage success in investment equity.  <b>II)</b> Presence/absence of grant awards or new funding mechanisms (e.g. bonds, transportation sales tax, user fees, mitigation funds).	> HCAOG funding budget  > Survey of regional and local jurisdictions	Bi-annual

<sup>1</sup> Consistent with RCEA's *Repower Humboldt* goals:

- ✦ “Work with other local public entities to reduce vehicle miles traveled in Humboldt County by at least 25% by 2030.”
- ✦ “By 2030 reduce GHG emissions from transportation by over 65% through reductions in VMT, improved vehicle efficiency, the adoption of electric vehicles, and, where determined to be an effective emissions-reduction strategy, the use of biofuels as a bridge to a full transition to zero-emissions vehicles.”
- ✦ “Accelerate the adoption of electric vehicles, with a target of over 6,000 electric vehicles on the road in Humboldt County by 2025 and 22,000 vehicles by 2030.”
- ✦ “Develop public, workplace, and residential EV charging infrastructure necessary to support these county-wide electric vehicle targets.”
- ✦ “Maintain a trajectory of emissions reduction to eliminate the use of fossil fuels by 2050.” (Redwood Coast Energy Authority, December 2019. Link: [RePower Humboldt/CAPE 2019 Plan Update](#).)

<sup>2</sup> HPMS Data: Contracts collect local traffic (traffic counts) data triennially, statewide. The data are collected on different locations to reflect characteristics of the road segments. Caltrans estimates/ projects traffic volumes on all road segments based on past and newly collected data. Data includes traffic volumes on State Highways; some locations are permanent and continuous.

<sup>3</sup> Mapping your “15-Minute Neighborhood” on your web browser. <https://app.developer.here.com/15-min-city-map/> Right: Example from City of Melbourne, Australia.





# REDWOOD COAST Energy Authority

## COMMUNITY ADVISORY COMMITTEE STAFF REPORT Agenda Item # 5

AGENDA DATE:	July 13, 2021
TO:	RCEA Community Advisory Committee
PREPARED BY:	Matthew Marshall, RCEA Executive Director
SUBJECT:	Humboldt County's Renewable Energy Future Presentation

### SUMMARY

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Former Community Advisory Committee member Amin Younes was awarded a Master of Science degree with a major in Environmental Systems (Energy, Technology, and Policy) from Humboldt State University this spring. His master's thesis entitled, "[Exploring renewable energy futures in Humboldt County consistent with the goals of California's renewable portfolio standard](https://digitalcommons.humboldt.edu/etd/463/)," is viewable online at <https://digitalcommons.humboldt.edu/etd/463/>.

Mr. Younes will describe his research and present his findings at the July Community Advisory Committee meeting.

### STAFF RECOMMENDATION

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N/A – Information only.

### ATTACHMENTS

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Exploring renewable energy futures in Humboldt County consistent with the goals of California's renewable portfolio standard presentation slides.





# Exploring Energy Futures in Humboldt County Consistent With the Goals of California's Renewable Portfolio Standard

Amin Younes

HSU Masters Thesis: Presentation to RCEA's CAC

May 2021

<https://innovationorigins.com/increasingly-larger-wind-turbines-are-conquering-the-north-sea/>

[https://upload.wikimedia.org/wikipedia/commons/b/b8/SoSie%2BSoSchiff\\_Ansicht.jpg](https://upload.wikimedia.org/wikipedia/commons/b/b8/SoSie%2BSoSchiff_Ansicht.jpg)

[https://upload.wikimedia.org/wikipedia/commons/6/6a/Renewable\\_Energy\\_Development\\_in\\_the\\_California\\_Desert\\_006.jpg](https://upload.wikimedia.org/wikipedia/commons/6/6a/Renewable_Energy_Development_in_the_California_Desert_006.jpg)



# Overview

- **Motivation:** What are the technically and socially feasible ways to develop renewables in Humboldt County?
- **Methods:** Interviews + Techno-economic assessment.
- **Results:** Offshore wind, biomass, and solar could all do the job; opinions & quantitative results vary.
- **Conclusions:** Distributive and procedural justice are unanimously valued; specific energy sources are not.



# Why Develop Renewables in Humboldt

- California's Renewable Portfolio Standard takes one step towards addressing climate change by mandating cleaner electricity is sold on the grid:
  - 60% renewable energy by 2030.
  - 100% clean or renewable by 2045.
- Humboldt County needs to contribute:
  - From a technical perspective.
  - From a distributive justice perspective.





# Why Use Mixed Methods?



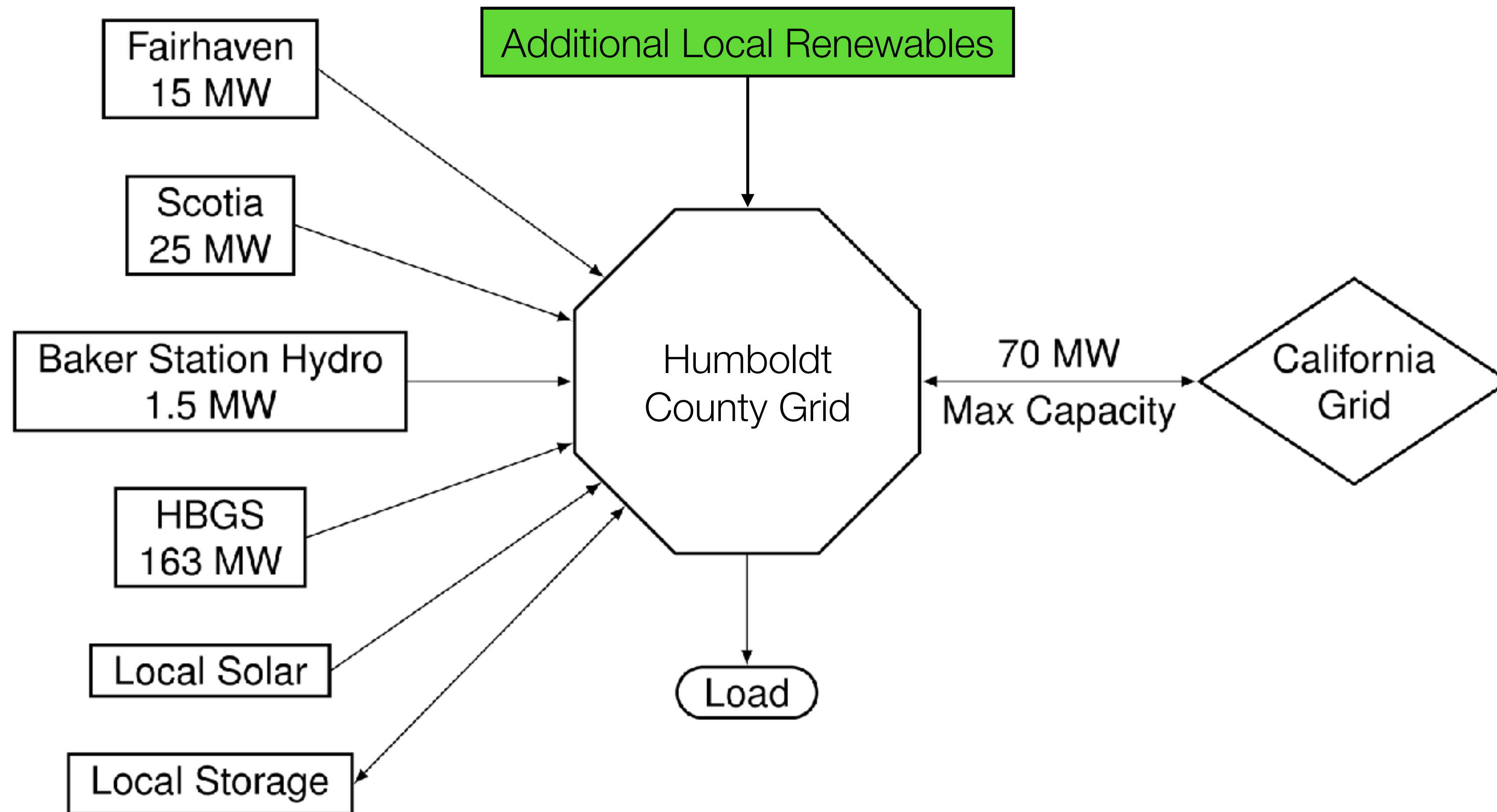


# Qualitative Methods

- I interviewed ten Humboldt County residents who were active in energy discussions, representing as broad a set of perspectives as possible.
- Interviews were semistructured, composed of open-ended questions about preferences and concerns relating to energy.
- After qualitative and quantitative analyses, I circled back, shared results, and asked for reflections.
- I also gathered data from articles and opinion editorials written about the proposed onshore wind project.



# Quantitative Methods



- ➡ Cost
- ➡ Land-use
- ➡ Job growth
- ➡ Greenhouse gas emissions

# Qualitative Interview Data

Who will benefit, who will be harmed, and who decides what we do?

Renewable electricity can help mitigate climate change and other ecosystem harms.

Job creation is the #1 co-benefit.

We should prioritize offshore wind.

I'm concerned about emissions from biomass.

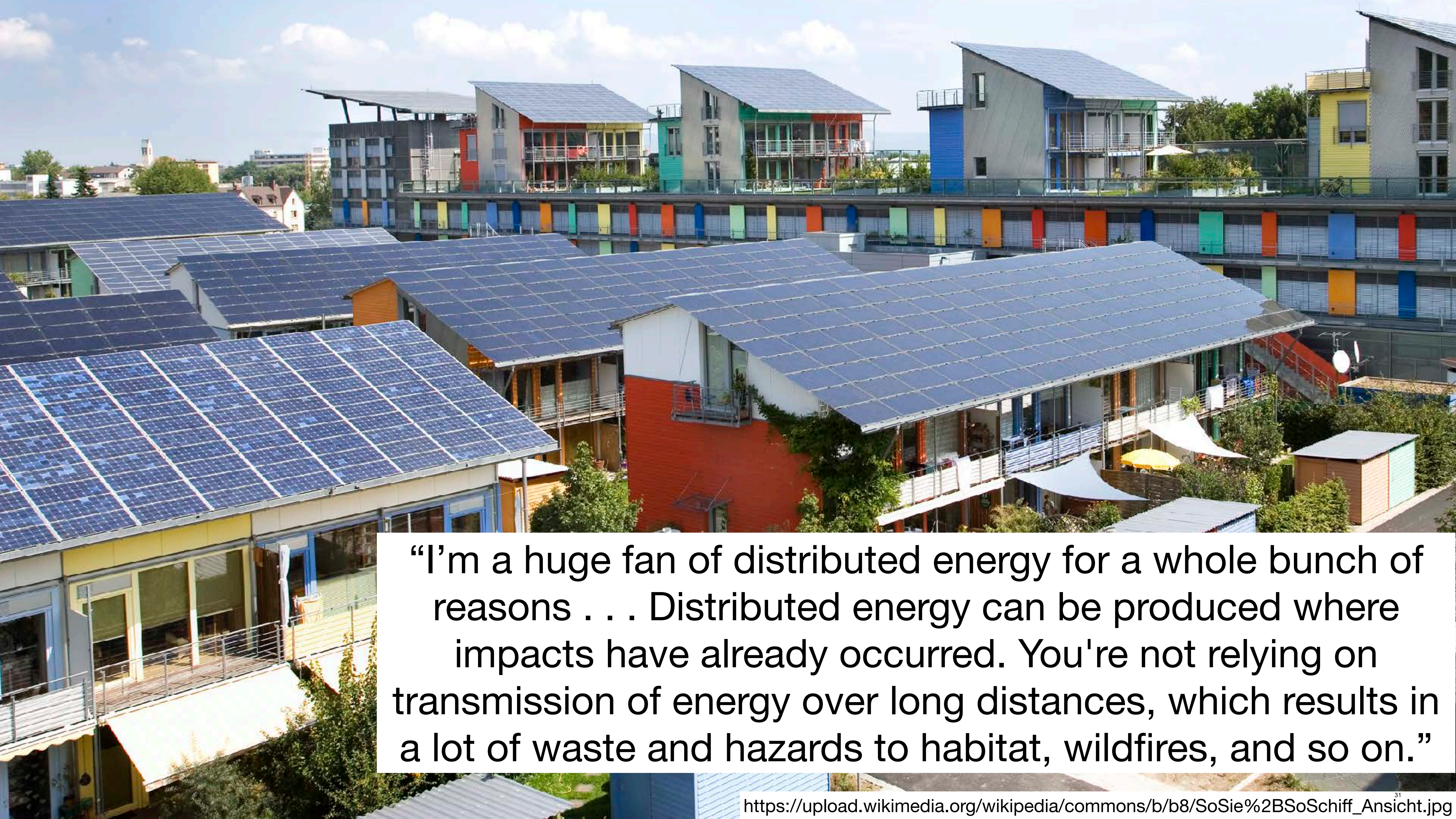
Biomass is our best resource.

Distributed solar is the least ecologically harmful.

# Divergent Normative Conceptions of Humboldt


- Residents had differing views on what the future should hold, and what was possible.
- The most notable split I observed was between supporters of centralized electricity and supporters of distributed resources.





“I’m a huge fan of distributed energy for a whole bunch of reasons . . . Distributed energy can be produced where impacts have already occurred. You're not relying on transmission of energy over long distances, which results in a lot of waste and hazards to habitat, wildfires, and so on.”





“We can become the Silicon Valley of wind energy”

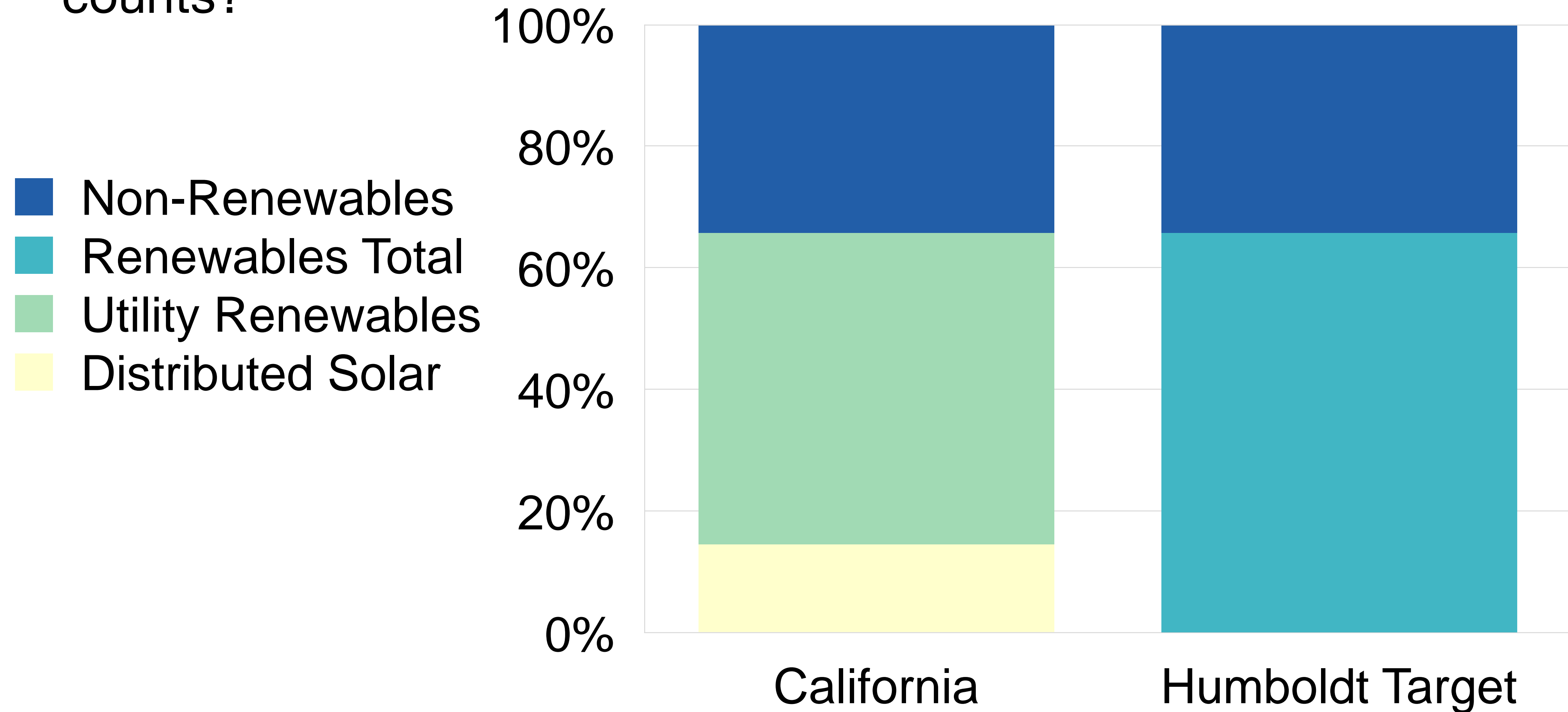


# Divergent Normative Conceptions of Humboldt

- Residents held differing views on what the future should hold, and what was possible.
- The most notable split I observed was between supporters of centralized electricity and supporters of distributed resources.
- Some believed that distributed solar was not economically feasible and couldn't meet the county's electricity demand alone.
- Others thought that minimizing damage to the undisturbed environment was paramount, and therefore rooftop solar was the best technology.
- Agreements and disagreements set the stage for quantitative analysis.

# Humboldt's Renewable Electricity Target

- How much renewable electricity should Humboldt generate, and what counts?





# Electricity Generation Scenarios

- Sol-300D: BAU + 300 MW of distributed-scale solar, balanced with 410 MWh of distributed battery storage.





# Electricity Generation Scenarios

- Sol-240U: BAU + 240 MW of utility-scale solar, balanced with 352 MWh of utility-scale battery storage.





# Electricity Generation Scenarios

- Sol-410U: BAU + 410 MW of utility-scale solar, 720 MWh of utility-scale storage, and closure of existing biomass power facilities.





# Electricity Generation Scenarios

- OSW-144: BAU + 144 MW of offshore wind.





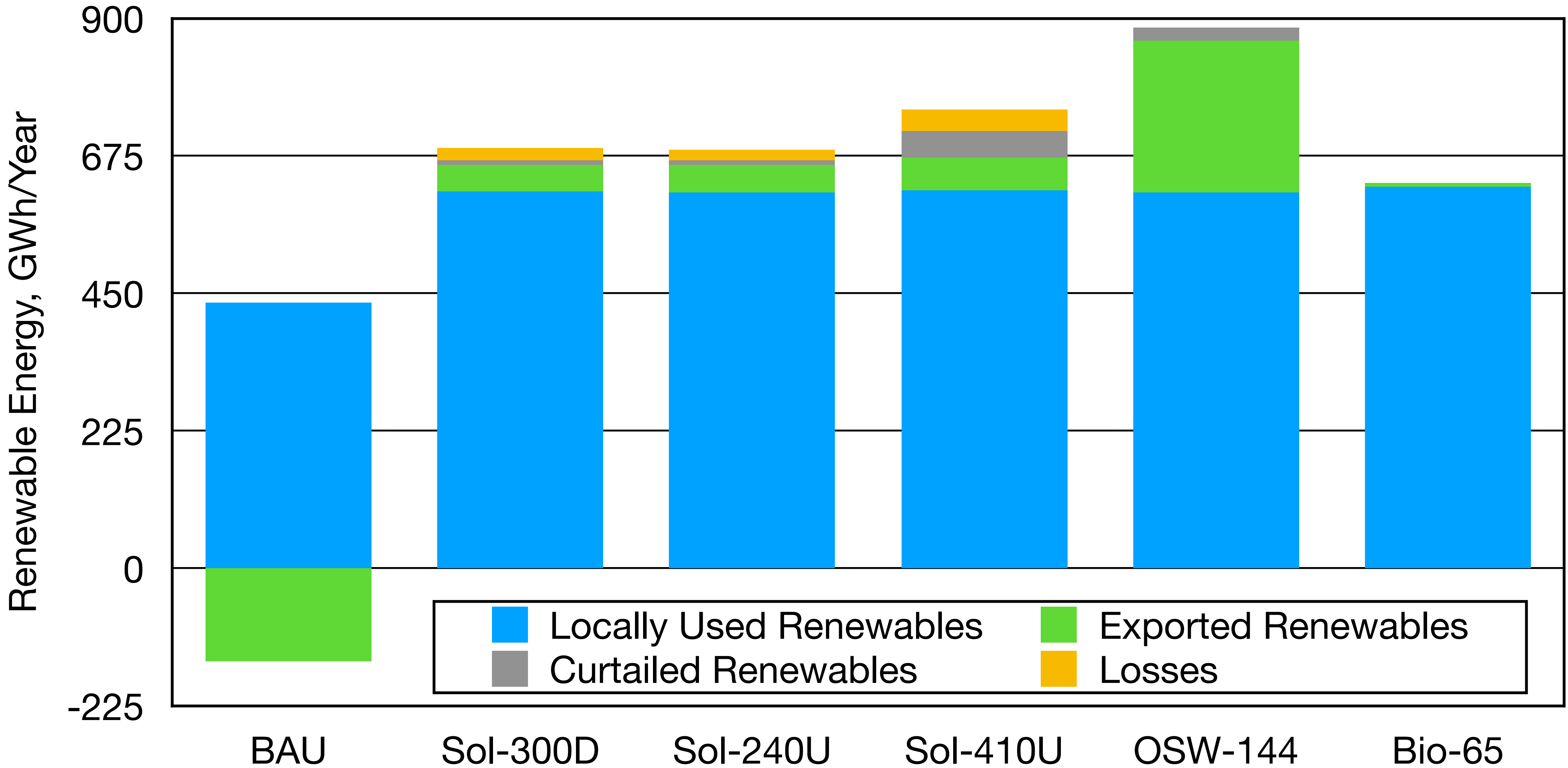
# Electricity Generation Scenarios

- Bio-65: BAU + 65 MW of biomass power.





# Electricity Generation and Usage





# Land and Area Use



- 300 MW of additional distributed solar would take up approximately 90% of Humboldt's usable rooftop space.



# Land and Area Use

Samoa State  
Marine  
Conservation  
Area

Korblex

Alliance

Humboldt  
State  
University

Arcata  
Community  
Forest

Fickle Hill

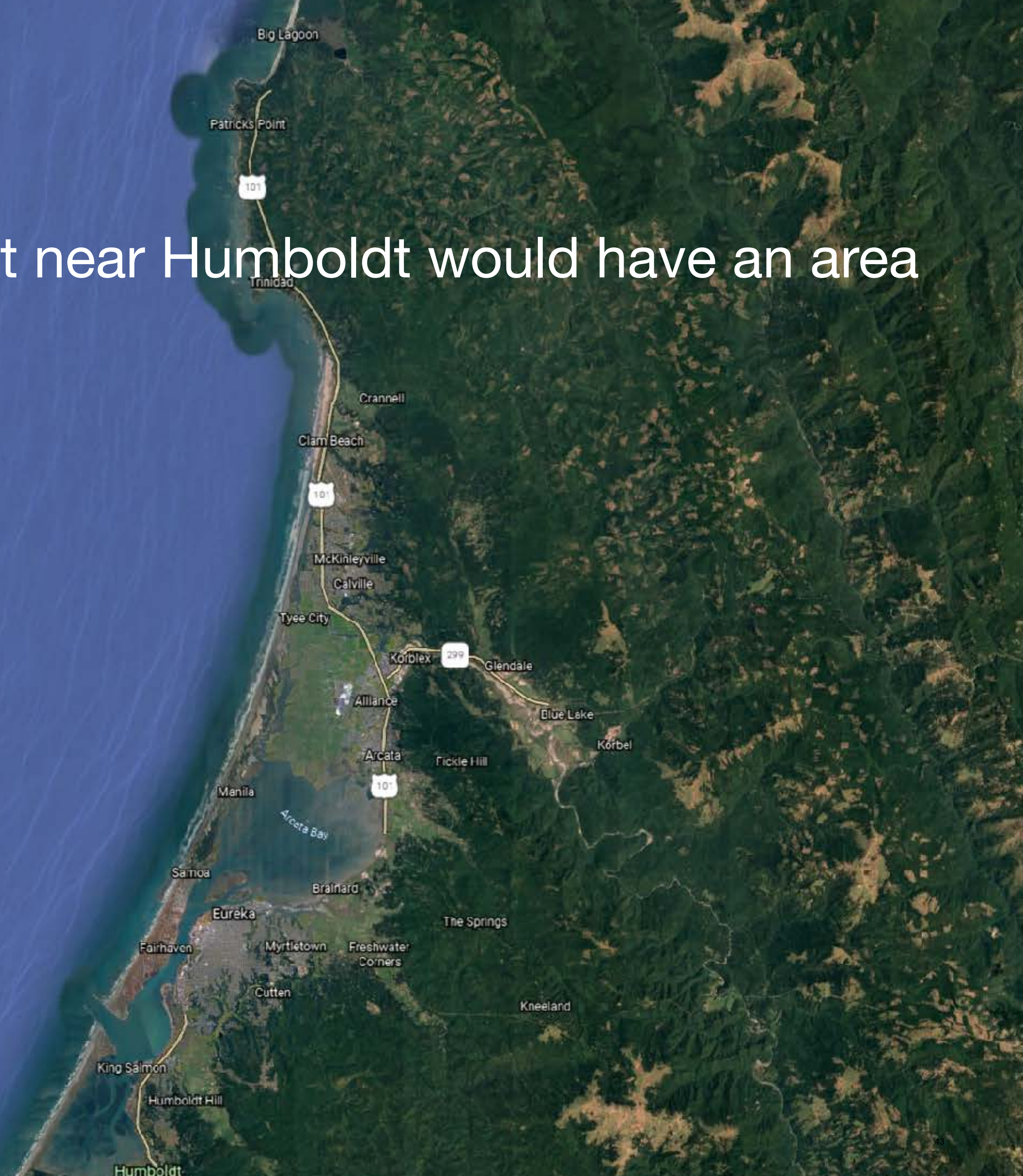
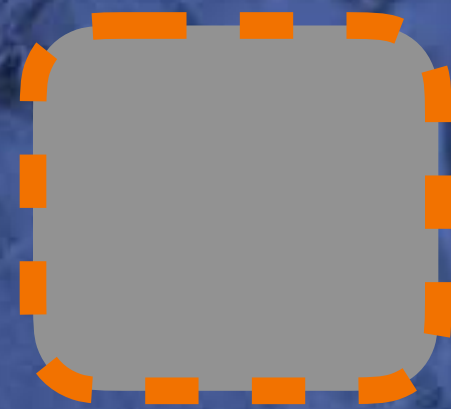
Sunny Brae

- 240 to 410 MW of utility-scale solar would take up 1,900 to 3,100 acres of land, potentially causing agricultural conversion rate to double for ten years.



# Land and Area Use

- A 144-MW offshore wind development near Humboldt would have an area of 14.6 square-miles, or 9,340 acres.



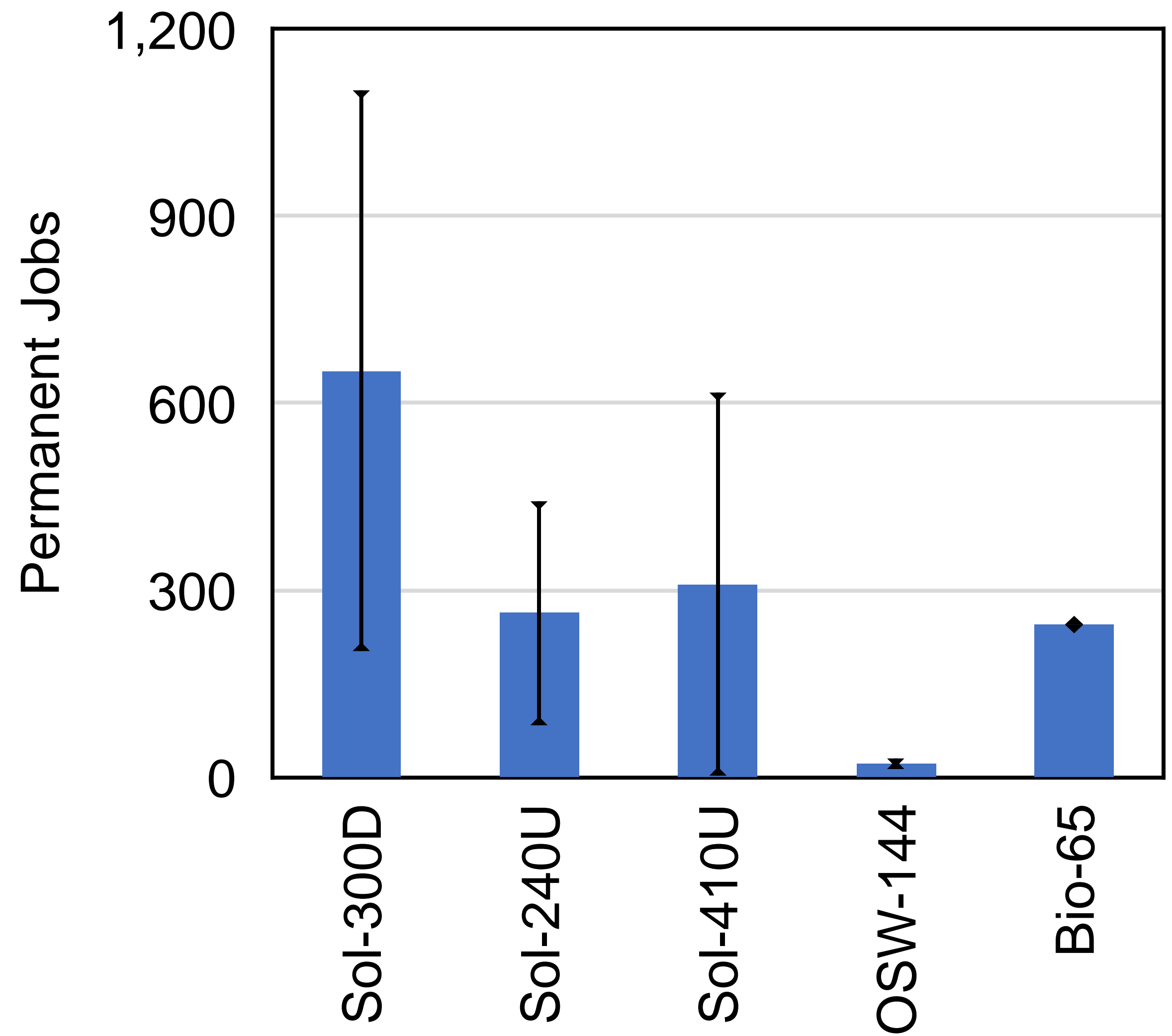
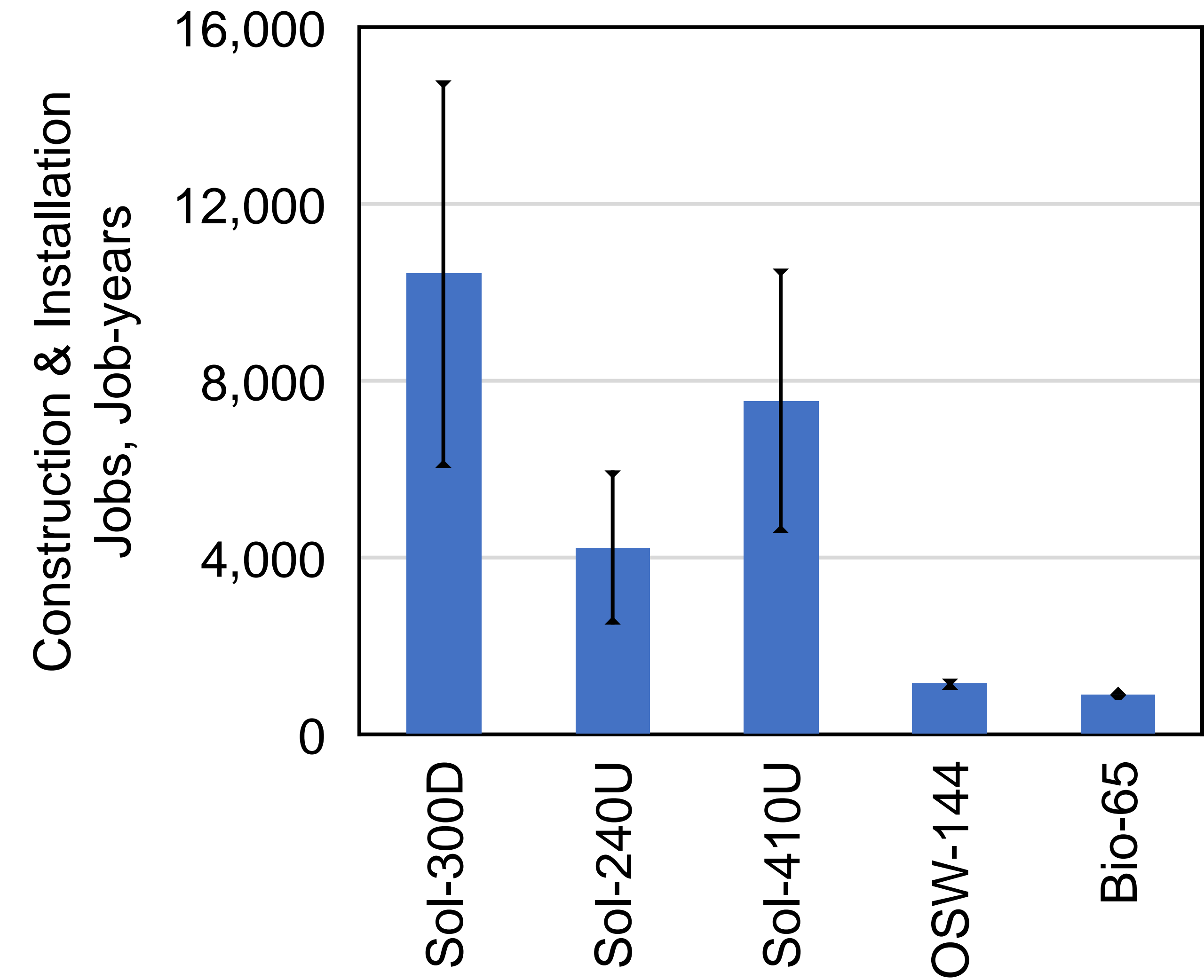


# Land and Area Use

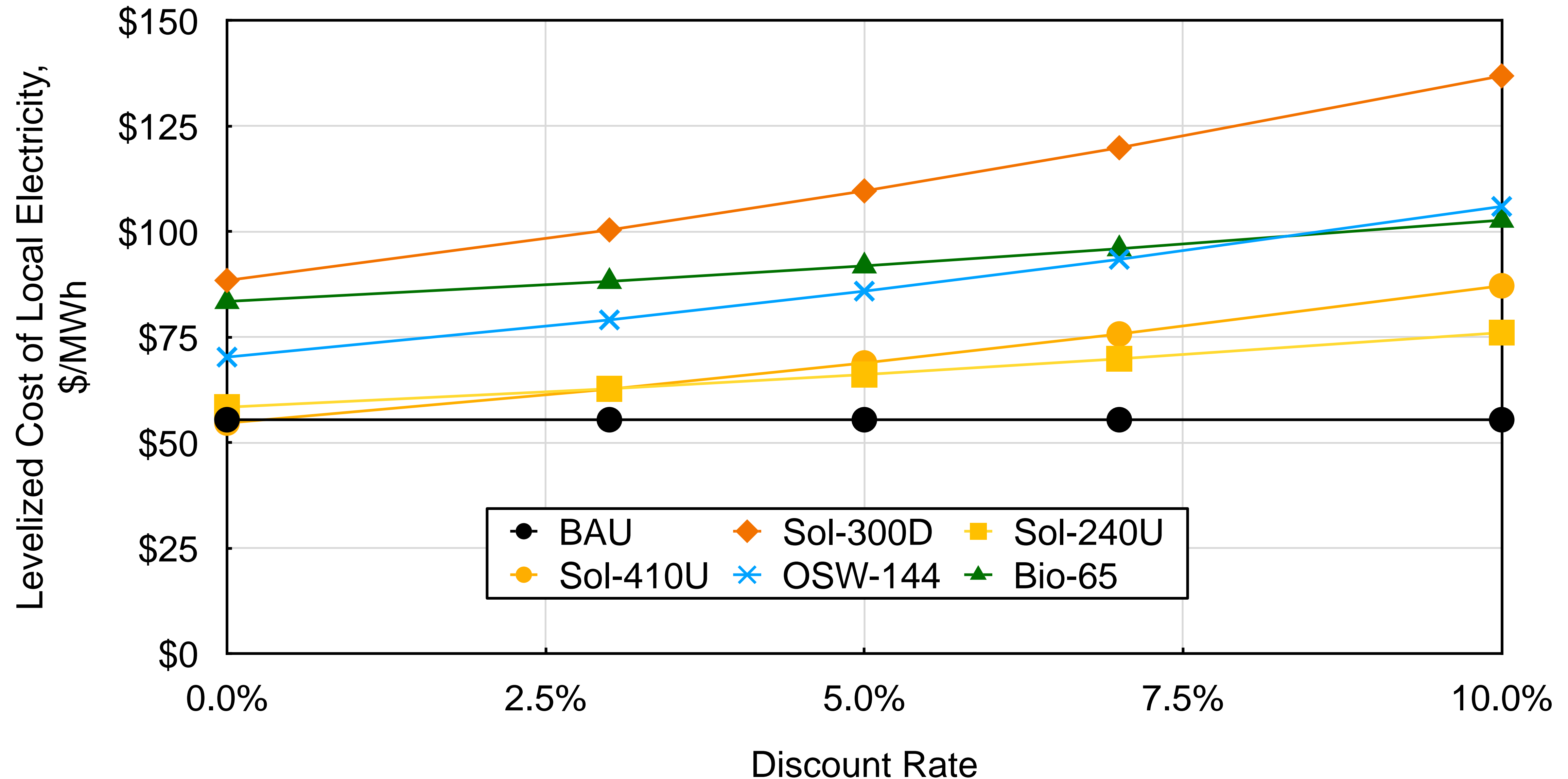
- Addition of 65 MW of biomass would require a total of 625,000 dry tons of biomass annually, about half of the forest residues that Humboldt can produce.



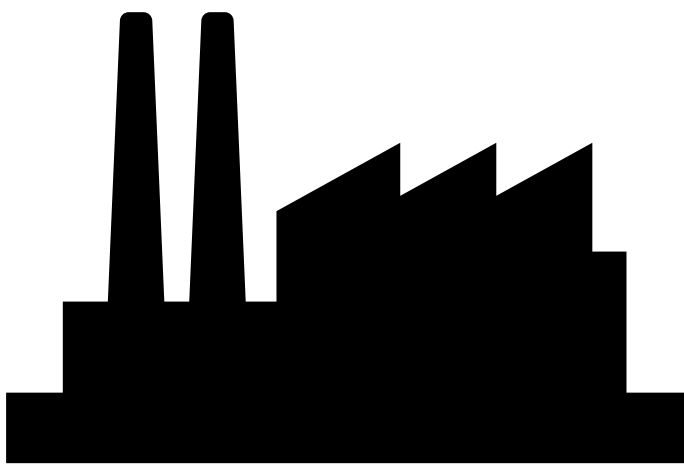
# Job Growth



# Levelized Cost of Local Electricity

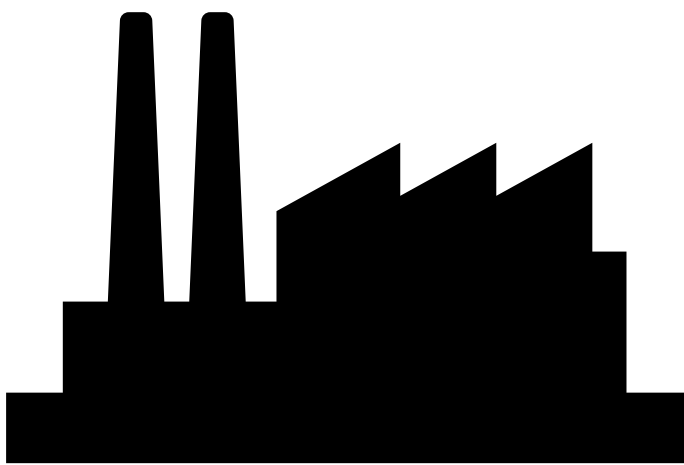


# Considering the Cost of Carbon



Scenario	Emissions, MT CO <sub>2</sub> e
BAU	218,000
Sol-300D	166,000
Sol-240U	166,000
Sol-410U	172,000
OSW-144	133,000
Bio-65	157,000

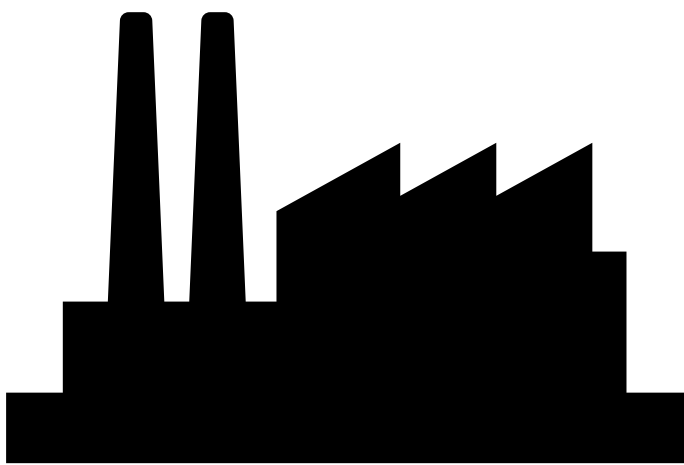
# Considering the Cost of Carbon



Scenario	Emissions, MT CO <sub>2</sub> e	Annual carbon cost at \$10/ton CO <sub>2</sub> e
BAU	218,000	\$2,200,000
Sol-300D	166,000	\$1,700,000
Sol-240U	166,000	\$1,700,000
Sol-410U	172,000	\$1,700,000
OSW-144	133,000	\$1,300,000
Bio-65	157,000	\$1,600,000



# Considering the Cost of Carbon



Scenario	Emissions, MT CO <sub>2</sub> e	Annual carbon cost at \$10/ton CO <sub>2</sub> e	Annual carbon cost at \$1,000/ ton CO <sub>2</sub> e
BAU	218,000	\$2,200,000	\$220,000,000
Sol-300D	166,000	\$1,700,000	\$170,000,000
Sol-240U	166,000	\$1,700,000	\$170,000,000
Sol-410U	172,000	\$1,700,000	\$170,000,000
OSW-144	133,000	\$1,300,000	\$130,000,000
Bio-65	157,000	\$1,600,000	\$160,000,000

# Conclusions and Next Steps

- Humboldt County has a variety of technically feasible resources.
- Residents have divergent views about what development should entail.
- Distributive and procedural justice are core concerns of Humboldt residents. Proposals must account for the distribution of burdens and benefits and must follow a fair and transparent process.
- It will be important to create an environment where sustained, democratic, multi-party discourses about future projects can thrive.





# Q&A

<https://innovationorigins.com/increasingly-larger-wind-turbines-are-conquering-the-north-sea/>

[https://upload.wikimedia.org/wikipedia/commons/b/b8/SoSie%2BSoSchiiff\\_Ansicht.jpg](https://upload.wikimedia.org/wikipedia/commons/b/b8/SoSie%2BSoSchiiff_Ansicht.jpg)

[https://upload.wikimedia.org/wikipedia/commons/6/6a/Renewable\\_Energy\\_Development\\_in\\_the\\_California\\_Desert\\_006.jpg](https://upload.wikimedia.org/wikipedia/commons/6/6a/Renewable_Energy_Development_in_the_California_Desert_006.jpg)



# Backup - Scenario Details

Scenario	Capital Cost, \$M	Net Annual Expenses, \$M	Emissions, MT CO <sub>2</sub> -eq	Renewables Share
BAU	\$0	\$50.0	218,000	46.6%
Sol-300D	\$589	\$45.5	166,000	66.0%
Sol-240U	\$222	\$39.8	166,000	65.9%
Sol-410U	\$403	\$26.0	172,000	66.1%
OSW-144	\$501	\$37.8	133,000	65.9%
Bio-65	\$270	\$61.1	157,000	66.9%





**COMMUNITY ADVISORY COMMITTEE  
STAFF REPORT  
Agenda Item # 6**

AGENDA DATE:	July 13, 2021
TO:	RCEA Community Advisory Committee
PREPARED BY:	Matthew Marshall, RCEA Executive Director
SUBJECT:	CAC-Board Coordination

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**SUMMARY**

The RCEA Board approved the creation of a Citizen's Advisory Committee in 2016 to assist with public engagement as the Community Choice Energy program was launched. The CAC took an active role in facilitating public meetings where residents discussed energy goals and concerns.

After the CCE program was launched, the Board agreed that a Community Advisory Committee should continue as a liaison between the Board, staff and community. The CAC Charter describes the committee's role as being to support RCEA public engagement efforts and to provide decision-making support and input to the RCEA Board.

To aide in CAC-Board communication and work coordination, staff proposes a public agency best practice where the committee outlines its past-year accomplishments and coming-year goals for presentation to the Board in an annual report. Benefits of this practice would be:

- To increase Board awareness of the Community Advisory Committee's work and priorities, and
- To apply the committee's resources in a focused, considered way to support Board decision-making and agency public engagement efforts.

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**STAFF RECOMMENDATION**

Adopt the practice of reporting annually on CAC accomplishments and goals to the RCEA Board of Directors at a regular Board meeting to be determined.

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**ATTACHMENTS**

[City of Arcata Energy Committee Annual Report to the City Council Presented July 2020](#) (sample annual committee report)

**City of Arcata Energy Committee  
Annual Report to the City Council  
Presented July 2020**

The Energy Committee meets on the third Monday of odd-numbered months and serves in an advisory capacity to the City Council, City Manager and City staff in energy matters related to policies, management and projects. The Committee held three meetings during 2020, due to the COVID-19 pandemic.

**2020 Committee members include:**

George Williamson, Chair  
Gwelen Paliaga  
Mahayla Slackerelli, Vice Chair  
Andrea Alstone

Scott Coss (January - September)  
Mike Kowalski  
Jim Zoellick

**Committee Staff**

Julie Neander, Staff Liaison  
Emily Benvie, Staff Liaison

**I. ACCOMPLISHMENTS**

The Energy Committee was involved in the following activities in 2020:

George Williamson was re-elected to serve as Chair and Mahayla Slackerelli was re-elected to serve as Vice Chair. The Committee confirmed their meeting schedule, in which they hold regular meetings on odd-numbered months only.

**Arcata All Electric Initiative** – Continued work to develop a 15-year plan to phase out Natural Gas City-wide including looking at strategies to require and/or incentivize private development to utilize all electric construction, electrification reach codes, and natural gas prohibition for new construction. The Energy Committee's overall strategy for developing recommendations for the 15-year plan for electrification includes:

- 1) Review new construction electrification options to consider and recommend
- 2) Review options for retrofitting existing buildings to reduce dependence on natural gas and promote electrification (ongoing energy efficiency upgrade options as well as reach codes or other code modifications for existing buildings)
- 3) Review options for gas appliance replacement to electric opportunities to encourage/require electric appliances
- 4) Consider equity issues related to the above as upfront and ongoing financial costs can be higher
- 5) Consider the need for resiliency in power sources as evidenced by recent Public Safety Power Shutdown events

**City Facilities** – The Committee received reports from staff about electric vehicles charging stations within the City as well as battery storage grant opportunities for the Wastewater Treatment Plant, pump stations, City Hall, and Community Center.

**Collaboration with Local Agencies** – The Committee continues to consult and work collaboratively with Redwood Coast Energy Authority (RCEA) and other Humboldt County municipalities on numerous energy and climate-related issues.

**Reach Codes** — Reach Code Subcommittee researched Reach Codes and natural gas moratoriums for improving building energy efficiency/reducing Greenhouse gases. This includes exploring all electric options for new construction and remodels. .

**Redwood Coast Energy Authority (RCEA)** – This past year, the committee received regular reports from RCEA on potential new local renewable energy sources such as offshore wind and local microgrids, power storage and long-term resiliency, and other RCEA initiatives.

**Transportation Mode Shift** - This area has been incorporated into the analysis options for the Regional Climate Action Plan.

## **II. GOALS FOR COMING YEAR**

At their 3/15/2021 meeting, the Energy Committee approved the following Goals for the 21/22 Fiscal Year.

- 1) **Arcata Greenhouse Gas Reduction Plan/Climate Action Plan** - Continue to work with the County to develop a regional plan and update the City's current plan with consideration of adopting thresholds of significance for Arcata.
- 2) **Transportation Mode Shift** - Consistent with the Climate Action Plan - continue work related to shifting transportation toward walking, biking, public transportation and electric modes of transport - including outreach projects on walking/biking maps, walkability.
- 3) **Arcata All Electric Initiative** - Continue work to decarbonize and electrify buildings using a range of options, and investigate options to increase equity and affordability of electrification.
- 4) **Explore low carbon options for community resiliency** - Explore the benefit of solar with battery backup options.