REPORT

City of Sammamish

Greenhouse Gas Emissions (GHG) & Vehicle Miles Traveled (VMT) Reduction Strategy

Sammamish, WA

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Introduction

This Greenhouse Gas (GHG) Emissions and Vehicle Miles Traveled (VMT) Reduction Strategy, referred to throughout the rest of this document as the Reduction Strategy, outlines the City of Sammamish's plan to mitigate greenhouse gas emissions from residential energy use and transportation. The Reduction Strategy was developed thanks to a Climate Change Early Planning Grant from the Washington State Department of Commerce.

Transportation and energy use play a huge role in the daily life of Sammamish residents and are crucial in supporting how people work, learn, live, and play within the City. Given the substantial emission contributions from these sectors and their essential roles in the City's functioning, they form an integral part of Sammamish's comprehensive strategy to lower GHGs.

Background and Context

As the City prepares for the 2024 Comprehensive Plan periodic update, addressing key issues and challenges to shape the City's future is a top priority. The City of Sammamish has previously identified goals related to this work with the 2015 Comprehensive Plan's Goal EC.7 of supporting regional efforts in mitigating and adapting to climate change. Since these were developed, increased awareness has created a desire to act among many Sammamish community members. Feedback gathered during the City's Community Visioning Project emphasized the importance of maintaining and growing Sammamish's environmental features and addressing climate change and its impacts. The Climate Change Early Planning Grant has allowed the City to develop a strategy to reduce GHG emissions and VMT in line with the Puget Sound Regional Council's VISION 2050 and the regional goals in King County. It has also allowed the City to be responsive to the community's desire to address climate change and lay a strong foundation for its forthcoming 2024 Comprehensive Plan update.

This Reduction Strategy is part of an ongoing concerted effort by the City of Sammamish to reduce environmental impact at city, state, and regional levels. The City of Sammamish has previously engaged in efforts to improve its sustainability performance through the Environment & Conservation, Land Use, Parks, and Transportation elements in the City's Comprehensive Plan. This Reduction Strategy builds on the previous iteration of the Comprehensive Plan from 2015 while also aligning with the development of the most recent Comprehensive Plan and the City's Climate Action Plan (CAP). The VMT and GHG reduction measures in this report will also be included in the CAP along with reduction measures for other sectors.

Revised Code Washington (RCW) 36.70A

The Reduction Strategy also supports the City's compliance with Growth Management Act (GMA) goals as codified by RCW 36.70A. This rule requires cities and counties to develop a plan to manage the impacts of projected population growth. Under this rule, among other directives, the City must measure GHG emissions and VMT and establish a reporting protocol for strategies to reduce GHG and VMT. This Reduction Strategy satisfies both objectives while also providing the City with intentional direction in moving toward these goals.

K4C Commitments

From a regional perspective, this Reduction Strategy aligns with obligations the City must meet within King County and Puget Sound Regional Council. As a member of the King County-Cities Climate Collaboration (K4C), the City of Sammamish has committed to advancing the countywide goal of reducing carbon emissions 50% by 2030 and 95% by 2050 (relative to a 2007 baseline). This Reduction Strategy will support the City's obligations to the K4C countywide reduction goal.

Puget Sound Regional Council Vision 2050

The Puget Sound Regional Council's VISION 2050 strategy is the region's plan for sustainable growth, which requires a multi-county effort to curb emissions in a variety of sectors, including transportation. Aligning with the Puget Sound Regional Council's VISION 2050 and the King County Countywide Planning Policies (CPPs) is central to the City's 2024 Comprehensive Plan Periodic Update. VISION 2050 provides a regional roadmap for addressing climate change and outlines local measures focusing particularly on reducing GHG emissions and VMT. The King County CPPs, on the other hand, establish explicit objectives for curbing countywide GHG emissions. Both these frameworks serve as guides for the City in formulating local climate change initiatives. As such, the City of Sammamish will incorporate a Climate Change and Resiliency Element into the 2024 Comprehensive Plan.

City Goals

The overarching objective of this strategy is to create tailored goals to address the most material emissions sources from the City of Sammamish: Building Energy Use and Transportation. To ensure accountability and measure progress, the City has set two quantitative goals with target years to address each of these material emissions categories.

1. A GHG reduction goal of 50% reduction in GHGs by 2030 and 96% reduction by 2050 from a 2019 baseline.
2. A VMT reduction goal of reducing per capita VMT 30% by 2030 and 50% by 2050 relative to a 2016 baseline.

Baselining and Data Analysis

Brightworks used best-in-class Greenhouse Gas Protocol for Communities, an industry best practice for carbon accounting, to conduct the City of Sammamish GHG Inventory. In line with King County's inventory approach, Brightworks utilized the geographic-plus inventory approach. This approach quantifies GHG emissions from activities within the City of Sammamish's geographic boundary as well as emissions produced by electricity generation outside the geographic boundary but consumed within the City boundary.

After interviewing key City and regional stakeholders as well as conducting independent research, it was determined that the following emissions sources were material under the geographic-plus boundary and would be included in the City's emissions inventory: In-Boundary Transportation, Stationary Fuel Combustion, Grid Supplied Electricity. Within this baseline, the following emissions sources are not included: Agriculture, Forestry, and Other Land Use; Industrial Processes & Product Use; and In-Bound Waste and Wastewater.

Agriculture, Forestry, and Other Land Use and Industrial Processes & Product Use are not included as these sources are below the materiality threshold. In-Bound Waste and Wastewater is not included as an emissions source because waste and wastewater are managed outside the City of Sammamish borders. Once material emissions sources were determined, various City and regional stakeholders were interviewed to understand data availability and sources that could be used to calculate GHG emissions within the boundary.

Figure 1 illustrates the data used for each material emissions category and the stakeholders engaged in obtaining this data.

Category	Activity Data	Sources and Stakeholders
Transportation	Daily and annual vehicle miles traveled	VMT engineers at Sammamish Public Works, Puget Sound Regional Council, King County
Building and Industry (Electricity)	kWh consumption	Puget Sound Energy
Building and Industry (Natural Gas and Oil)	Natural gas use	Puget Sound Energy

Figure 1: Data used for material emissions categories

The City of Sammamish established 2019 as its baseline year to understand its emissions footprint and track changes in emissions over time. The calendar year 2019 was selected as the baseline (as a proxy for 2007 data) because it is best practice to use the most recent year with robust data availability for material emission categories. The City's 2019 baseline emissions are 514,430 MTCO2e, and the proportion of material emissions are illustrated in Figure 2.

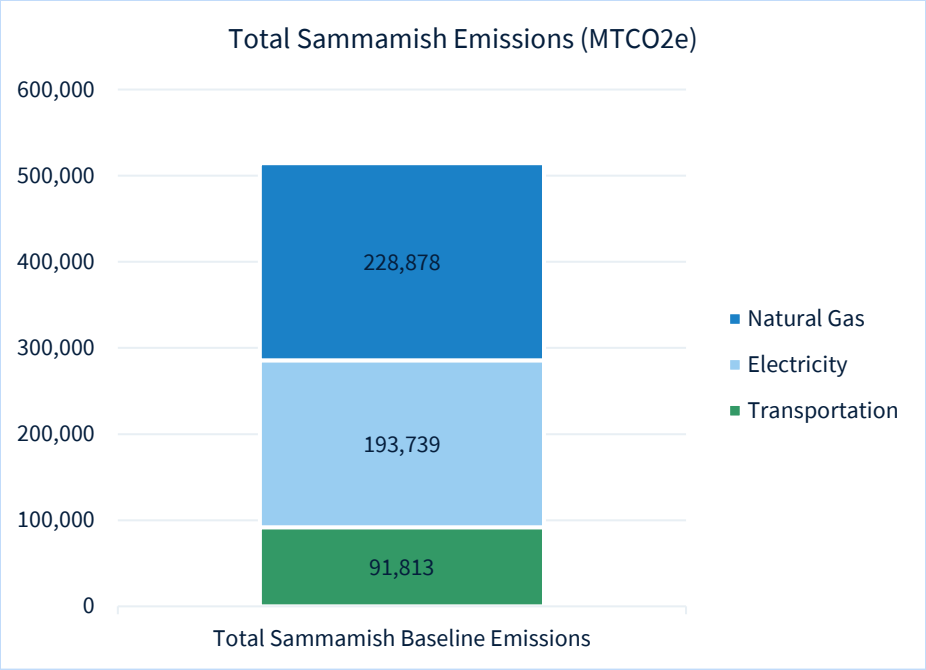

Figure 2: The City of Sammamish's baseline emissions inventory

Stakeholder Engagement

The development of the City of Sammamish's Reduction Strategy hinged significantly on comprehensive stakeholder engagement. The formulation of these measures involved consultations with city and regional stakeholders, helping to enhance comprehension of alignment with regional blueprints, ongoing and prospective efforts of relevant city agencies concerning these measures, and potential obstacles these measures might encounter. Figure 3 presents an overview of the stakeholders consulted in the initial phase and the crucial feedback they offered. After a first draft of measures was created, those measures were socialized with the Planning Commission and City Council, who each had the opportunity to provide feedback on the measures and measure language.

Stakeholder Group	Key Feedback
K4C and Cascadia Consulting	Feedback on goals and actions, alignment with K4C model policies
City of Sammamish Department of Community Development	Identified measures that aligned with or duplicated existing policies and opportunities to improve Reduction Strategy Actions
City of Sammamish Parks, Recreation and Facilities Department	Insight on current and upcoming work in alignment with proposed measures; suggested alterations to measure language
City of Sammamish Public Works Department	Indicated measures that upcoming work would address and identified challenges presented by specific measures
Sammamish Plateau Water	Insight into how proposed measures would impact District Operations

Stakeholder Group	Key Feedback
Puget Sound Energy	Highlighted areas of synergy in existing PSE efforts, and additional considerations for measures related to electricity
Northeast Sammamish Water & Sewer District	Engaged in initial baselining and project understanding
Planning Commission	Suggested changes to measure language and identified areas of impact that needed further attention
City Council	Recommended alterations to the measures and areas of overlap, highlighted areas of alignment with other City initiatives

Figure 3: Key stakeholders consulted and key feedback

This feedback was synthesized, incorporated into a final set of measures, and categorized into either Transportation or Energy based on their impact area. Within these categories, measures were further sorted into City and Community Measures. City Measures focus on actions that the City of Sammamish can directly take to reduce GHG emissions and/or VMT and apply to government operations and actions directly under the control of the City. Community Measures focus on actions that the City can support but are not directly related to government operations within the City.

An overview of the measure categories is illustrated in Figure 4. These measures will be covered in more depth in the next section.

Energy	Transportation
City Actions	City Actions
Promote Citywide Energy Efficiency	Promote Citywide Commute Reduction Program
Create and revise building codes and standards to promote decreased emissions in the buildings sector	Support Electric Vehicles Citywide
Promote citywide low-carbon electricity programs and initiatives	Create Fleet Vehicles Best Practice Standards
	Advance Citywide Clean Transportation
Community Actions	Community Actions
Promote Low-Carbon Electricity	Promote Community-wide Commute Trip Reduction
Promote Community Energy Programs	Engage in Partnerships and Education
Community-Based Advocacy	Promote Community-wide Electric Vehicles
	Advocate for Community-wide Clean Transportation

Figure 4: Overview of Transportation and Energy Measures

These measures will also be included in the larger City of Sammamish Climate Action Plan (CAP) along with measures that address Waste, Water, Natural Environment, and others. There will be additional opportunities to fine-tune these Energy and Transportation measures during the CAP process, and more community input on the measures will be gathered through the Community Advisory Group (CAG) as well as tabling at City events and other methods.

Goals and Actions

Goals designed to reduce GHG emissions and VMT were developed in alignment with regional guidance, specifically the K4C model policies and Puget Sound Regional Council Guidance on GHG emission and VMT reduction. Within each goal are a broad array of actions the City and greater Sammamish community can take to reduce emissions and/or VMT within the residential building and transportation sectors.

Residential Buildings and Energy (RBE)

Residential buildings and energy usage comprise a large portion of emissions globally and within the City of Sammamish. The City's GHG emissions inventory illustrates that the majority of the City's emissions, approximately 82%, are attributable to energy use, and as a city comprised largely of single-family dwelling units, residential building energy use makes up the majority of these emissions. In addition to being the largest source of emissions, residential energy use also poses an opportunity for numerous co-benefits from reducing emissions from building energy, including human health, economic development, and cost savings.

Below is an overview of emissions reduction measures in the residential building and energy use sector. These measures are broken up into City Measures and Community Measures, as highlighted below. Please see the Appendix for a detailed description of specific measurement metrics and a list of co-benefits.

City Goals and Actions

City goals include actions the City of Sammamish can undertake to directly reduce GHG emissions. These actions apply to government operations and actions directly under the control of the City of Sammamish. Actions are grouped into an overarching program and goal to avoid redundancies and ensure alignment with the holistic climate action of the City.

Goal RBE 1: Promote citywide energy efficiency

Action	Description
RBE 1.1	Make energy efficiency improvements to upgrade equipment or improve building envelope, insulation, and/or weatherization
RBE 1.2	Implement retro-commissioning in City-owned & operated buildings where appropriate.
RBE 1.3	Install motion sensors for all indoor lighting in owned buildings and automatic timers on equipment and appliances where they are not already in use.

Action	Description
RBE 1.4	Establish a purchasing policy that requires any capital upgrade projects to consider the most efficient equipment available within a reasonable cost. A cost analysis must be performed.
RBE 1.5	Create an energy task force to identify all opportunities to save money through smarter actions internally.
RBE 1.6	Conduct energy audits in all City owned and operated buildings, partnering with the local utility and private contractors.

Goal RBE 2: Create and revise building policies and standards to promote decreased emissions in the buildings sector

Action	Description
RBE 2.1	Establish a policy to reach Net Zero Energy for new and existing city-owned facilities.
RBE 2.2	Require building energy performance disclosure and benchmarking from all privately-owned commercial buildings by 2030.
RBE 2.3	Incentivize through zoning code green certification programs for commercial and multi-family buildings and development, including Built Green, LEED, and Salmon-Safe Urban Development Certification.
RBE 2.4	Creating Low Impact Development (LID) design standards aimed at reducing greenhouse gas emissions by promoting sustainable development practices.
RBE 2.5	Support all-electric new and existing construction.

Goal RBE 3: Promote citywide low-carbon electricity programs and initiatives

Action	Description
RBE 3.1	Establish energy consumption baseline for all owned and leased buildings and develop energy reduction goals and targets.
RBE 3.2	Enroll in Puget Sound Energy's (PSE) Green Power Program.
RBE 3.3	Increase renewable energy use across municipal facilities.

Keys to Success

Several factors are necessary for the City Energy Goals and Actions to be successful. Primarily, a collaboration between core City agencies and departments is paramount. Throughout the process of developing and approving these actions, many of these agencies and departments were consulted for feedback. For successful implementation, it will be necessary for ongoing coordination between the Department of Public Works, Parks, Facilities, Fleet, and Contract Administration groups to achieve many of these actions. The City is currently in the process of hiring a Sustainability Coordinator, who will be a valuable resource in managing this coordination.

Another significant effort in achieving these goals will be continuing an effective collaborative relationship with Puget Sound Energy (PSE), the electric and natural gas utility provider. The City will need to strengthen its existing relationship with PSE through additional collaboration and partnership to achieve these ambitious actions. Collaboration on building grid capacity and resiliency will be crucial for actions requiring greater grid capacity, such as supporting all-electric construction and establishing a Net Zero Energy policy for city-owned facilities. Additionally, the City will examine new programs, such as the Green Power Program, or potentially participating in new renewable energy programs to achieve some of these actions.

Lastly, training and resources for City staff on relevant topics will be essential to achieving these goals. The City Energy Goals and Actions rely heavily upon various City departments, and some actions will introduce new skills or activities. Ensuring City staff are equipped with the necessary knowledge and skills to support these actions will be critical. Specifically, the action focused on implementing retro-commissioning in City owned and operated buildings will require that Facilities staff be trained on an annual or as-needed basis to ensure proper building operation. The City will need to review the budget and professional development goals to ensure the appropriate training cadence.

Community Goals and Actions

Community Goals include actions in which the Sammamish community must be involved to ensure success. These measures may be supported by City funding, resources, or initiatives, but ultimately will require action from members of the community to realize any outcomes and achieve actual GHG reductions. Actions are grouped into an overarching program and goal to avoid redundancies and ensure alignment with the holistic climate action goals of the city.

Goal 4: Promote community low-carbon electricity programs and initiatives

Action	Description
RBE 4.1	Encourage businesses, large energy users, and residents to enroll in Puget Sound Energy's (PSE) Green Power Program.
RBE 4.2	Encourage residents to participate in programs and initiatives to reduce energy use, such as the Eastside Climate Challenge and other opportunities.
RBE 4.3	Support and remove barriers to installing residential & small business renewable energy systems, as well as community solar.

Goal 5: Promote community energy programs

Action	Description
RBE 5.1	Support and expand building energy efficiency and electrification programs for residents and businesses to reduce building energy use and improve energy resilience, including a focus on affordable housing.
RBE 5.2	Develop and implement community-scale built environment programs and policies to reduce energy use, increase the use of renewable energy, and phase out use of fossil fuels.

Action	Description
RBE 5.3	Cultivate a contractor network to promote the implementation of green infrastructure and energy-efficient home upgrades.
RBE 5.4	Incentivize Low-Carbon and Sustainable Materials in Building Projects.

Goal 6: Advance community-based advocacy efforts

Action	Description
RBE 6.1	Advocate for proper use, monitoring, and disposal of refrigerants in commercial and residential buildings.
RBE 6.2	Develop and implement a Community Energy Conservation and GHG Emissions Reduction Education Program.
RBE 6.3	Continue to support the development of local and regional biogas resources.

Keys to Success

The successful implementation of the Community Energy Goals relies heavily on effective communication and community outreach. Many of these actions aim to involve community members in new home efficiency programs and educate renters and homeowners on actionable steps they can take. Collaborating with reputable community organizations is crucial for impactful outreach. The City plans to partner with faith-based organizations, schools, and neighborhood associations, among others - to connect with community members, prioritizing those who can significantly benefit from energy efficiency cost savings to uphold an equitable approach. Effective collaboration with multi-family and commercial mixed-use developers and building owners will also be essential in reaching community members and successfully advancing these actions. Strong relationships and collaboration with developers in the region will be necessary for actions that pertain to new developments. For actions relating to existing buildings, building effective communication channels with homeowners, and building owners who lease to residents will be necessary for effective implementation.

Equally important for success is the formation of new partnerships and capitalizing on existing regional collaborations to carry out actions centered on residential energy efficiency and electrification upgrades. Specifically, for measures intending to implement large-scale residential energy efficiency and electrification enhancements, the City should continue strengthening its relationship with PSE and explore additional regional partnerships that may support or contribute to this action.

Lastly, crafting and disseminating incentives will be a significant factor in the success of these actions. For actions intended for renters or homeowners making changes to their dwellings, it will be critical to ascertain appropriate incentives - such as rebates or tax deductions - at federal, state, and municipal levels and clearly share how residents can leverage these. Moreover, for the actions focusing on developing an energy-efficient home upgrades program, it's essential to communicate to contractors the incentives to develop and maintain skills centered on green infrastructure. Establishing a recognition program or another incentive program and communicating this to the local contractor network will be crucial for the success of this action.

Transportation and Land Use (TLU)

In addition to residential buildings and energy, transportation and land use are another significant area of impact. Emissions from transportation make up almost 18% of total emissions in the City of Sammamish, the majority of which come from passenger vehicles. The following goals and actions focus on reducing emissions from passenger vehicles, reimagining mobility within the City, and planning for intentional land use decisions. As in the Residential Buildings & Energy section, these actions are categorized into City and Community actions, and a more detailed description can be found in the Appendix.

City Goals and Actions

Goal TLU 1: Promote citywide commute reduction programs

Action	Description
TLU 1.1	Continue allowing eligible City employees to telecommute and maintain multiple teleconferencing options for employees and city stakeholders, including virtual options for all meetings by default.
TLU 1.2	Provide flex schedules for those who require work on-site, such as a 4/10 or 9/80 program to help cut down further on trips for those who are not eligible for telework.
TLU 1.3	Enhance and expand the City's Commute Trip Reduction (CTR) program to encourage strategies like ridesharing programs, biking, public transit, carpool matching, and vanpools for City employees.
TLU 1.4	Expand existing travel policies to apply to all City departments and increase criteria limiting unnecessary air travel; explore purchasing carbon offsets for 80% of necessary travel.
TLU 1.5	Address transportation comprehensively, considering land use, environmental issues, and design considerations to support sustainable growth and development.

Goal TLU 2: Support electric vehicles citywide

Action	Description
TLU 2.1	Expand EV charging infrastructure across the City, including at City buildings, City-owned/operated parking facilities, and public lands.
TLU 2.2	Create a Fleet Electrification Plan for all City vehicles.

Goal TLU 3: Create fleet vehicle best practice standards

Action	Description
TLU 3.1	Increase the energy efficiency of transit buses and fleet vehicles through a green vehicle selection process.
TLU 3.2	Explore the opportunity to use fleet management and GPS tracking technology, such as Telematics, to measure and manage fleet miles and idle time and optimize standard routes.

Goal TLU 4: Advance citywide clean transportation

Action	Description
TLU 4.1	Support state and regional requirements for electric delivery vehicles and Transportation Network Corporations (TNCs).
TLU 4.2	Promote a Sustainable Student Transportation Program.
TLU 4.3	Support Residential EV Charging.

Keys to Success

Sustained collaboration between City agencies and departments will be fundamental to successfully implementing City Transportation and Land Use Goals and Actions. Within this set of actions, coordinated efforts will be necessary among the Parks, Recreation, and Facilities and Public Works Departments, and the forthcoming City Sustainability Coordinator, who will assist in organizing this internal coordination. Additionally, effective communication to City staff on eligibility for enhanced telecommuting and/or teleworking programs will be imperative.

Partnership with local organizations, utilities, and state and regional government agencies will also be essential to progress these actions. Continuing the productive relationship between City transportation staff and staff from the three local school districts to promote sustainable student transportation options builds on existing relationships and structures. Additionally, working with PSE and state and regional government agencies to support electric vehicle regulations, building codes, and zoning changes will advance large-scale actions related to transportation and land use.

Community Goals and Actions

Goal TLU 5: Promote community-wide commute trip reductions

Action	Description
TLU 5.1	Prepare for dense, mixed-use, and transit-oriented developments (TOD).
TLU 5.2	Update land use policies and adjust the City's future land use map to align with State, Regional, and County efforts to prioritize transit-oriented development & affordable housing.
TLU 5.3	Encourage and incentivize employers to offer work-from-home and flexible work schedules.
TLU 5.4	Maintain safe and connected bike & pedestrian lanes, trails, and sidewalks.
TLU 5.5	Promote Smart Growth by incorporating mixed-use zones and defining activity centers within the city.
TLU 5.6	Maintain affordability and access to safe, connected, and convenient transit options for low-income and historically marginalized communities.

Goal TLU 6: Engage in partnerships and education programs

Action	Description
TLU 6.1	Identify and educate freight operators and drivers on fuel efficiency actions to improve the efficiency of freight movement within the region, prioritizing air quality improvement in most impacted communities.
TLU 6.2	Partner with public transport services, frontline community organizations, and strategic surrounding jurisdictions to pilot new routes and diverse transit options to improve efficiency & reliability while maintaining affordability.
TLU 6.3	Implement a comprehensive bike training and safety education program for cyclists and motorists to promote safe interactions on the road and foster a more sustainable and inclusive transportation culture.
TLU 6.4	Launch a community-wide education campaign on sustainable commute alternatives emphasizing the practical and effective actions they can take to reduce their vehicle miles traveled (VMT) and lower greenhouse gas (GHG) emissions from transportation. This may include information on driving more efficiently, encouraging alternative transportation modes, and partnerships with local businesses.

Goal TLU 7: Promote community-wide electric vehicles

Action	Description
TLU 7.1	Require and incentivize EV charging infrastructure across the city for new construction and major renovations, including at city buildings, multi-family homes, apartment buildings, major employer buildings, and parking garages.
TLU 7.2	Work with businesses to incentivize the transition to low-carbon or electric vehicles.

Goal TLU 8: Advocate for community-wide clean transportation

Action	Description
TLU 8.1	Support stronger regional or statewide Clean Fuel Standards.
TLU 8.2	Partner with public transport services, frontline community organizations, and strategic surrounding jurisdictions to pilot new routes and diverse transit options to improve efficiency & reliability while maintaining affordability.
TLU 8.3	Leverage regional efforts and provide incentives to encourage purchasing of electric vehicles (with a focus on stronger incentives for low-income residents).
TLU 8.4	Support equitable traffic demand management policies at the County & State level.

Keys to Success

Developing and growing effective partnerships will be vital in executing the Community Transportation & Land Use Goals and Actions. Within the Advocacy Program actions, identifying appropriate partnerships for the Bike Training and Safety Measure and the actions focused on piloting new diverse transit options is an important step in moving those measures forward in an equitable manner. Furthermore, the

Partnerships & Education Actions are inherently dependent on growing existing relationships with King County Metro and surrounding jurisdictions, as well as identifying new, relevant partners.

Like the Community Energy Actions, effective communication and outreach will be necessary for the success of these actions. Because many of these actions are focused on equity and accessibility, establishing partnerships with trusted organizations will be critical. Furthermore, the City will need to create effective written, verbal, and graphical communication around many of these Transportation initiatives so that all community members can access the information and the programs are appropriately utilized by residents.

Implementation and Next Steps

The strategy outlined in this report is an exciting challenge for the City of Sammamish in its goal to create a more healthy, equitable, and sustainable community for its residents and natural resources. By focusing efforts on residential energy use, transportation, and land use, the City is taking steps to address key sources of GHG emissions. In addition to emissions reductions, these strategies will deliver numerous other benefits, including cost savings, improved indoor air quality, and increased building occupant comfort. The City is developing a system of checks and balances to ensure the effective implementation of these plans.

Metrics and Tracking

Metrics for each action have been identified in the Appendix to this document, allowing the City to track its progress over time and determine progress toward established goals. These identified metrics will help provide concrete data that can be used to identify which strategies are working and which are not, enabling the City of Sammamish to make informed decisions about where to focus its efforts.

Climate Action Planning

The City is currently engaged in a larger Climate Action Plan (CAP) process, which will include these strategies for reducing transportation and residential energy use emissions. The CAP will focus on these sectors and provide additional water, waste, natural environment, and resiliency considerations. Specific measures will be developed for these categories and combined with those for residential energy and transportation within the CAP. The Sammamish City Council and Planning Commission have been deeply integrated into the CAP development process, providing feedback at critical points on measure development, timeline, and overall scope. An implementation matrix will be developed as part of the CAP process to create tangible actions to execute and to assign ownership of these tasks to ensure successful implementation.

Comprehensive Planning

Additionally, the City is in the process of updating its Comprehensive Plan. In this cycle, it will be adding a Climate chapter for the first time in the City's history. The Climate chapter will include the transportation and energy use measures in the larger context of how the City of Sammamish will address climate issues over the next 20 years. Below is a roadmap showing how comprehensive planning, climate action planning, and other sustainability initiatives overlap and interplay with the Reduction Strategy.

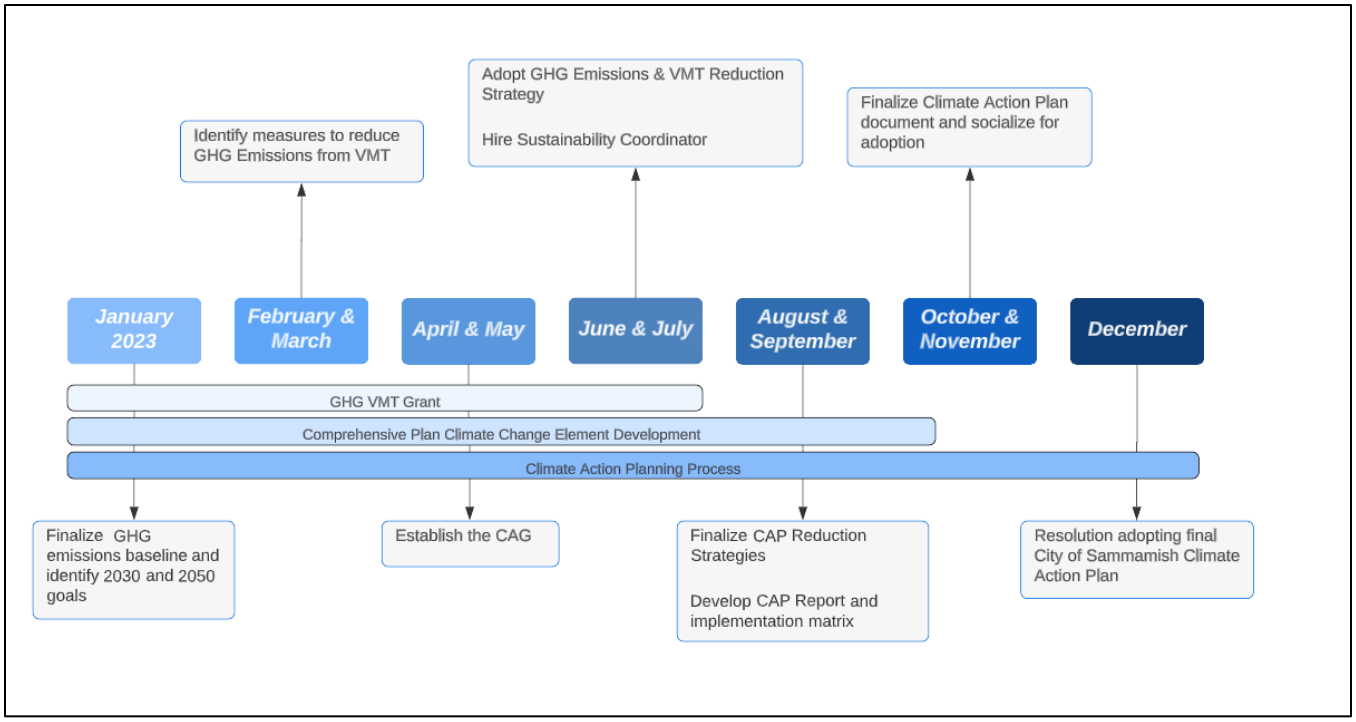

Figure 5: 2023 Climate Action Roadmap

Community Advisory Group

Community engagement will be essential to effectively implementing this plan and the transportation and residential energy reduction strategies. A Community Advisory Group (CAG) has been established as part of the Climate Action Planning process. The purpose of the CAG is to have a consistent group of community members who provide guidance and input on development and implementation throughout the CAP process. As of the publication of this report, the CAG members have been appointed and have been meeting monthly to provide feedback on the measures in this report and other components of the CAP. Furthermore, the CAG will play a pivotal role in implementing these measures and others included in the CAP. CAG members will be included in developing the implementation matrix and will ensure community voices are accounted for in the implementation process.

City Sustainability Staff

Lastly, the City of Sammamish is currently in the process of hiring a Sustainability Manager, a position that will focus on advancing sustainability initiatives within the City. This individual will play a key role in overseeing the implementation of this Reduction Strategy and managing many of the actions in executing the CAP. The Sustainability Manager will facilitate stakeholder buy-in with other city departments, residents, and community partners through regular communication, events, and initiatives. This position will also monitor progress and make necessary adjustments as conditions change, track metrics identified for each measure, collect relevant input and data, and monitor overall progress. This role will be able to work closely with different departments to exert ongoing influence in decision-making and ensure that sustainability is integrated into all relevant City policies.

Appendix

Energy Goals

City Energy Goals

Promote citywide energy efficiency

Action		Metric(s)	Description	Co-Benefits
RBE 1.1	Make energy efficiency improvements to upgrade equipment or improve building envelope, insulation, and/or weatherization	% kWh reduction in buildings with efficiency improvements	Energy efficiency improvements, such as upgrading equipment or improving the building envelope, insulation, and weatherization, can result in significant cost savings, reduced energy consumption, and improved comfort and indoor air quality. These improvements can also contribute to environmental sustainability and resilience by reducing greenhouse gas emissions and enhancing the durability and performance of buildings.	Cost savings Increased occupant comfort Improved indoor air quality
RBE 1.2	Implement retro-commissioning in City-owned & operated buildings where appropriate.	% kWh reduction in buildings that have undergone retro-commissioning # of City-owned & operated buildings that undergo retro-commissioning	Retro-commissioning can help optimize building systems and equipment. Operationalizing this effort may include additions to future budget cycles for all buildings; on average, every 10 years. The City of Sammamish will ensure that Facilities staff are trained on an annual or as-needed basis to ensure proper building operation.	Operational cost savings Increased occupant comfort Improved indoor air quality Enhanced building performance and reliability
RBE 1.3	Install motion sensors for all indoor lighting in owned buildings and automatic timers on equipment and appliances where they are not already in use.	% kWh reduction in buildings that use motion sensors compared to the baseline year prior to using	Motion sensors can turn off lights in unoccupied areas and prevent energy waste, while automatic timers can switch off equipment and appliances when they are not in use, further reducing energy consumption. In order to operationalize this measure, the City can look to add to future budget cycle for City Hall; incorporated with complete lighting retrofit with upgrade to LED fixtures.	Operational cost savings Improved building performance
RBE 1.4	Establish a purchasing policy that requires any capital upgrade projects to consider the most efficient equipment available	% of capital improvement projects utilizing energy efficiency equipment under new policy	Establishing a purchasing policy that requires consideration of the most efficient equipment available within reasonable cost for capital upgrade projects. Policies may provide preference for Energy Star appliances, require life-cycle cost analysis, or green building purchasing requirements. This	Operational cost savings Reduced energy consumption

Promote citywide energy efficiency

Action		Metric(s)	Description	Co-Benefits
	within a reasonable cost. A cost analysis must be performed.		would need to be coordinated with Public Works, Parks, Facilities, Fleet, and Contract Administration groups.	Improved building performance and reliability
RBE 1.5	Create an energy task force to identify all opportunities to save money through smarter actions internally.	$ saved year over year	The task force can conduct energy audits, benchmarking, and monitoring to identify areas of energy waste and prioritize energy-saving initiatives, such as upgrading equipment, optimizing operations, and promoting behavior change. This would need to be coordinated with Public Works, Parks, Facilities, Fleet, and Contract Administration groups.	Cost savings for the City and residents
RBE 1.6	Conduct energy audits in all City owned and operated buildings, partnering with the local utility and private contractors.	# energy audits performed on City-owned buildings year over year	An energy audit is a comprehensive assessment of a building's energy performance that identifies opportunities for energy savings and cost reductions. It typically involves analyzing the building's energy use patterns, systems, and equipment to determine areas of energy waste and prioritize energy-saving initiatives.	Operational cost savings Increased occupant comfort Improved indoor air quality Increased building performance

Create & revise building policies & standards to promote decreased emissions in the buildings sector

Action		Metric(s)	Description	Co-Benefits
RBE 2.1	Establish a policy to reach Net Zero Energy for new and existing city-owned facilities.	% existing municipal facilities retrofitted to standard % kWh reduction in newly constructed buildings compared to baseline building	Establish a policy that aims to achieve net zero energy status for all new city-owned facilities by 2030 and net zero energy status for all existing city-owned facilities by 2040. The policy will apply to all new and existing city-owned facilities, including municipal buildings. Actions to achieve these goals may include the adoption of design and construction guidelines, evaluation of onsite renewable energy generation, purchasing renewable energy certificates (RECs), and/or participating in community renewable energy programs from PSE.	Increased occupant comfort Improved indoor air quality Mitigate regulatory risk of potential future state/federal regulation

Create & revise building policies & standards to promote decreased emissions in the buildings sector

Action		Metric(s)	Description	Co-Benefits
RBE 2.2	Require building energy performance disclosure and benchmarking from all privately-owned commercial buildings by 2030.	% privately-owned buildings that comply with disclosure and benchmarking	Energy use disclosure and benchmarking are practices used to track and improve the energy efficiency of buildings through public reporting and data collection. Tracking energy use can be accomplished through the EPA Energy Star ENERGY STAR Portfolio Manager. Policy may additionally target energy use disclosure and benchmarking for buildings, starting with commercial and multifamily buildings over a size threshold and requiring building energy performance disclosure and benchmarking from all privately-owned commercial buildings by 2030.	Increased occupant comfort Increased building performance
RBE 2.3	Incentivize through zoning code green certification programs for commercial and multi-family buildings and development, including Built Green, LEED, and Salmon-Safe Urban Development Certification.	# of new buildings with green certifications	The goal of this measure is to develop policies, codes, and programs that incentivize green certification programs, such as Built Green, LEED, and Salmon-Safe Urban Development Certification, for commercial and multi-family buildings and development. The zoning code can offer incentives, such as density bonuses, expedited permitting, or reduced fees, to projects that achieve a certain level of green certification.	Increased resource conservation Increased community resilience Increased community health
RBE 2.4	Creating Low Impact Development (LID) design standards aimed at reducing greenhouse gas emissions by promoting sustainable development practices.	# projects utilizing LID design standards year over year	The creation of Low Impact Development (LID) design standards prioritizes sustainable development practices that minimize the environmental impact of new development. These standards may include specific policies, such as stormwater management, preservation of natural vegetation, energy efficiency, and promotion of compact, walkable, and bike-friendly development patterns. The development of these standards is included in the Phase III Development Regulations update project, which is scheduled to begin in 2025.	Increased human health Increased preservation of natural resources Reduced energy consumption
RBE 2.5	Support all-electric new and existing construction.	% new all-electric buildings year over year	The City of Sammamish will encourage the adoption of all-electric building systems and technologies in new and existing construction projects. This may include updating building codes, zoning regulations, and permitting processes to facilitate all-electric construction and retrofits and/or providing incentives and financing options to encourage the transition to all-electric building systems. As part of this process, the City will collaborate with PSE, developers, contractors, and other stakeholders to support the adoption of all-electric construction practices.	Increased occupant comfort Improved indoor air quality Increased building resilience Long-term operational cost savings

Promote citywide low-carbon electricity programs and initiatives

Actions		Metric(s)	Description	Co-Benefits
RBE 3.1	Establish energy consumption baseline for all owned and leased buildings and develop energy reduction goals and targets.	% of buildings that meet or exceed goals year over year	Establishing an energy consumption baseline for all owned and leased buildings and developing energy reduction goals and targets can help identify opportunities for energy savings, prioritize investments in energy efficiency measures, and track progress towards sustainability goals. Maintenance and Operations is starting this process in 2023 using EPA Energy Star Portfolio Manager and will submit results of benchmarking for City Hall to WA-Dept of Commerce Clean Building Act for early adopter program. As part of this measure, Staff should ensure energy consumption is monitored correctly in all buildings and reviewed on a regular basis. Energy metering shall be added to buildings where its missing.	Reduced energy consumption Increased cost savings
RBE 3.2	Enroll in Puget Sound Energy's (PSE) Green Power Program.	% City Departments enrolled in the program	Puget Sound Energy's Green Power Program is a voluntary program that allows customers to purchase renewable energy from wind, solar, and biomass sources to support the development of sustainable energy, reduce their carbon footprint, and promote renewable energy projects. Some City departments are currently enrolled in the program while others are not. In order to adopt the Green Power Program more widely, departments may need to research how this program could affect their operations. PSE is prepared to meet with the City to discuss next steps.	Increased number of renewable energy projects regionally
RBE 3.3	Increase renewable energy use across municipal facilities.	% kWh procured from renewable sources $ on renewable sources vs. fossil fuel year over year	Conduct feasibility assessments for onsite renewable energy systems, such as solar photovoltaic, solar thermal, and/or small-scale hydroelectric or geothermal systems, for each municipal facility. Where feasible, the City will develop and implement plans to install onsite renewable energy systems, considering factors such as available space, local climate, grid capacity, and cost-effectiveness. As part of this initiative, the City shall establish a dedicated budget and timeline for the installation and maintenance of onsite renewable energy systems.	Potential cost savings Increased resiliency

Community Energy Goals

Promote community low-carbon electricity programs and initiatives

Actions		Metric(s)	Description	Co-Benefits
RBE 4.1	Encourage businesses, large energy users, and residents to enroll in Puget Sound Energy's (PSE) Green Power Program.	% small businesses and households enrolled in the program	The City of Sammamish can develop low-carbon energy outreach programs for residents and businesses by partnering with PSE and other local jurisdictions. Green Power is a way to match 100% of electricity usage with renewable energy. Participants pay more to cover the additional cost of renewable energy and reduce their carbon footprints.	Increased number of renewable energy projects regionally
RBE 4.2	Encourage residents to participate in programs and initiatives to reduce energy use, such as the Eastside Climate Challenge and other opportunities.	% households enrolled in each program # of programs and initiatives available to residents	The City of Sammamish will promote programs and initiatives available to assist residents in reducing their energy usage.	Increased community awareness Potential cost savings Reducing investment in infrastructure
RBE 4.3	Support and remove barriers to installing residential & small business renewable energy systems, as well as community solar.	# community solar and/or small business renewable energy systems year over year	The goal of this measure is to develop and implement community-scale built environment programs and policies to increase the use of renewable energy and phase out the use of fossil fuels. This could include programs that educate community members about incentives for emerging alternative energy technology, such as tax exemptions for solar installations, and increase citizen awareness of existing solar arrays and water heating systems in the city. Additional ways to expand local onsite renewable energy production include installation at municipal facilities, support of incentive programs, and coordination of community-based partnership projects and programs. The City can help achieve this through code amendments, process improvement, and City-coordinated grants and advocacy.	Potential cost savings Increased resiliency

Promote community energy programs

Actions		Metric(s)	Description	Co-Benefits
RBE 5.1	Support and expand building energy efficiency and electrification programs for residents and businesses to reduce building energy use and improve energy resilience, including a focus on affordable housing.	% households (income qualified and not) participating in the program	Develop energy efficiency outreach programs for residents and businesses by partnering with PSE and other local jurisdictions with the goals to identify and select appropriate and cost-effective energy improvements. this could include public outreach on benefits of switching from fossil fuels to electric appliances (e.g., hot water heaters, stoves, and laundry dryers). Incentivize a full transition to electric or solar thermal heating/cooling and electric water heating (solar or heat pumps) for existing commercial and residential buildings, prioritizing historically underserved communities.	Increased operational cost savings Increased resiliency Increased equity
RBE 5.2	Develop and implement community-scale built environment programs and policies to reduce energy use, increase the use of renewable energy, and phase out use of fossil fuels.	# households (income qualified and not) participating in the program	Programs may include energy loans, residential efficiency retrofits, and fossil fuel reduction and transition incentives and programs. Conduct public outreach on benefits of switching from fossil fuels to electric appliances (e.g., hot water heaters, stoves, and laundry dryers). Explore and promote low interest loan options and incentive programs to finance energy efficiency upgrades for commercial and residential buildings, while seeking other finance mechanisms to fill in potential funding gaps. Investments and programs should be prioritized in historically underserved areas.	Increased operational cost savings Increased resiliency Increased equity
RBE 5.3	Cultivate a contractor network to promote the implementation of green infrastructure and energy-efficient home upgrades.	# qualified contractors year over year % household (income qualified and not) participating in the program	This measure aims to establish partnerships with green infrastructure programs and cultivate a contractor network to promote the implementation of green infrastructure and energy-efficient home upgrades. Sammamish will identify and collaborate with existing green infrastructure programs, to share best practices, resources, and technical expertise, as well as coordinate with educational institutions and training centers to provide green infrastructure and energy efficiency training and certification programs for contractors. As part of this process, the City will develop and maintain a list of qualified contractors experienced in green infrastructure implementation and energy-efficient home upgrades and provide resources, training, and technical assistance to contractors to improve their understanding and application of green infrastructure and energy efficiency best practices. The City may choose to establish a recognition program to showcase contractors who demonstrate exceptional commitment to green infrastructure and energy-efficient home upgrades.	Increased green jobs Increased knowledge sharing Increased energy savings
RBE 5.4	Incentivize Low-Carbon and Sustainable Materials in Building Projects.	% spend on sustainable materials year over year	This measure aims to reduce greenhouse gas emissions, promote resource efficiency, and support the transition to a sustainable and low-carbon built environment by incentivizing developers to adopt low-carbon and sustainable	Increased indoor air quality

Promote community energy programs

Actions		Metric(s)	Description	Co-Benefits
			materials and practices, such as using electric vehicles, low-carbon concrete, and recycled materials, in their building projects. Incentive programs may use rebates, tax credits, grants, or performance-based incentives to encourage the use of low-carbon materials and construction methods.	

Advance community-based advocacy efforts

Actions		Metric(s)	Description	Co-Benefits
RBE 6.1	Advocate for proper use, monitoring, and disposal of refrigerants in commercial and residential buildings.	# projects that utilize proper refrigerant disposal	Refrigerants are chemical substances used in equipment to transfer heat and cool indoor environments. However, some of these refrigerants, such as chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs), are known to have high global warming potential (GWP) and can contribute to the depletion of the ozone layer. The emissions of these refrigerants into the atmosphere can contribute significantly to greenhouse gas (GHG) emissions.	Improved resident health

Advance community-based advocacy efforts

Actions		Metric(s)	Description	Co-Benefits
RBE 6.2	Develop and implement a Community Energy Conservation and GHG Emissions Reduction Education Program.	# residents impacted by education program # residents attending educational programming	This action will help educate residents on practical and effective actions they can take to reduce their energy use and lower greenhouse gas (GHG) emissions in the community. This measure aims to foster a culture of energy conservation, promote sustainable living practices, and contribute to the city's overall climate action goals. As part of this measure the City will: 1. Develop and disseminate educational materials, such as brochures, posters, and online resources, that provide information on energy conservation and GHG emissions reduction strategies, tips, and best practices. The City of Sammamish will also create user-friendly guides and checklists that help residents identify and prioritize energy-saving measures for their homes and daily routines. 2. Organize workshops, seminars, and training sessions for residents to learn about energy conservation, GHG emissions reduction, and sustainable living practices, including hands-on demonstrations of energy-efficient technologies and practices, such as home weatherization, smart thermostats, and energy-efficient lighting. 3. Develop and implement targeted outreach campaigns to engage residents in energy conservation and GHG emissions reduction initiatives. This may include collaborating with neighborhood associations, schools, and other community organizations to promote energy conservation and GHG emissions reduction education and awareness. The City of Sammamish will also organize community events, such as energy conservation fairs and neighborhood energy challenges, to encourage residents to take collective action in reducing their energy use and GHG emissions.	Reduced energy use Increased cost savings Increased community engagement
RBE 6.3	Continue to support the development of local and regional biogas resources.	# new regional biogas developments year over year	Biogas resources are renewable energy sources derived from the decomposition of organic matter, which can be used as fuel for heating, electricity generation, and transportation, while reducing greenhouse gas emissions and promoting sustainable waste management. Puget Sound Energy (PSE) has a renewable natural gas (RNG) program that customers can participate in.	Upcycling waste streams

Transportation Goals

City Transportation Goals

Promote citywide commute reduction programs

Actions		Metric	Description	Co-Benefits
TLU 1.1	Continue allowing eligible City employees to telecommute and maintain multiple teleconferencing options for employees and city stakeholders, including virtual options for all meetings by default.	% employee time spent telecommute vs. on site Reduction in VMT before and after policy update	The City of Sammamish currently has a telework policy that allows certain employees to telecommute and offers virtual meeting options by default. Identify internal and external employers and work with them to build programs to promote alternative modes of transportation provided it does not interfere with City Staff effectiveness or operations.	Increase in employee satisfaction Increase in employee productivity Cost savings for city
TLU 1.2	Provide flex schedules for those who require work on-site, such as a 4/10 or 9/80 program to help cut down further on trips for those who are not eligible for telework.	% employees using flex schedules before and after policy change	Flex schedules for those who are required to work onsite will help reduce transportation-related emissions, particularly for employees who are not eligible for telework. Field staff currently has the opportunity to utilize a 9/80 or 4/10 schedule depending on the season.	Increase in employee satisfaction Increase in employee productivity Cost savings for city
TLU 1.3	Enhance and expand the City's Commute Trip Reduction (CTR) program to encourage strategies like ridesharing programs, biking, public transit, carpool matching, and vanpools for City employees.	Miles traveled by City employees in each transit strategy	As part of this process, the City will evaluate the existing CTR program, identifying areas for improvement and opportunities for expansion and collect information from city employees on their current commuting habits and barriers to adopting alternative transportation options. Initiatives may include benefits for low-carbon commutes or programs providing commute alternatives for city employees. This may require survey work to identify opportunities related to inbound and outbound commute trips and the city may need to identify internal and external stakeholders and work with them to build a program that promotes alternative modes of transportation.	Increase in employee satisfaction Reduced particulate pollution
TLU 1.4	Expand existing travel policies to apply to all City departments and increase criteria limiting unnecessary air travel; explore purchasing carbon offsets for 80% of necessary travel.	# City departments adopting travel policies year over year % City travel covered by carbon offsets	The city already has an internal travel policy that limits out-of-state travel for work training and conferences when in-state options are available. Expanding these travel policies to apply to all city departments and limiting unnecessary air travel can reduce transportation-related emissions while exploring carbon offsets for necessary travel can help mitigate the remaining carbon footprint. There is also the opportunity to create specific policies aimed at limiting	Increase in employee productivity Cost savings for city

Promote citywide commute reduction programs

Actions		Metric	Description	Co-Benefits
			transportation emissions, such as limiting the use of short-haul flights (<300 miles) for business travel.	
TLU 1.5	Address transportation comprehensively, considering land use, environmental issues, and design considerations to support sustainable growth and development.	# of projects adhering to new guidelines	This initiative is thoroughly addressed in the Comprehensive Plan. The City will establish an interdepartmental working group, including representatives from transportation, planning, environment, and economic development departments, to ensure a comprehensive approach to transportation planning. This will include guidelines and best practices for incorporating land use, environmental, and design considerations into transportation projects.	Increase in natural resource conservation

Support electric vehicles citywide

Actions		Metric(s)	Description	Co-Benefits
TLU 2.1	Expand EV charging infrastructure across the City, including at City buildings, City-owned/operated parking facilities, and public lands.	# new and upgraded EV chargers installed year over year at City-owned locations	The City will assess the current availability and capacity of charging infrastructure within the city, identifying gaps and areas for improvement and develop a plan for installing and upgrading charging infrastructure, ensuring adequate coverage and capacity for the projected growth in electric vehicle use. This may include collaborating Puget Sound Energy to ensure sufficient electricity supply and grid capacity for the expanded charging infrastructure. Building out EV charging infrastructure with controlled price options is critical for promoting the widespread adoption of electric vehicles and achieving sustainable transportation goals. Price is often a barrier to EV infrastructure as price as third party charging vendors often inflate the cost of electricity being purchased over what PSE otherwise charges. This is already a City Council Goal and Objective in Council Workplan Item E5, and may require allocating funds in future budget cycles.	Increased equitable access to sustainable transportation
TLU 2.2	Create a Fleet Electrification Plan for all City vehicles.	% City fleet electrified year over year	Create a comprehensive Fleet Electrification Plan to transition all city vehicles to electric or other zero-emission alternatives by 2030 in order to reduce greenhouse gas emissions, improve local air quality, and demonstrate the city's commitment to sustainability and climate action. Conduct a comprehensive inventory of the city's current vehicle fleet, identifying vehicle types, age, fuel types, and usage patterns and identify the most suitable zero-	Improved local air quality

Support electric vehicles citywide

Actions		Metric(s)	Description	Co-Benefits
			emission vehicle alternatives for each vehicle type, considering factors such as range, charging infrastructure, and lifecycle costs.	

Create fleet vehicle best practice standards

Actions		Metric(s)	Description	Co-Benefits
TLU 3.1	Increase the energy efficiency of transit buses and fleet vehicles through a green vehicle selection process.	# City energy efficient fleet vehicles upgraded or added to fleet year over year	This can be achieved through the adoption of a green vehicle selection process that prioritizes energy efficiency, innovative technology vehicles, greenhouse gas-reducing fuels, and electric vehicles including the associated required infrastructure, where appropriate. A Fleet and Equipment Assessment is on the work plan for this year in Parks/ Maintenance & Operations. This assessment will help define a green vehicle selection process for new/replaced vehicles. Some of the larger vehicles used by Maintenance & Operations may not be feasible to be replaced with electric vehicles, and the process will need to consider inspection and maintenance needs for vehicle use and whether it is practical to have electric vehicles for those uses.	Long-term City cost savings Improved local air quality
TLU 3.2	Explore the opportunity to use fleet management and GPS tracking technology, such as Telematics, to measure and manage fleet miles and idle time and optimize standard routes.	% of City fleet utilizing GPS tracking technology	Using fleet management and GPS tracking technology such as telematics can help organizations optimize their fleet routes and reduce unnecessary vehicle miles traveled, which can lead to significant cost savings and reduce greenhouse gas emissions. Overall, this strategy will help to optimize routes, reduce fuel consumption, and improve the fleet efficiency. For this, the City of Sammamish will need to involve IT and maintenance for feedback and technology capacity.	Reduced traffic congestion Increase in employee productivity

Advance citywide clean transportation

Actions		Metric(s)	Description	Co-Benefits
TLU 4.1	Support state and regional requirements for electric delivery vehicles and Transportation Network Corporations (TNCs).	# of City incentives pertaining to use of EVs in delivery vehicles and related sectors # of new regional and/or state requirements passed around EV delivery vehicles and/or TNCs	Supporting state and regional requirements for electric delivery vehicles and Transportation Network Corporations (TNC's) can lead to significant reductions in transportation-related greenhouse gas emissions and air pollution. By requiring or incentivizing the use of electric vehicles in these sectors, cities can also help spur the growth of the EV market and create new jobs in the clean energy sector.	Increased green jobs
TLU 4.2	Promote a Sustainable Student Transportation Program.	# students utilizing district bus transportation % of district fleet buses electrified	Encourage parents to have their students take buses and collaborate with school officials to electrify the school bus fleet, in order to promote sustainable transportation, reduce greenhouse gas emissions, and improve community health. City transportation staff currently meet with the school district every other month to discuss TDM, traffic, and other transportation issues. The City will continue to support the free youth fare for anyone younger than 18 and encourage students and parents to participate in the SchoolPool program and collaborate with school officials for fleet electrification.	Improved local air quality Reduced traffic congestion
TLU 4.3	Support Residential EV Charging.	% new developments that are EV charge ready # residents installing EV charging infrastructure in homes year over year # new codes and/or zones that require or support EV charging readiness in new development or major retrofits	Collaborate with city departments, utility providers, and developers to develop and implement building codes and zoning regulations that require EV charging readiness in new residential homes. Provide guidance and support to developers and homeowners for complying with EV charging readiness requirements. As part of this program the City may develop incentive programs, such as rebates, tax credits, or grants, to encourage homeowners to install EV charging infrastructure in their homes.	Increased equitable access to sustainable transportation

Community Transportation Goals

Promote communitywide commute reductions

Actions		Metric(s)	Description	Co-Benefits
TLU 5.1	Prepare for dense, mixed-use, and transit-oriented developments (TOD).	# projects including TOD principles % of total new projects utilizing TOD principles	Provide incentives or requirements for traffic demand management (TDM) measures. This may include expedited permitting or density bonuses to encourage developers to adopt TOD principles in their projects, or regulations such as minimizing parking structures in favor of transit, rideshare, walking, and biking. Ensure future development avoids siting sensitive uses near high-volume roadways, to protect sensitive groups from transportation related air pollution.	Improved local air quality Reduced traffic congestion
TLU 5.2	Update land use policies and adjust the City's future land use map to align with State, Regional, and County efforts to prioritize transit-oriented development & affordable housing.	# Sammamish policies in alignment with State, Regional, and County language	This is a major focus of the 2024 Comprehensive Plan Periodic update and there is significant work on this topic to come in the City of Sammamish in 2023 and 2024.	Increase in natural resource conservation
TLU 5.3	Encourage and incentivize employers to offer work-from-home and flexible work schedules.	# of employers within City offering work-from-home and/or flexible work schedules	Collaborate with stakeholders, such as employers, public transit providers, and environmental organizations, to gather input and feedback on the existing program and potential enhancements. As part of this program, the city could offer grants to distribute to employers who want to participate in programs like vanpools, ridesharing programs, telecommuting, and car shares. Other options include developing guidelines and resources for employers on implementing effective work-from-home schedules. In order to ensure the success of these programs, it may be important to consider reliable broadband service in the city, inbound and outbound commute trips, and internal and external employers that may participate in the program.	Increased employee satisfaction Improved local air quality Reduced traffic congestion

Promote communitywide commute reductions

Actions		Metric(s)	Description	Co-Benefits
TLU 5.4	Maintain safe and connected bike & pedestrian lanes, trails, and sidewalks.	# bike and pedestrian lanes, trails, and sidewalks incorporated into new projects	To promote safe and equitable access for all modes of transportation, this measure may include incorporating bicycle, pedestrian, and transit infrastructure in new transportation and land use projects, as well as retrofitting existing local roadways to accommodate these modes. Specifically, projects should prioritize complete street design and include separators for bikes, pedestrians, and cars where appropriate. Additionally, investments and programs that address disparities in pedestrian and bicycle access and safety should receive priority. This should include pedestrian crossing improvements and add new crosswalks along bus routes where none currently exist, enhancing safety, accessibility, and convenience for pedestrians and public transit users. To achieve these goals, the 2024 Comprehensive Plan Periodic update, Complete Streets Ordinance, and 2023 Transit Study will address this topic, which may incorporate the creation of a multi-modal program and policy language.	Increased equitable access to sustainable transportation Improved local air quality Reduced traffic congestion Improved resident health
TLU 5.5	Promote Smart Growth by incorporating mixed-use zones and defining activity centers within the city.	# of new developments which include mixed-use activity centers # of new developments utilizing Smart Growth principles	Allow or require designated areas within the city to be zoned for mixed-use development. Mixed-use zones should include a combination of residential, commercial, and recreational spaces to reduce the need for long commutes, promote walkability, and foster a sense of community. Encourage developers to incorporate green building practices, such as energy-efficient designs and the use of renewable energy sources, in mixed-use developments. Implement strategies to improve public transportation, pedestrian and bicycle infrastructure, and green spaces around activity centers, making them more accessible, sustainable, and environmentally friendly. Collaborate with local stakeholders, including residents, businesses, and developers, to determine the most appropriate locations for mixed-use zones and activity centers. Update zoning regulations, design guidelines, and development incentives to encourage the creation of mixed-use zones and the development of activity centers.	Increased community and building resilience Improved resident health Improved local air quality Reduced traffic congestion

Promote communitywide commute reductions

Actions		Metric(s)	Description	Co-Benefits
TLU 5.6	Maintain affordability and access to safe, connected, and convenient transit options for low-income and historically marginalized communities.	# new destinations served by transit options	Increase the number of destinations that are accessible by transit and maintain easy and frequent transit access to major employment and shopping centers. Prioritize expanding transit access to neighborhoods that are not currently served by transit and to services, jobs, and activities for seniors, people with disabilities, and low-income residents. The City already provides many alternative transit services including Community Van and MetroFlex that serve these populations, particularly seniors. This measure may require developing solutions for first/last mile in existing non-TOD neighborhoods as well as bike storage on public/private land near transit stop.	Increased equitable access to sustainable transportation Improved local air quality Reduced traffic congestion

Engage in partnerships and education programs

Actions		Metric(s)	Description	Co-Benefits
TLU 6.1	Identify and educate freight operators and drivers on fuel efficiency actions to improve the efficiency of freight movement within the region, prioritizing air quality improvement in most impacted communities.	# of regional freight operations reached by framework	Creating a framework to collaborate around fleet emissions will help reduce GHG emissions from freight corridors and can improve air quality by reducing diesel particulate matter. Diesel particulate matter (DPM) is a type of air pollution that is generated by diesel engines. It is composed of very small particles of soot and other compounds that are released into the air when diesel fuel is burned. DPM can be harmful to human health, particularly if people are exposed to it over a long period of time. The particles in DPM are small enough to be inhaled deep into the lungs, where they can cause respiratory problems such as asthma, bronchitis, and lung cancer. DPM can also worsen existing cardiovascular and respiratory conditions. In addition to its health impacts, DPM can contribute to environmental problems such as smog and acid rain. It is a major source of particulate matter in urban areas, particularly near high-traffic roads or in areas with heavy truck traffic. To reduce the amount of DPM in the air, efforts have been made to improve diesel engine technology, such as by adding filters to capture particulate matter. Additionally, transitioning to electric or other alternative fuel vehicles can also help to reduce DPM emissions.	Improved local air quality Improved resident health
TLU 6.2	Partner with public transport services, frontline community organizations, and strategic	# of new pilot routes year over year	Partnering with King County Metro, frontline community organizations, and surrounding jurisdictions like Issaquah and Redmond to pilot new routes and diverse transit options can improve the efficiency and reliability of transit	Increased equitable access to sustainable transportation

Engage in partnerships and education programs

Actions		Metric(s)	Description	Co-Benefits
	surrounding jurisdictions to pilot new routes and diverse transit options to improve efficiency & reliability while maintaining affordability.	# of new pilot transit options year over year % of pilots converted into permanent routes or options	services, making them more attractive to riders, and reduce the need for single-occupancy vehicles. By maintaining affordability, it can also ensure that transit is accessible to all members of the community.	Improved local air quality
TLU 6.3	Implement a comprehensive bike training and safety education program for cyclists and motorists to promote safe interactions on the road and foster a more sustainable and inclusive transportation culture.	# residents engaged by training program # cycling accidents year over year	Implement a comprehensive bike training and safety education program for both cyclists and motorists, aimed at promoting safe interactions on the road, reducing accidents, and fostering a more sustainable and inclusive transportation culture. Collaborate with local cycling organizations, educational institutions, and law enforcement agencies to develop a comprehensive safety curriculum, covering topics such as bike handling, traffic rules, hand signals, and safe passing practices for both cyclists and motorists.	Increased equitable access to sustainable transportation Improved resident health Improved local air quality
TLU 6.4	Launch a community-wide education campaign on sustainable commute alternatives emphasizing the practical and effective actions they can take to reduce their vehicle miles traveled (VMT) and lower greenhouse gas (GHG) emissions from transportation. This may include information on driving more efficiently, encouraging alternative transportation modes, and partnerships with local businesses.	# residents engaged by training program	The purpose of this Measure is to educate residents on practical and effective actions they can take to reduce their vehicle miles traveled (VMT) and lower greenhouse gas (GHG) emissions from transportation. Strategies to achieve this goal include: 1. Develop and disseminate educational materials, such as brochures, posters, and online resources, that provide information on sustainable transportation options, VMT reduction strategies, and best practices. This may include user-friendly guides and tools to help residents plan their trips, calculate their transportation-related GHG emissions, and identify opportunities for VMT reduction. 2. Develop and implement targeted outreach campaigns to engage residents in sustainable transportation initiatives and VMT reduction efforts. The City may collaborate with neighborhood associations, schools, and other community organizations to promote sustainable transportation education and awareness. 3. Organize community events, such as bike-to-work days, carpooling challenges, and walk-to-school programs, to encourage residents to adopt sustainable transportation choices.	Increased community engagement Improved local air quality Reduced traffic congestion

Engage in partnerships and education programs

Actions		Metric(s)	Description	Co-Benefits
			4. Establish partnerships with transportation providers, local businesses, and non-profit organizations to support the development and implementation of the education program.	

Promote communitywide electric vehicles

Actions		Metric(s)	Description	Co-Benefits
TLU 7.1	Require and incentivize EV charging infrastructure across the city for new construction and major renovations, including at city buildings, multi-family homes, apartment buildings, major employer buildings, and parking garages.	# of new and upgraded EV chargers installed year over year at non-City owned projects	Develop a city program to deploy charging stations that do not charge a markup on the re-sale of electricity to develop public charging points across the city. Require electric charging stations or circuits to accommodate future addition of charging stations in new builds or retrofits. Require electric charging station infrastructure (such as conduit) to be installed with parking lot construction, reconstruction, alteration, or paving to provide electrical connection conduit for future public charging station locations in parking lots. Provide permitting incentives or fast track to keep project costs down. Consider changing parking requirements to prioritize front row parking for electric vehicles. Consider changing parking requirements to allow for retractable bollards to restrict the use of charging station parking stalls to cars actually charging. Require all multifamily development or retrofit, commercial development or retrofit, and school development or retrofit to include charging stations or at least infrastructure (circuit and conduit) to facilitate the simple addition of charging stations at a later date.	Increased equitable access to sustainable transportation
TLU 7.2	Work with businesses to incentivize the transition to low-carbon or electric vehicles.	# businesses that purchase or lease EV fleets year over year	This could include financial incentives or rebates for the purchase or lease of electric vehicles or city incentives for third party EV charging station developers. This could be done in partnership with local utilities, which may already offer rebates or incentives for electric vehicle charging infrastructure. Additionally, the City of Sammamish could offer priority access to parking spots or HOV lanes for businesses that have a certain percentage of electric vehicles in their fleet. Education and outreach efforts could also be used to	Improved local air quality

Promote communitywide electric vehicles

Actions		Metric(s)	Description	Co-Benefits
			raise awareness of the benefits of electric vehicles and how businesses can transition to them.	

Advocate for communitywide clean transportation

Measure		Metric(s)	Description	Co-Benefits
TLU 8.1	Support stronger regional or statewide Clean Fuel Standards.	# of residents engaged by outreach campaign # of new bills put up for vote on fuel standards	The City of Sammamish can support stronger regional or statewide Clean Fuel Standard by advocating for and participating in the development and implementation of clean fuel policies, collaborating with regional partners to identify opportunities to reduce emissions from transportation, and incentivizing the adoption of low-carbon and electric transportation options. This could include providing education and outreach to residents and businesses about the benefits of clean fuels, supporting the development of clean fuel infrastructure, and working with local and regional partners to secure funding for clean transportation projects.	Increased community engagement Improved local air quality
TLU 8.2	Partner with public transport services, frontline community organizations, and strategic surrounding jurisdictions to pilot new routes and diverse transit options to improve efficiency & reliability while maintaining affordability.	# of new pilot routes year over year # of new pilot transit options year over year % of pilots converted into permanent routes or options	This measure would support K4C's goal to make transit services affordable to low-income residents through programs that reduce household transportation costs. The City can collaborate with King County Metro for better bus service and to study and find ways to incentivize people to utilize bus services. Implementation will require coordination with Public Works, and this topic will be addressed in the forthcoming Transit Plan.	Increased equitable access to sustainable transportation Improved local air quality
TLU 8.3	Leverage regional efforts and provide incentives to encourage purchasing of electric vehicles (with a focus on stronger incentives for low-income residents).	# Sammamish businesses engaged by King County Green Fleet Program and/or Puget Sound Clean Air Agency's EV grant # of new EVs registered to Sammamish residents # of Sammamish organizations engaged by	There are currently various incentives available for electric vehicle (EV) owners in the region, such as free charging at certain locations, HOV lane access, and sales tax exemptions. The King County Green Fleet Program offers incentives and technical assistance to organizations that purchase and operate cleaner, more efficient vehicles, including electric vehicles. The Electric Vehicle Infrastructure Partnership is a collaborative effort between King County, local cities, and utility companies to expand the charging infrastructure for electric vehicles throughout the region. The Puget Sound Clean Air Agency's EV grant	Increased equitable access to sustainable transportation Improved local air quality

Advocate for communitywide clean transportation

Measure		Metric(s)	Description	Co-Benefits
		Electric Vehicle Infrastructure Partnership	program provides financial assistance to organizations and individuals to switch to electric vehicles and install EV charging infrastructure.	
TLU 8.4	Support equitable traffic demand management policies at the County & State level.	# new bills put up for vote on equitable transportation	Engage in regional coordination efforts with King County Climate and Equity Community Taskforce and existing forums, including the Regional Transportation Electrification Workgroup, to accelerate equitable distribution of benefits of electric vehicles, so communities that have experienced a disproportionate burden from air pollution see reductions first and promoting equitable access to mobility that prioritizes shared mobility solutions. (KCEO, DES, Metro).	Increased equitable access to sustainable transportation