

From: [Jeffrey Delapena](#)
To: "Don Steinke"
Cc: [Jenna Kay](#); [Jose Alvarez](#); [Oliver Oriako](#)
Subject: RE: Incentives for the Climate Chapter of your Comp Plan
Date: Thursday, December 11, 2025 9:13:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good day, Don,

Thank you for your feedback related to the Climate Chapter for the 2025 Comprehensive Plan Update.

These comments will be entered into the Index of Record. We will ensure they are also brought to the attention of the Planning Commission.



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From: Don Steinke <crvancouverusa@gmail.com>
Sent: Wednesday, December 10, 2025 7:43 PM
To: Jenna Kay <Jenna.Kay@clark.wa.gov>; Jeffrey Delapena <Jeffrey.Delapena@clark.wa.gov>
Cc: Heidi Cody <hcodystudio@gmail.com>; Ann Foster <annfoster5093@gmail.com>; Mark Leed <markleed02@gmail.com>; Cassi Marshall <cassi.r.marshall@gmail.com>; Jackie LANE <jmlane@msn.com>; Nancy and Peter Fels <felget@comcast.net>
Subject: Incentives for the Climate Chapter of your Comp Plan



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From Don Steinke, Climate Action of Southwest Washington

To the Clark County Planning Commission c/o Jeff Delapena and Jenna Kay.

Cc: friends

Re: [The Climate Chapter of your Comp Plan](#), and incentives

Dear Planning Commission,

I urge Clark County to adopt the science-based targets for emissions reduction as adopted by the State of Washington and included on pages 9 and 10 in the draft Climate Chapter of your Comp Plan.

Although the County may not have the authority to regulate emissions from most tailpipes and gas boilers, the State will help us.

The Climate Commitment Act and the Clean Fuels Program raise about \$1 billion per year to incentivize emissions reduction.

Both laws are a form of Cap and Invest. Both laws provide carrots and sticks. Industries that produce polluting fuels are required to purchase allowances which are like permits to pollute. The funds raised are intended for providing incentives for emissions reducing projects.

Additionally:

The Clean Buildings Act requires large *existing* buildings to upgrade building efficiencies.

The Clean Cars program requires auto manufacturers to sell more electric vehicles in all weight classes.

Although we don't have jurisdiction over the emissions from other entities (such as school districts, hospitals, ports, and trucking companies) we need to advise them of the economic risks of business as usual and to the economic opportunities from the grants being made available for those who develop plans for emissions reducing projects.

Planning is required: Most grant funding requires projects to be complete and by date certain. If your project needs a new transformer and if it is delayed because of supply chain problems, then you lose the grant.

I suggest as policy to add at least 1 staff person to conduct outreach to other entities and to develop project plans. Otherwise, we will not be able to meet our targets for emissions reduction.

You may be able to get a grant for that position.

Don Steinke