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## REPORT TO GENERAL PLAN 2040 STEERING COMMITTEE

**Subject: Admin Draft 2030 Climate Change Action Plan**

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### EXECUTIVE SUMMARY

Like most communities in the Bay Area, San Rafael has adopted a Climate Change Action Plan (CCAP) identifying measures to reduce locally-generated greenhouse gas emissions. Local CCAPs are an important tool for reaching the State's adopted greenhouse gas reduction targets. They will become even more important during the next two decades as the State targets become more aggressive. The City's existing CCAP was adopted in 2009, with most of its programs to be implemented by 2020. An update of the 2009 Plan has been prepared, establishing new programs and goals for 2030. The City Council will adopt the updated CCAP in early 2019.

As in the past, the CCAP will be incorporated into the General Plan. Some of the strategies have implications for land use and transportation, as they seek to reduce "vehicle miles traveled" and make it easier to travel in and around San Rafael without a car. The Steering Committee will receive a presentation from the City's Sustainability and Volunteer Program Coordinator (Cory Bytof) and will have an opportunity to discuss how the General Plan may support and advance the CCAP.

### REPORT

#### Background

In 2005, Governor Arnold Schwarzenegger issued Executive Order S-3-05 to reduce greenhouse gas emissions (GHGs) by 80% below 1990 levels by 2050, thereby reducing the state's contribution to global climate change. The California Air Resources Board subsequently required local governments to achieve a 15 percent reduction in GHG levels between 2005 and 2020. In 2009, San Rafael adopted a Climate Change Action Plan laying out 48 strategies to reduce GHGs, including a 25% reduction target for 2020. Based on the most recent GHG inventory in 2016, the City is on track to meet this target. In 2011, the strategies were incorporated into General Plan 2020 through a General Plan Amendment.

In 2016, the State of California set a target of reducing GHGs to 40% below 1990 levels by 2030. In 2017, Councilmember Colin and the City Manager's Office convened a Working Group to amend or update the CCAP to meet the new targets. With the assistance of a consultant and subject matter experts, the Working Group has revised the CCAP to add the necessary measures and move the horizon forward to 2030. The new target is a heavy lift and will require significant effort to achieve. Partnerships with utilities, other agencies, the business community, residents, and non-profit partners will be essential. The City also has an opportunity to be a model for the community by showing leadership and taking action at the municipal level.

One of the major priorities in the updated CCAP is to infuse social equity and economic impacts in the decision-making process. The City will need to engage stakeholders in under-represented and disadvantaged communities as well as the local business community so that efforts to reduce GHGs can limit unintended negative consequences and identify and enhance co-benefits.

## Report Status

An [Administrative Draft 2030 CCAP was](#) presented to the City Council on October 15, 2018. Steering Committee members are encouraged to peruse this document, as well as a more detailed staff report, at the highlighted link. The October 15 Council meeting provided an opportunity for public comment on the Draft document, as well Council questions and feedback.

Staff is currently finalizing the document and will be making it available for additional public comment. A final draft will be submitted to the Bay Area Air Quality Management District to “qualify” the document as a Certified GHG Reduction Strategy. The certification allows the City to use a streamlined compliance checklist for smaller and medium-sized development projects instead of requiring a quantified GHG assessment to show compliance under the California Environmental Quality Act (CEQA). The City will also complete a mandatory CEQA review of the updated CCAP as part of the adoption process. Staff anticipates that a final version of the CCAP will be submitted for City Council consideration in early 2019.

As the 2040 General Plan is drafted, recommendations from the 2009 CCAP will be replaced with new recommendations from the 2019 CCAP. Additional strategies and measures may be added as appropriate. Given that the General Plan has a horizon of 2040 and the CCAP has a horizon of 2030, the General Plan Steering Committee has an opportunity to consider longer-term policies (e.g., 2030-2040) to achieve further reductions in greenhouse gas emissions.

## Key Recommendations

There are eight major sections in the 2030 CCAP, five of which include programs with quantified targets for reducing GHGs. Most of the reductions are anticipated in the transportation, energy, and waste reduction sectors. A brief overview of the strategies is provided below:

- **Low Carbon Transportation** is the largest single area of potential reductions. Much of this relies on a shift to zero emissions vehicles, including electric vehicles and plug-in hybrids. Many of the key actions in this area relate to City support for electric vehicle infrastructure, including charging stations, update of public transit and ridesharing/car-sharing vehicles, and policies to encourage and incentivize the use of zero emission vehicles by the private sector and municipal agencies. Improvements to bicycle and pedestrian infrastructure are also a key strategy.
- **Energy Efficiency** and **Renewable Energy** are the next two largest reduction areas in the Plan. Energy Efficiency is primarily geared toward conservation strategies in the built environment and the electrification of appliances. It includes retrofits to existing buildings and shifting energy sources from natural gas to electricity, which has become a cleaner fuel source due to changes in energy

generation. Renewable energy focuses mostly on increasing rooftop solar and encouraging residents to choose 100% renewable options in their electricity purchasing.

- **Waste Reduction** is principally aimed at reducing landfill disposal of organic materials, and diverting such waste to composting (along with reducing waste altogether), including mandatory recycling and composting programs.
- **Water Conservation** is principally aimed at reducing GHGs associated with water transportation, primarily through increasing recycled water use and other drought-responsive measures.
- **Sequestration and Adaptation** include actions such as tree planting and wetlands restoration.

In addition, the CCAP emphasizes areas not captured in a local GHG inventory, but that are significant contributors to climate change, including consumption and purchasing habits. These include things like air travel and online purchasing. Actions residents can take include generally reducing consumption, and consumption of goods with lower carbon footprints such as those made locally and with recycled materials.

**A number of measures with direct land use and transportation implications are included in the Plan,** addressing such topics as:

- Developing an Electric Vehicle Plan including a target of 25% of registered passenger vehicles being electric vehicles by 2030
- Updating the City's Trip Reduction Ordinance and working with employers to reduce vehicle trips
- Supporting and promoting public transit
- Considering lower parking standards in locations where other travel options may be available
- Synchronizing signals to avoid idling
- Prioritizing higher density, transit oriented mixed use development in key locations
- Implementing programs to encourage bicycling and walking, such as bike sharing and Safe Routes to School
- Preparing for and adapting to sea level rise, including consideration of sea level when evaluating development proposals, making capital improvement decisions, and developing new standards for construction in areas with tidal inundation risks.