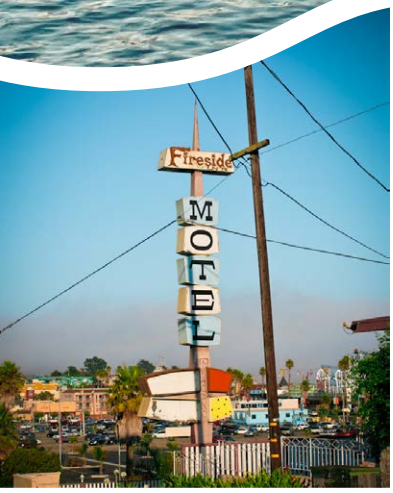
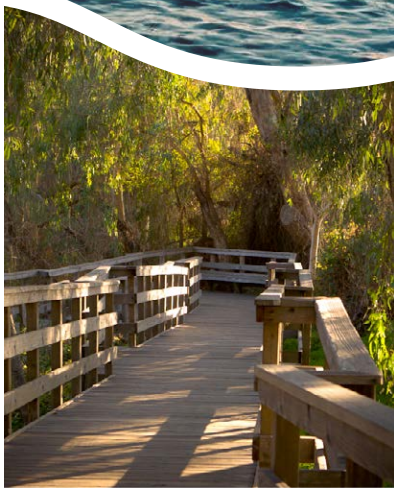
City of Santa Cruz

2030 Climate Action Plan

Resilient Together





CITY OF SANTA CRUZ

September 2022

Climate Action Plan
Lead Agency

City of Santa Cruz
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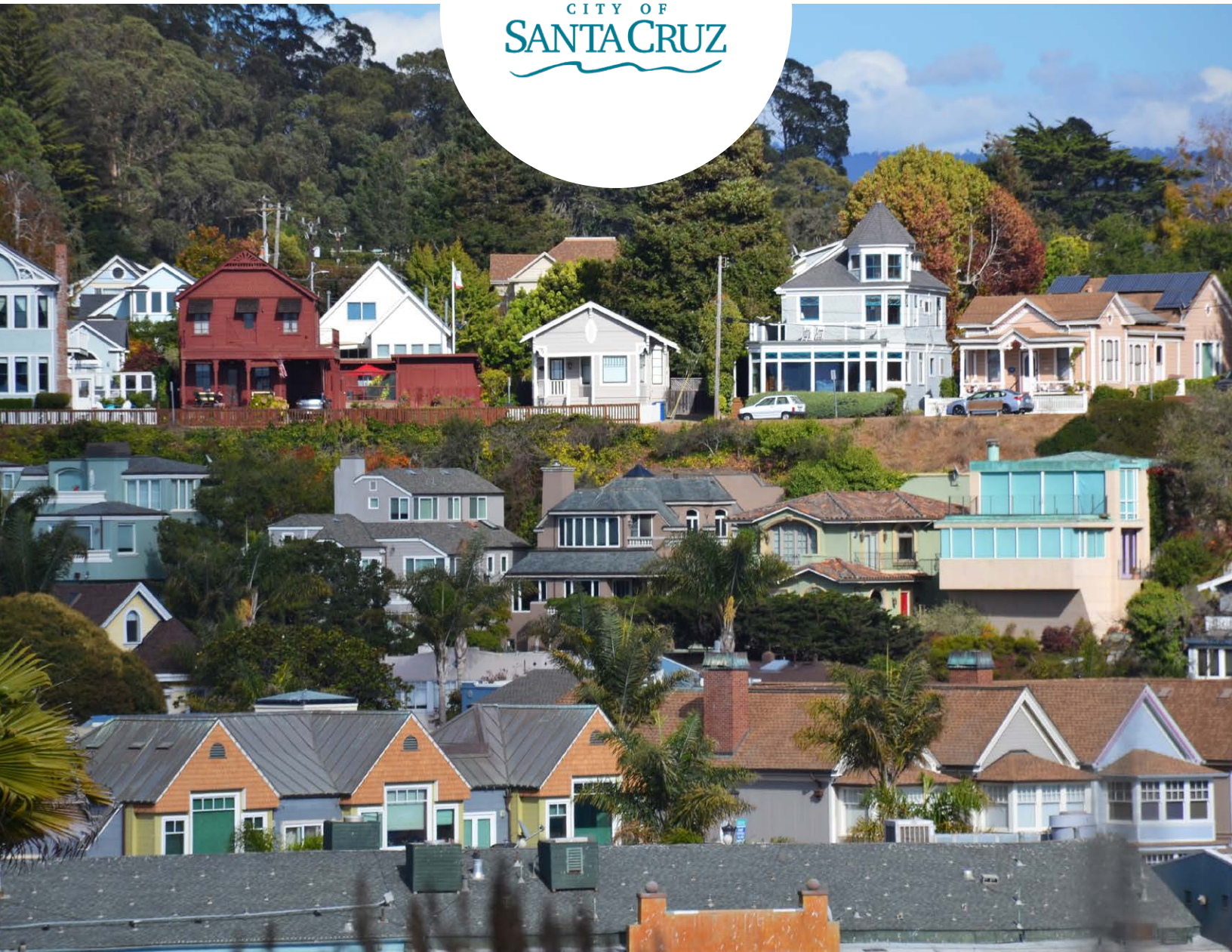

Letter from the Mayor

Dear Santa Cruz,

Continuing our long tradition of leadership in climate and environmental protection, I am pleased to present the City's community-wide Climate Action Plan 2030. Developed over the last two years through a robust community-driven process called Resilient Together, this Plan embodies the City's commitment to acting boldly and rapidly to enact transformational solutions to our climate crisis. The Plan sets forth the actions necessary for the City to achieve its share of the state of California's emissions reduction target for 2030, and our aspirational voluntary target of carbon neutrality by 2035. Aligning with the City's Health in all Policies initiative and post-Covid recovery work, the Plan highlights how climate investments will yield improved health, jobs, quality of life and equity outcomes.

I thank each and every Santa Cruz resident for their input into this process. I also thank members of the mayor's Climate Action Task Force, our community equity advisors and the staff who contributed time and expertise to this process. It is clear our community, City staff, and leadership all share the view that addressing climate change is an urgent priority.

Each of us has a role to play in implementing this Climate Action Plan. The Plan details new accountability and transparency mechanisms, as well as resources to assist residents in implementing the Plan. I call on all residents to review the Plan and its accompanying resources to learn how you can best commit to action now. The City will be aggressively pursuing funding to support this work while empowering historically underrepresented, underserved and frontline members of our community to access benefits of the Plan. The cost of inaction far outweighs the investments that must be made.

While the challenge before us is enormous, I am deeply encouraged by the fruits of this planning process and the unprecedented political support and federal and state investment in climate change work. The City of Santa Cruz and its partners are well positioned to implement this Plan and proactively tackle the challenge to become more resilient, together.

Sonja Brunner,
Mayor

A Note on Accessibility: *As you review this Plan, you may notice the City's efforts to improve the Plan's accessibility to all residents, including incorporating white space and descriptive photograph captions. In addition to these formatting enhancements, we have conducted tribal consultation on the Plan, translated key pieces of the plan to Spanish, and have provided hard copies of the plan at community centers and the library for those without virtual access. If further assistance is needed to access the Plan, please contact* ***climateaction@cityofsantacruz.com****.*

Acknowledgments

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TABLE OF CONTENTS

Acronyms, Abbreviations, and Glossary

Below is a list of acronyms, abbreviations, and glossary terms. For more information on the various concepts in this CAP, please visit the City's Climate Educational Resources webpage, *https://www.cityofsantacruz.com/government/city-departments/ city-manager/climate-action-program/climate-educational-resources*.

A

ADU(s) – Accessory Dwelling Unit(s)

AB – Assembly Bill

AMBAG – Association of Monterey Bay Area Governments

B

BAU – Business-as-Usual Forecast

Blue Point Planning – City's community engagement consultant for CAP 2030 development

Biofuels- a renewable fuel source derived from biomass such as algae or animal waste

C

CAC – Climate Action Compact

CAP – Climate Action Plan

CARB – California Air Resources Board

Carbon Neutrality – achieving a balance between emitting carbon and atmospheric carbon removal

Carbon Capture – process of capturing carbon dioxide before it enters the atmosphere and storing it for centuries or millennia

Carbon Sequestration – Process of capturing, securing, and storing carbon from the atmosphere for example in vegetation such as grasslands or forest, as well as in soils and oceans

CATF – Mayor's Community Climate Action Task Force

CCA – Community Choice Aggregation

CCCE – Central Coast Community Energy, regional CCA

CEQA – California Environmental Quality Act

Circular Economy – model of production and consumption that involves sharing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible

CO_2 – Carbon dioxide

Co-benefit – positive benefits related to climate mitigating actions (e.g., reduced air pollution)

D

E

Extractive Economy – a resource-based economy, dependent on harvesting or extracting natural resources for sale or trade

EEBES – Equitable Existing Building Electrification Strategy

EF – Emissions Factor

EO – Executive Order

Equity Advisors – Local, compensated subject matter experts from frontline and/or historically under-served or -underrepresented communities

Electrification – the process of generating power from electricity, and in many contexts, the transition to such power from an earlier power source

Equitable or Just Transition – refers to the transition from a consumption-based, extractive economy to a regenerative economy, with special consideration to address the past harm to frontline communities

EV(s) – Electric Vehicle(s)

F

15-minute neighborhood – involves neighborhood design via a menu of policy actions that provide residents access to most, if not all, of their needs within a short walk or bike ride from their home

Frontline Communities – aka communities of concern; are those that experience continuing injustice—including people of color, immigrants, people with lower incomes, people experiencing homelessness or houselessness, differently-abled persons, seniors, and indigenous people—face a legacy of systemic, largely racialized, inequity that influences their living and working places, the quality of their air and water, and their economic opportunities

G

GHG(s) – Greenhouse Gass(es)

Greenlining Institute – City's equity consultant for CAP 2030 development

GWP(s) – Global Warming Potential(s)

H

HFC(s) – Hydrofluorocarbon(s)

HiAP – Health in All Policies, a city initiative that prioritizes equity, public health and sustainability into City policy- and decision-making

I

ICLEI – Local Governments for Sustainability

IPCC – Intergovernmental Panel on Climate Change

IRP – Interim Recovery Plan, the city's strategy to recover from the covid-19 pandemic's impacts

Intergovernmental Panel on Climate Change Assessment Report 5 (IPCC AR5) – provides the state of knowledge concerning the science of climate change. IPCC AR5 was developed by climate change experts and government representatives

IOU – investor owned utilities (e.g., PG&E)

J

K

L

LHMP – Local Hazard Mitigation Plan

M

Methane – CH_4

MPO(s) – Metropolitan Planning Organization(s)

MT CO_2e – Metric tons of carbon dioxide equivalent is the standard units to measure GHG emissions.

N

N_2O – Nitrous oxide

O

Offroad Equipment – any non stationary device powere by an internal combustion engine or electric motor used primarily off roadways such as agricultural, landscaping or construction equipment

Offset – an activity, such as planting a tree, that compensates for the emissions of CO_2 or other GHGs into the atmosphere. The City proposes no offsets to reach its emissions reduction targets

OPR – California Governor's Office of Planning and Research

P

PFC(s) – Perfluorocarbon(s)

Q

R

Regenerative Economy – Economic system designed to regenerate the Earth's resources rather than deplete them

Regional Energy Network – authorized by the California Public Utilities Commission, association of public entitles for administering energy efficiency programs outside the traditional IOU-administered paradigm

Renewable Diesel -- direct substitute for diesel fuel refined from lower carbon and renewable source material

Resilient Santa Cruz – aka Bright Action, community activation and emissions tracking platform

Rincon – City's technical consultant on CAP development

RTP(s) – Regional Transportation Plan(s)

S

SB – Senate Bill

SCCRTC – Santa Cruz County Regional Transportation Commission

Scoping Plan – Approach California will take to reduce GHG emissions to achieve state goals, updated every 5 years by the California Air Resources Board

Social Cost of Carbon or Emissions – estimate, in dollars, of the economic damages (e.g., health, infrastructure, etc.) that result from emitting one additional ton of carbon dioxide into the atmosphere

SLR – Sea Level Rise

T

TDM – Transportation Demand Management

TOD – Transit oriented development, a planning paradigm specified in the City's General Plan

U

USDN – Urban Sustainability Director's Network, a leading local government climate practitioner resource and network

U.S. EPA – United States Environmental Protection Agency

UCSC – University of California Santa Cruz

V

VMT – Vehicle Miles Traveled

Vision Zero – a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all

W

X

Y

Z

EXECUTIVE SUMMARY

Plan Vision

Rapidly enact local climate solutions that support and enhance a thriving and equitable community with robust active and public transportation; plentiful housing that is affordable, sustainable, and resilient; and healthy regenerative landscapes.

The community values that guided the development and implementation of the Climate Action Plan (CAP) 2030 are:

1. Equity in all policies
2. Accessible people-centric transportation infrastructure
3. Efficient and low carbon energy and water
4. Protect and enhance natural resources and urban parks
5. Eliminate food waste and support local food sources

Community Driven

The Santa Cruz community lies at the center of this CAP and each interested party played an essential role in the development of the CAP policies. Community groups including the Mayor's Appointed Climate Action Task Force (CATF), equity advisors, and others shaped the measures and actions in this CAP by participating in meetings and providing comments, sending emails and letters, responding to surveys, participating in focus groups and listening sessions, and providing input at pop up events and in in online forums. Input was also specifically solicited and gathered from frontline groups through regular in-person listening sessions and events along with the guidance of our equity advisors. This included 3 visioning workshops that the City held with key frontline groups, including unsheltered groups, youth groups, and communities residing in Beach Flats, as well as a discussion on Plan implementation with the Beach Flats community towards the end of the engagement process. In its entirety, the CAP engagement consisted of 29 community events with 2,884 points of contact. Overall, engagement efforts were meant to uplift equity– meaning that CAP efforts also sought to achieve co-benefits around community health, wealth and well-being for all groups, particularly frontline groups, and ensuring that no group is disproportionately impacted by the CAP's actions.

FEEDBACK MECHANISMS

Community Outreach by the Numbers

3

Visioning Workshops

29

Community Events

2,884

Points of Contact with the Community

Frontline communities are those that experience continuing injustice—including people of color, immigrants, people with lower incomes, people experiencing homelessness or houselessness, differently-abled persons, seniors, and indigenous people—face a legacy of systemic, largely racialized, inequity that influences their living and working places, the quality of their air and water, and their economic opportunities.

Community input covered a wide range of topics, from suggestions for GHG emissions reduction and climate adaptation to concerns regarding urgent environmental issues that the CAP should prioritize. The CATF also helped design engagement. This process intentionally and iteratively attempted to mitigate adverse costs and impacts to frontline groups. Themes that emerged from the outreach included the need to create a seamless and safe active transportation network; create a robust, decarbonized reliable public transportation system; establish more affordable, denser housing; promote food recovery and composting; and enhance regenerative landscapes while prioritizing measures with co-benefits. Therefore, the ambitious **goals or targets, measures,** and **actions** within this CAP that advance equitable climate mitigation, climate restoration, and a climate economy were inspired, influenced, and informed by a diverse set of community voices. Additionally, climate economy measures were created in alignment with the City's COVID-19 pandemic Interim Recovery Plan, and measures aiming to promote equity in the community were formed in alignment with the City's Health in All Policies (HiAP) approach.

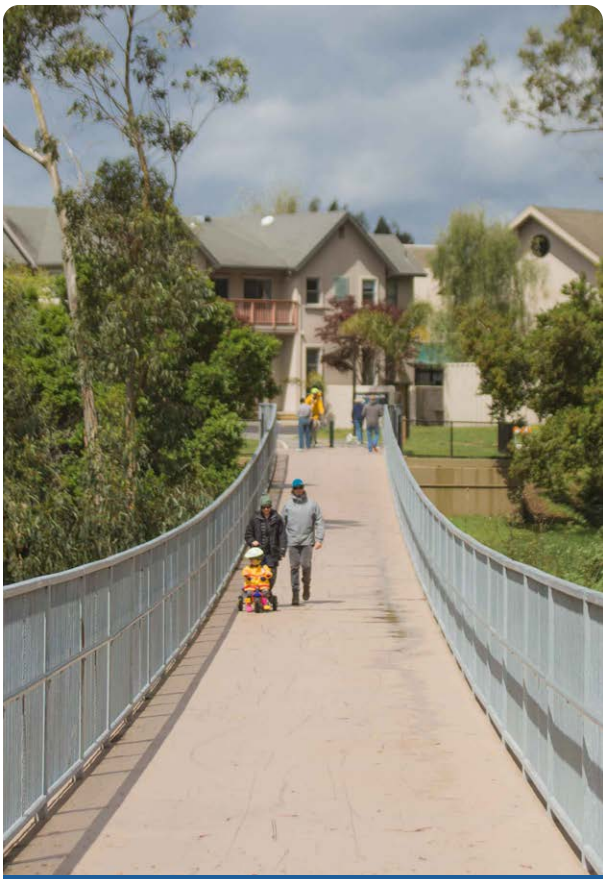
Excited Community Members

Qualified Climate Action Plan

The California Environmental Quality Act (CEQA) is the statute that requires public agencies, such as the City of Santa Cruz, to consider the environmental consequences of their actions through environmental review. CEQA requires the City to determine and disclose if those consequences, or impacts, are significant, and if so, to avoid or minimize those impacts, as feasible. The CAP 2030 serves as a Qualified Climate Action Plan for which the City can streamline the environmental review process of future development projects, which can save time and money during the environmental review process while serving as one of the biggest drivers for emissions reduction. In order to receive the benefits of streamlining, the Climate Action Plan must:

- Quantify GHG emissions within a defined area
- Establish a GHG emissions reduction target
- Identify emissions from planned activities
- Determine measures to achieve the specified level of emissions
- Monitor progress and amend if necessary
- Be adopted in a public process following environmental review

The Development Compliance Checklist serves to promote relevant CAP actions and clearly details compliance with the CAP through a streamlined review process for proposed new development projects that are subject to environmental review under CEQA. Refer to Appendix A Santa Cruz Climate Action Plan 2030 Initial Study – Negative Declaration for additional detail on the environmental impacts of implementing the CAP 2030.



Arana Gulch Pedestrian Walkway

Climate Milestones

The City has positioned itself as a leader in environmental sustainability and cherishes its beautiful natural environment and livable community. However, climate change and its considerable range of impacts are threatening the environment and the community. The State of California considers GHG emissions and the impacts of climate change to be a serious danger to public health, the environment, economic well-being, and natural resources of the state, and has taken an aggressive stance to mitigate the impact on climate change at the state-level through the adoption of legislation and policies. Two major state climate-related goals are established by Assembly Bill (AB) 32 and Senate Bill (SB) 32 which establish California's long-term approach to addressing climate change and reducing state GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030, respectively. Additionally, a long-term goal of reaching carbon neutrality by 2045 was instituted for the state, but not codified, through Executive Order (EO) B-55-18. While it is not required for jurisdictions to meet this, many are meeting or exceeding this target to show alignment with the increasingly aggressive decarbonization goals of the state.

Fun in Laurel Park

The 2020 CAP adopted by the City in 2012 included a 2005 GHG emissions inventory and identified targets to reduce GHG emissions 30 percent by 2020 and 80 percent by 2050, compared to 1990 levels. Progress towards these targets was tracked at least every five years using GHG inventories. Overall community and municipal GHG emissions have declined steadily since 2005, however, the City did not meet its 2020 target (30 percent below 1990 emissions), largely due to population growth and growth in employment. During the CAP 2030 (referred to as Resilient Together) development process, the city and community worked in tandem to determine the most equitable pathway to carbon neutrality and set targets exceeding the state's goals set out by SB 32 and EO B-55-18.

City Leadership and Achievements

As a leader in sustainability, the City committed to reducing GHG emissions and increasing overall sustainability more than a decade ago, and has made substantial progress over time. Since the adoption of the 2020 CAP, the community successfully achieved the following key milestones:

- Reduced energy use in municipal buildings by 36.3 percent between 2008 to 2020.
- Expanded energy efficiency programs to 7.5 percent of homes and businesses.
- Increased solar to 3,567 residents between 2008 and 2019.
- Increased solar for commercial businesses to 116 businesses.
- Generated renewable energy to cover 37 percent of municipal building consumption.
- Decreased the number of people who commuted alone 10 percent from 2008 to 2020.
- Achieved active transportation (walking and biking) mode share of 12 percent in 2018.
- Increased the City's urban tree canopy by 2 percent.
- Partnered with the University of California Santa Cruz on 32 sustainability and alternative energy research projects, exceeding the City's target of completing 25 projects.

Drivers of progress include state rebates, advantageous utility rates, and the federal Investment Tax Credit, which was available throughout the majority of the CAP 2020 implementation period. Progress on the reduction in single occupancy vehicles was driven by an approach of "meeting people where they are with many commute options," and launching the Rail Trail segments, Go Santa Cruz, and My511 commute platform to facilitate mode shift.

36.3%

Energy Reduction in Municipal Buildings (2008—2020)

3,567

Solar Powered Residences (2008—2020)

116

Businesses went Solar (2008 – 2020)

37%

of Municipal Buildings Energy Use is Renewable Energy

12%

Achieved Active Transportation Mode Share (Walking + Biking) in 2018

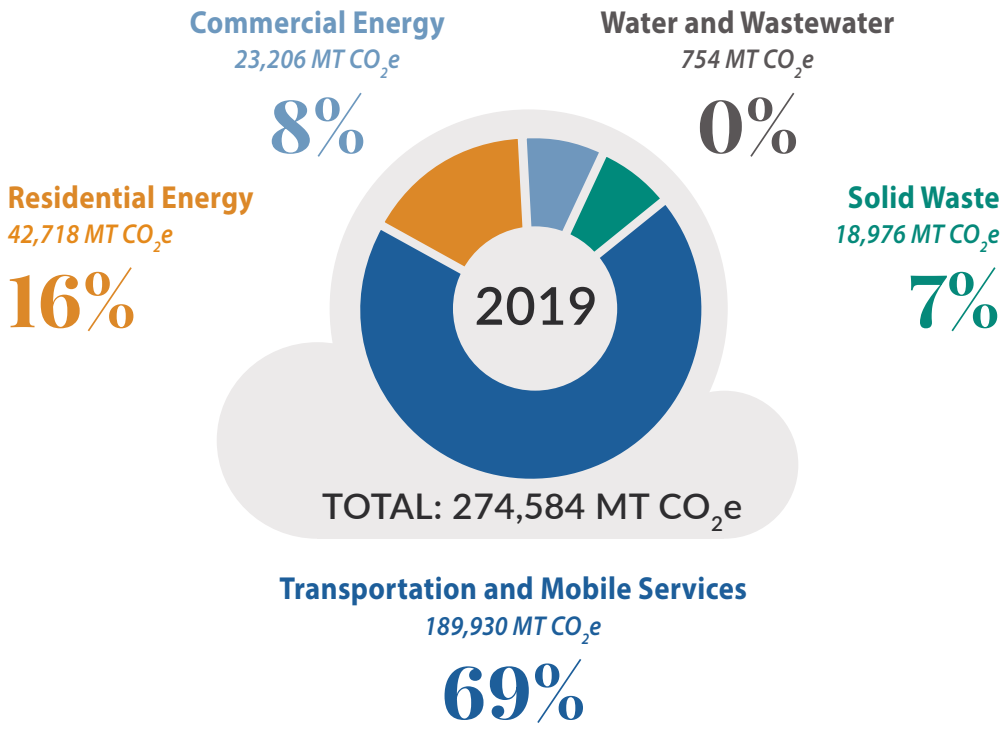
2%

Increase of the City's Urban Tree Canopy

2019 Baseline Inventory Summary

The City's 2019 baseline GHG emissions inventory estimates local community emissions from sectors contained in the State's Scoping Plan including transportation, residential and commercial energy use, waste, and water and wastewater. The 2019 GHG Inventory was prepared using the most recent available and accurate community data and, emissions factors from Intergovernmental Panel on Climate Change Assessment Report 5 (IPCC AR5). Calculations were based on the U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions version 1.2, an activity-based emissions inventory methodology consistent with the state inventory, and state guidance. In 2019, the community emitted approximately 274,584 metric tons of carbon dioxide equivalent (MT CO_2e) or 4.22 MT CO_2e per resident. Figure ES-1 shows 2019 emissions and percent contribution from each sector. Refer to Appendix B and Appendix E for additional GHG inventory information.

FIGURE ES-1. 2019 City of Santa Cruz GHG Emissions



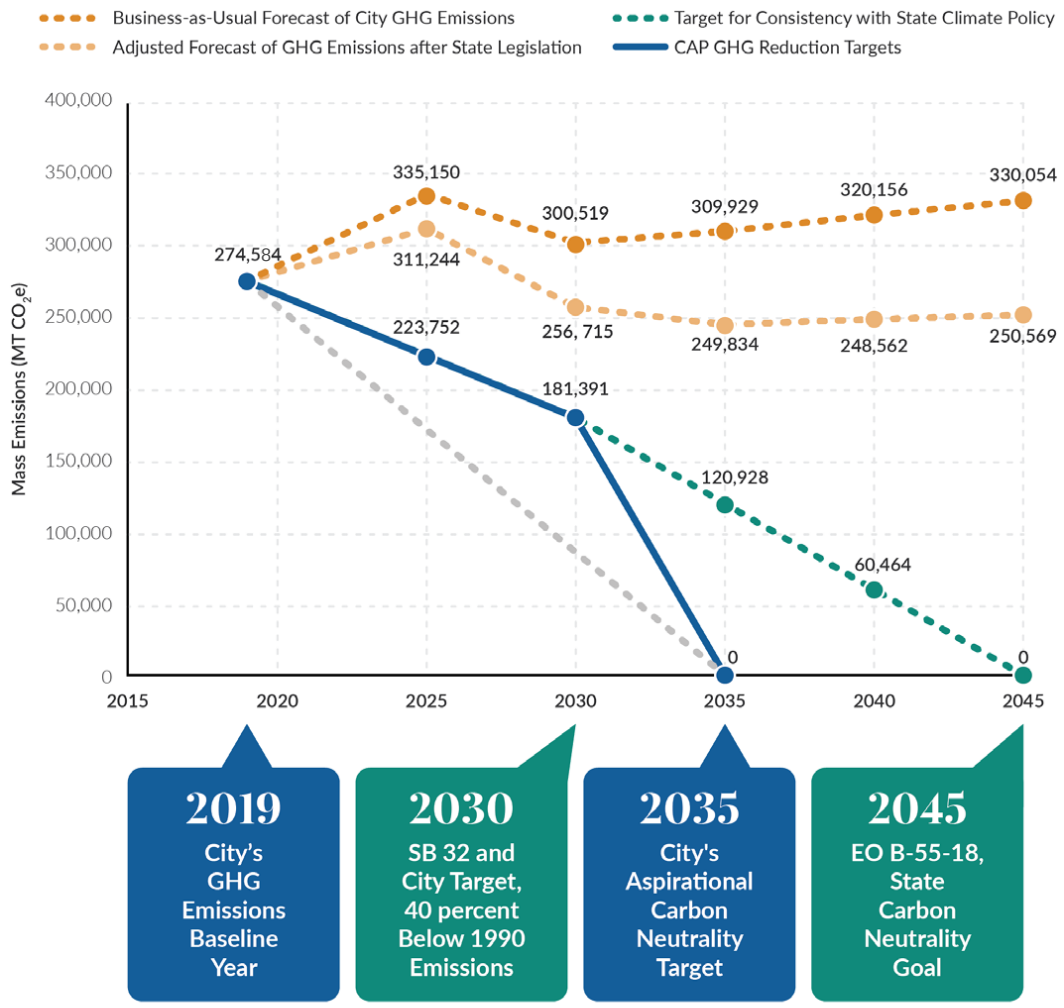
MT CO_2e: Metric tons of carbon dioxide equivalent is the standard units to measure GHG emissions.
Emissions have been rounded and therefore sums may not match.
Source: Emissions were calculated following ICLEI U.S. Community Protocol Version 1.2 and using data provided and approved by the City.

2030 and 2035 Target Summary

This CAP is the Santa Cruz community's roadmap to achieving the City's 2030 GHG emissions reduction target and state mandated goal of 40 percent below 1990 levels by 2030. The CAP also demonstrates progress towards achieving the City's ambitious, aspirational target of carbon neutrality in 2035 and beyond.

Figure ES-2 below details the City's community-wide (mass) GHG emissions targets compared to the projected Business-as-Usual (BAU) Forecast and Adjusted Forecast. The BAU Forecast projects GHG emissions levels that scale with population, employment and transportation growth consistent with regional projections. The Adjusted Forecast accounts for GHG reductions expected to occur from adopted State legislation, for example, 2019 Title 24 Building Energy Efficiency Standards, Senate Bill 100- California Renewables Portfolio Standard Program, and more.

FIGURE ES-2. City of Santa Cruz GHG Emissions Forecast (MT CO_2e)



The grey dotted line represents an aspirational goal, which will be quantified based on ongoing monitoring, however, for CEQA streamlining purpose, the blue line, which was quantified based on substantial evidence, meets the requirements of CEQA Section 15183.5(b).

Strategy Summary

Table ES-1, and the following graphic, provide a summary of the CAP measures that will reduce GHG emissions to meet the City's vision and targets in alignment with the community values.

Sustainable Government	Climate Mitigation	Climate Economy	Climate Restoration
9 Measures	**17** Measures	**2** Measures	**3** Measures
43 Actions	**90** Actions	**4** Actions	**15** Actions

*The CAP 2030 actions support 91% of the City's **Community Well-being Outcome Indicator metrics** adopted in 2021 through the City's HiAP initiative.*

See Chapter 4 for the 152 actions – programs, policies, and projects -- defined to achieve each measure and its emissions reduction potential. Emissions reductions are quantified for those measures where a legally justifiable methodology to determine emissions reductions exists. Measures that are listed as "supportive," when implemented, contribute to the success of achieving the quantifiable emissions reduction measures. Those measures that are "supportive" may or may not have a means to estimate emissions reduction potential, but for CEQA purposes, the legal defensibility of those methods is not strong and thus not included in the quantification.

TABLE ES-1. Summary of CAP Measures

Measure Number	Measure	2030 Reduction (MT CO_2e per capita)	2035 Reduction (MT CO_2e per capita)	2045 Reduction (MT CO_2e per capita)	2030 Reduction (MT CO_2e total)	2035 Reduction (MT CO_2e total)	2045 Reduction (MT CO_2e total)
CLIMATE MITIGATION MEASURES							
Building Energy Measures							
BE-1	Enforce the City's new construction natural gas prohibition ordinance (SCMC 6.100) and inform the community regarding the available technology and benefits of electrification.	0.085	0.100	0.126	6,107	7,533	10,028
BE-2	Electrify 31% of existing residential buildings by 2030 and 53% by 2035.	0.180	0.298	0.383	13,016	22,433	30,444
BE-3	Electrify 26% of existing commercial buildings by 2030 and 45% by 2035.	0.079	0.133	0.173	5,730	9,980	13,770
BE-4	Maintain Central Coast Community Energy (CCCE) opt-out rates at or below 4% for commercial and 2% for residential.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
BE-5	Increase resiliency through equitable energy efficiency and local solar programs.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive

Measure Number	Measure	2030 Reduction (MT CO_2e per capita)	2035 Reduction (MT CO_2e per capita)	2045 Reduction (MT CO_2e per capita)	2030 Reduction (MT CO_2e total)	2035 Reduction (MT CO_2e total)	2045 Reduction (MT CO_2e total)
BE-6	Provide inclusive engagement, equitable process and regional coordination to maximize building electrification carbon reduction outcomes and other co-benefits.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
Transportation Measures							
T-1	Implement programs for active transportation (walking and biking) that achieve 23% of bicycle mode share by 2030 and 30% by 2035.	0.051	0.069	0.067	3,661	5,188	5,323
T-2	Implement programs for public transportation that achieve 8% of public transportation mode share by 2030 and 12% by 2035.	0.002	0.032	0.089	174	2,412	7,076
T-3	Implement programs and policies to discourage driving single-occupancy passenger vehicles.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
T-4	Increase passenger electric vehicle (EV) adoption to 35% by 2030 and 40% by 2035.	0.441	0.449	0.663	31,706	3,756	52,770

Measure Number	Measure	2030 Reduction (MT CO_2e per capita)	2035 Reduction (MT CO_2e per capita)	2045 Reduction (MT CO_2e per capita)	2030 Reduction (MT CO_2e total)	2035 Reduction (MT CO_2e total)	2045 Reduction (MT CO_2e total)
T-5	Increase commercial EV adoption to 25% by 2030 and 35% by 2035.	0.077	0.050	0.034	5,539	3,769	2,687
T-6	Electrify or otherwise decarbonize 50% of off-road equipment by 2030 and 75% by 2035.	0.076	0.116	0.124	5,495	8,736	9,840
T-7	Advocate for remote work policy and infrastructure.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
Water, Waste, and Wastewater							
W-1	Maintain gallons per capita water use for the residential sector at a level that is at least 10% below the state goal of 55 gallons per person per day.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
W-2	Reduce organic waste by 75% by 2030 and 90% by 2035; and reduce inorganic waste by 35% by 2030 and 40% by 2035.	0.065	0.078	0.078	4,724	5,876	6,216
W-3	Establish a long-term target to reduce waste generation growth.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive

Measure Number	Measure	2030 Reduction (MT CO_2e per capita)	2035 Reduction (MT CO_2e per capita)	2045 Reduction (MT CO_2e per capita)	2030 Reduction (MT CO_2e total)	2035 Reduction (MT CO_2e total)	2045 Reduction (MT CO_2e total)
W-4	Reduce or capture GHG emissions from wastewater treatment.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
CLIMATE RESTORATION MEASURES							
CR-1	Develop an Urban Forest Master Plan and plant 3,000 new trees by 2030.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
CR-2	Explore new carbon sequestration and carbon capture opportunities.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
CR-3	Increase carbon sequestration by applying compost throughout the community.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
CLIMATE ECONOMY MEASURES							
CE-1	Prioritize opportunities for greatest climate benefit and economic inclusion especially for minority, veteran and women owned businesses in climate related sectors.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive

**This measure (W-2) includes actions aimed at reducing to consumption-based emissions sources that are outside of the State scoping plan sectors, such as diet, travel, and shopping local.*

Measure Number	Measure	2030 Reduction (MT CO_2e per capita)	2035 Reduction (MT CO_2e per capita)	2045 Reduction (MT CO_2e per capita)	2030 Reduction (MT CO_2e total)	2035 Reduction (MT CO_2e total)	2045 Reduction (MT CO_2e total)
CE-2	Support equitable access to high-quality training and workforce development programs in climate related sectors.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
SUSTAINABLE MUNICIPAL GOVERNMENT MEASURES							
M-1	Decarbonize municipally owned buildings by 2030 and remaining municipal facilities by 2045.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
M-2	Procure carbon free or 100% renewable electricity for municipal operations by 2030.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
M-3	Increase municipally-owned renewable energy.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
M-4	Develop and implement a Municipal Transportation Demand Management (TDM) Plan by the end of 2023.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
M-5	Electrify or otherwise decarbonize the municipal fleet by 2035.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive

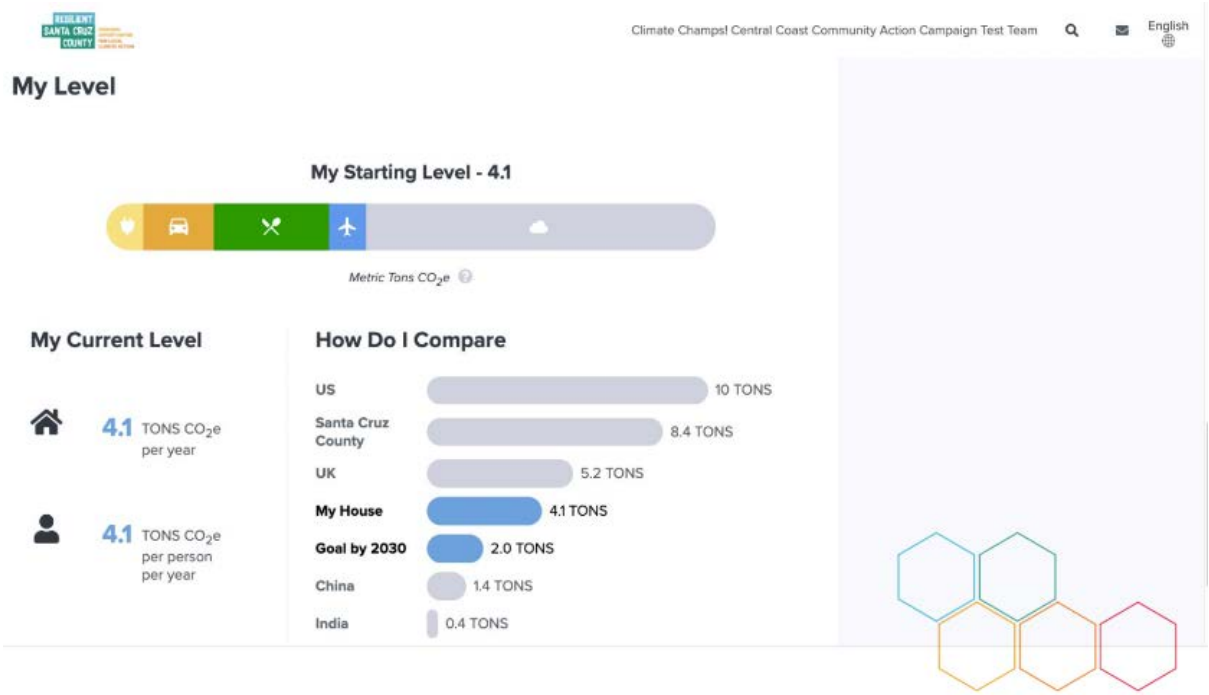
Measure Number	Measure	2030 Reduction (MT CO_2e per capita)	2035 Reduction (MT CO_2e per capita)	2045 Reduction (MT CO_2e per capita)	2030 Reduction (MT CO_2e total)	2035 Reduction (MT CO_2e total)	2045 Reduction (MT CO_2e total)
M-6	Electrify or otherwise decarbonize all municipal off-road equipment (landscaping equipment, construction equipment, marine diesel engines) by 2040.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
M-7	Increase municipal procurement of recovered organics waste products.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
M-8	Promote efficient municipal water consumption.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
M-9	Support climate action planning.	Supportive	Supportive	Supportive	Supportive	Supportive	Supportive
A. Total Anticipated Reductions		**1.06**	**1.33**	**1.74**	**76,152**	**99,683**	**138,154**
B. Adjusted Emissions		**3.55**	**3.32**	**3.15**	**256,715**	**249,834**	**250,569**
C. Emissions with Measures Implemented (B–A)		**2.49**	**1.99**	**1.41**	**180,563**	**150,151**	**112,415**
D. City's Emissions Reduction Targets		**2.74**	**0.0**	**0.0**	**181,391**	**0**	**0**
Target Met		**Yes**	**No***	**No***	**Yes**	**No***	**No***

** - Meeting this target will require more aggressive action across all measures, and carbon sequestration, capture, and/or storage measures to achieve carbon neutrality since 100% of emissions will not be eliminated.*

Call To Action

While the City as a municipality can lead on many of the measures required to achieve the 2030 targets, the community must rally together through partnerships and act as individuals to collectively meet the 2030 target and accelerate progress toward carbon neutrality in 2035. Although the City has not quantified the emissions reduction potential of emissions sources outside the state scoping plan sectors via a consumption-based emissions inventory, substantial progress must be made on emissions sources outside of the state scoping plan sectors. To advise partners and residents to take actions to make maximum impact in reducing emissions, the CAP identifies the most impactful actions residents can take and encourages residents to commit to actions in the Resilient Santa Cruz community activation platform.

FIGURE ES-3. My Starting Level in the Resilient Santa Cruz platform Household Impact



Use of the Resilient Santa Cruz community activation platform will enable residents to discover their individual or household impact, join a team if desired, commit to emissions reduction actions, and get regular feedback on how those actions, when implemented, help reach emissions reduction goals. It provides links to rebates, credits, programs and useful information to help residents on their deep decarbonization journey. It even provides climate resilience and emergency preparedness information. There is something

for everyone on the Resilient Santa Cruz platform, categorizing actions into those that are easy or youth- or renter-friendly or focus in on specific emission sources like energy, transportation and water use. The High Impact Actions are those most impactful for emissions reductions, but residents should tailor their action choices to the areas their emissions impact summary indicates (see Figure ES-3). My Starting Level in the Resilient Santa Cruz platform.

The High Impact Actions

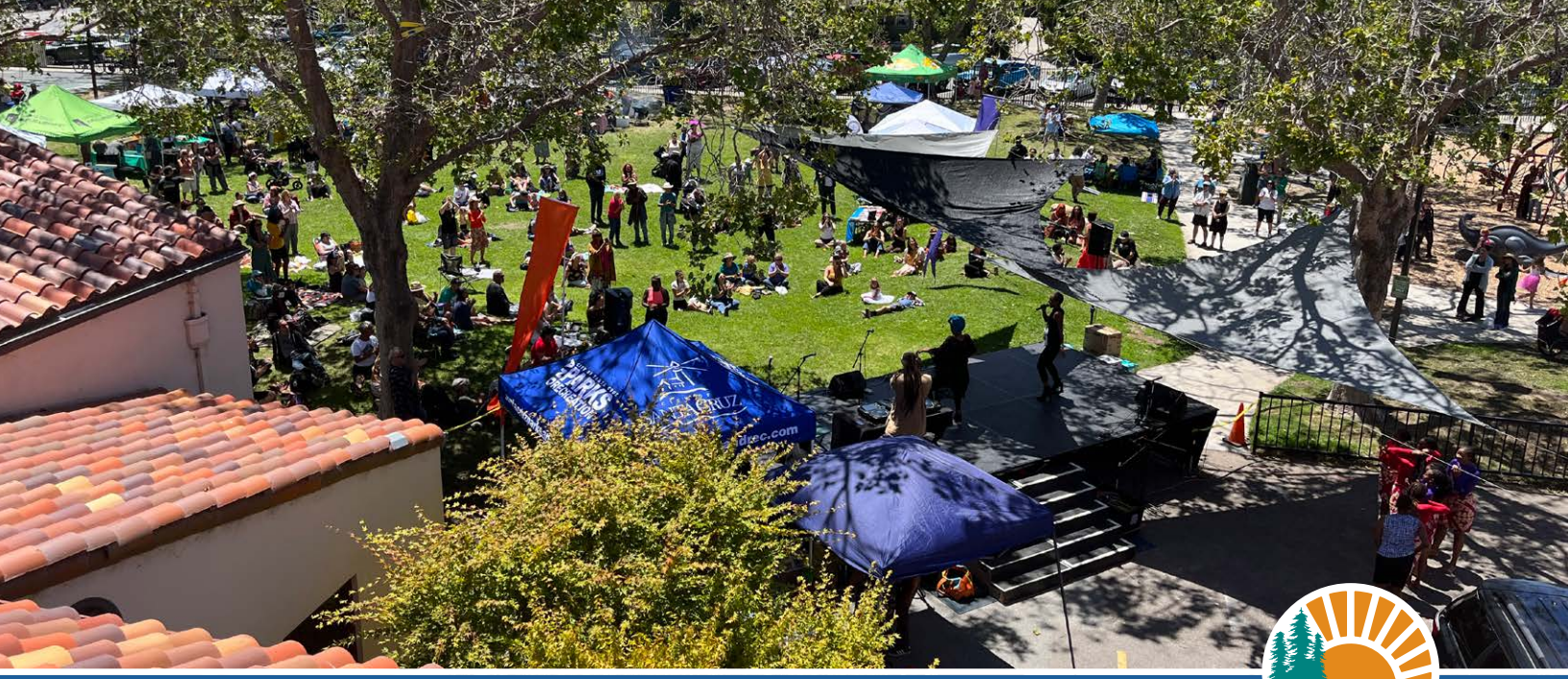
- Choose Renewable Electricity from Central Coast Community Energy
- Reduce Air Travel
- Eat more Plant-based Meals
- Take Public Transportation
- Buy or lease an Electric Vehicle
- Electrify: Install Electric Heat Pump Water Heater or Space Heating
- Use Active Transportation: bike, walk, skateboard, or scooter
- Install Solar Panels

And finally, share the solutions and your commitment to actions with others...

Studies show that the majority of Americans are concerned about climate change, but don't know what to do. It can seem like such a huge and overwhelming problem when you don't know about the solutions. Most people are glad to find out there are solutions and even happier when they see that the solutions don't need to turn our lives upside down.

Talking about climate change is something many people avoid. They are worried that maybe their neighbors are not as concerned as they are or that they might need to be an expert to talk about it. However, since most Santa Cruzans are concerned about climate change the likelihood is that your neighbor has the same concerns that you do. Talking about solutions with neighbors, family, and friends is a positive conversation and is an easy way to inspire someone else to take action. People are usually happy to learn there is something they can do to help! The best part is you don't need to be an expert and it's easy to do.

*Learn more about the set of actions you can take in Chapter 8, the **Call to Action.***



1. INTRODUCTION

Community Vision and Values

The City of Santa Cruz CAP 2030 builds on the strong foundation of climate action in the City and provides a framework for updated policies, programs, and incentives for the community to work toward climate mitigation, climate restoration, and building a climate economy.

The CAP incorporates the many climate protection programs that the City has in place that will continue to reduce GHG emissions. Additionally, this plan includes new initiatives that the City will implement in order to reach the refined targets that were established as part of this plan.

Values

The community values that have guided the development of the CAP and will continue to guide its implementation are:

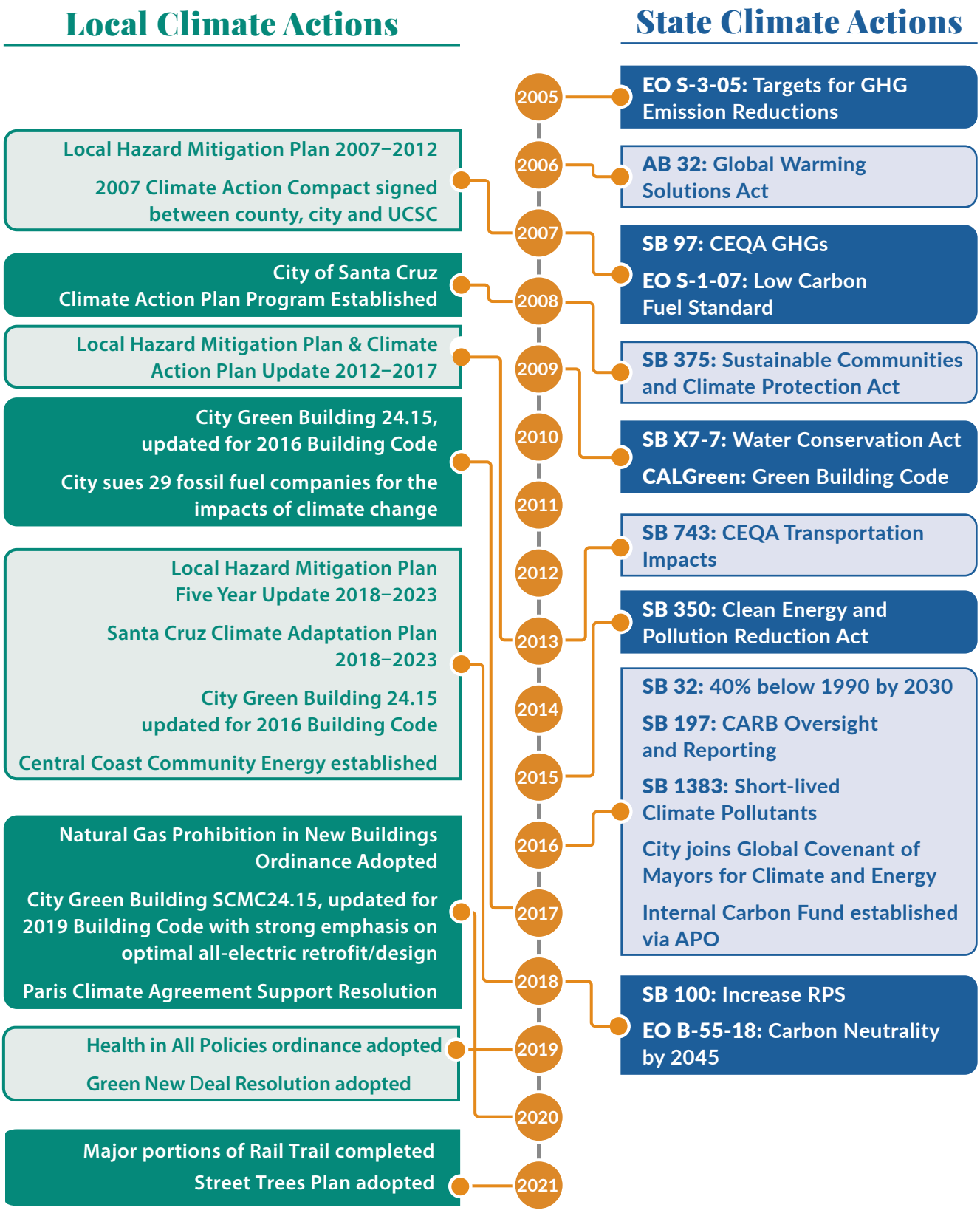
- Ensure equity in all policies
- Build people-centric transportation infrastructure
- Promote efficient and low carbon/ no carbon energy and water
- Protect and enhance natural resources and urban parks
- Eliminate food waste and support local food sources

The City of Santa Cruz CAP incorporates the many climate protection programs that the City has in place that will continue to reduce GHG emissions. Additionally, this plan includes new initiatives that the City will implement in order to reach the refined targets that were established as part of this plan.

Climate Legislation

California is a leader in climate action and has developed policies and passed legislation that seeks to control GHG emissions. For example, the state passed landmark legislation that requires California to reduce overall GHG Emissions 40 percent below 1990 levels by 2030 and appointed the California Air Resources Board (CARB) to develop policies to achieve this goal, which are documented in the Scoping Plan. One of the primary programs developed by the CARB is the California cap-and-trade program, which requires mandatory reporting for significant sources of GHG emissions and sets caps on emission levels that are outside the purview of the City's CAP. The following section highlights the primary state legislation and guidance related to this CAP, and Figure 1 shows a more detailed timeline with additional relevant legislation, as well as key climate related successes in the City.

FIGURE 1. Local and State Climate Actions



State Legislation and Guidance

Executive Order S-3-05

In 2005, the governor signed EO S-3-05, which established the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

Assembly Bill 32 – California Global Warming Solutions Act of 2006

Building on EO S-3-05, AB 32 was approved by the legislature and signed in 2006. The landmark legislation requires CARB to develop mechanisms that will reduce GHG emissions to 1990 levels by 2020. Mandatory actions under the legislation to be completed by CARB include:

- Identification of early action items that can be quickly implemented to achieve GHG reductions. These early action items include regulations affecting landfill operations, motor vehicle fuels, car refrigerants, and port operations, among other regulations.
- Development of a Scoping Plan to identify the most technologically feasible and cost-effective measures to achieve the necessary emissions reductions to reach 1990 levels by 2020. The Scoping Plan's measures include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based cap-and trade program.
- Creation and adoption of regulations to require the state's largest industrial emitters of GHGs to report and verify their emissions on an annual basis.

Senate Bill 32

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). The bill charges CARB to adopt the regulation so that the maximum technologically feasible emissions reductions are achieved in the most cost-effective way.

Executive Order B-55-18

On September 10, 2018, the governor issued EO B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by previous legislation.

Qualified Climate Action Plan

The California Environmental Quality Act (CEQA) is the statute that requires public agencies, such as the City of Santa Cruz, to consider the environmental consequences of their actions through environmental review. CEQA requires the City to determine and disclose if those consequences, or impacts, are significant, and if so, to avoid or minimize those impacts, as feasible. The City of Santa Cruz CAP 2030 serves as a Qualified Climate Action Plan for which the City can streamline the environmental review process of future projects, which can save time and money during the environmental review process while simultaneously driving emissions reduction. If development projects are consistent with the 2030 CAP, CEQA analysis can be streamlined by presuming that the project's GHG emissions are not significant. In order to receive the benefits of streamlining, the Climate Action Plan must be consistent with the criteria set forth in CEQA Guidelines Section 15183.5(b) as outlined below.

TABLE 2. CEQA Guidelines Section 15183.5(b) Compliance

Criteria Set Forth in CEQA Guidelines Section 15183.5(b)	Where it is Addressed in the Climate Action Plan
Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.	GHG Emissions in the City of Santa Cruz
Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable	GHG Emissions in the City of Santa Cruz Key Legislation, Actions, and Targets
Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area	Measures and Actions; Appendix C *GHG Emissions Reduction Technical Evidence*
Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level	Measures and Actions; Appendix C GHG *Emissions Reduction Technical Evidence*
Establish a mechanism to monitor the plan's progress toward achieving the level and to require an amendment if the plan is not achieving specified levels	Implementation
Be adopted in a public process following environmental review	Appendix A Santa Cruz Climate Action Plan 2030 Initial Study – Negative Declaration

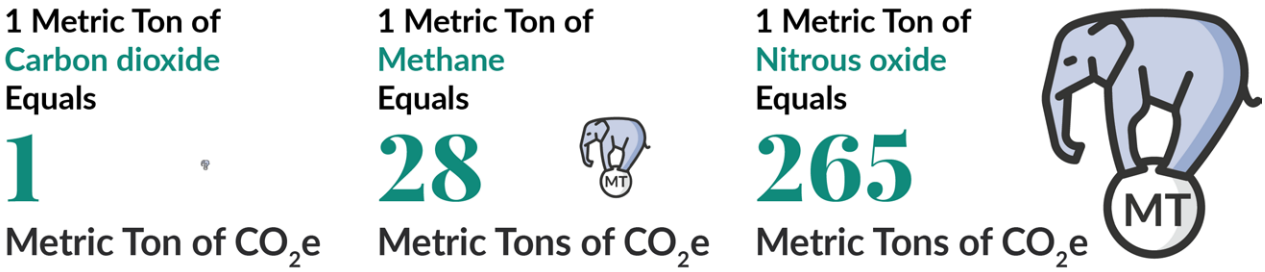
Scientific Background

Science of Climate Change

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The GHGs that are considered to be the principal contributors to human-induced climate change include carbon dioxide, methane, nitrous oxides, fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride. Water vapor is excluded as a GHG because it is short-lived in the atmosphere, and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these GHGs, carbon dioxide and methane, and nitrous oxide are emitted in the greatest quantities from human activities. Ninety-seven percent of the annual GHG emissions generated in the United States consist of these. Further, these gases can trap heat in the atmosphere, leading to overall warming of the earth's surface. While all these gases contribute to warming the earth, carbon dioxide, methane, and nitrous oxides are the three most prominent GHGs and are used to quantify GHG emissions for the City. Because all GHG emissions have different characteristics, a standard unit is used to compare the potential impacts of different GHGs and allow them to be added together. This is achieved by converting all GHGs into a standard unit called carbon dioxide equivalent (CO_2e), based on the amount of heat one metric ton (MT) of CO_2 traps in the atmosphere (see Figure 2). Figure 3 demonstrates what is called the greenhouse gas effect. This process explains how increased emissions and impacts to the atmosphere can lead to an overall increase in global temperatures.

FIGURE 2. Global Warming Potential (GWP)



Each of these gases has its own global warming potential (GWP), or extent to which it traps energy in the atmosphere, ranging from a decade to several thousand years. CO_2 is used as the reference point to compare the potential impact of different GHGs, therefore CO_2 has a GWP of 1. Methane has a GWP of 28, meaning that each metric ton (MT) of methane causes 28 times more warming than 1 MT of CO_2. Nitrous oxide has a GWP of 265 or 265 times the GWP of 1 MT of CO_2.

Source: IPCC. Climate Change 2014: Synthesis Report. Available:
https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf

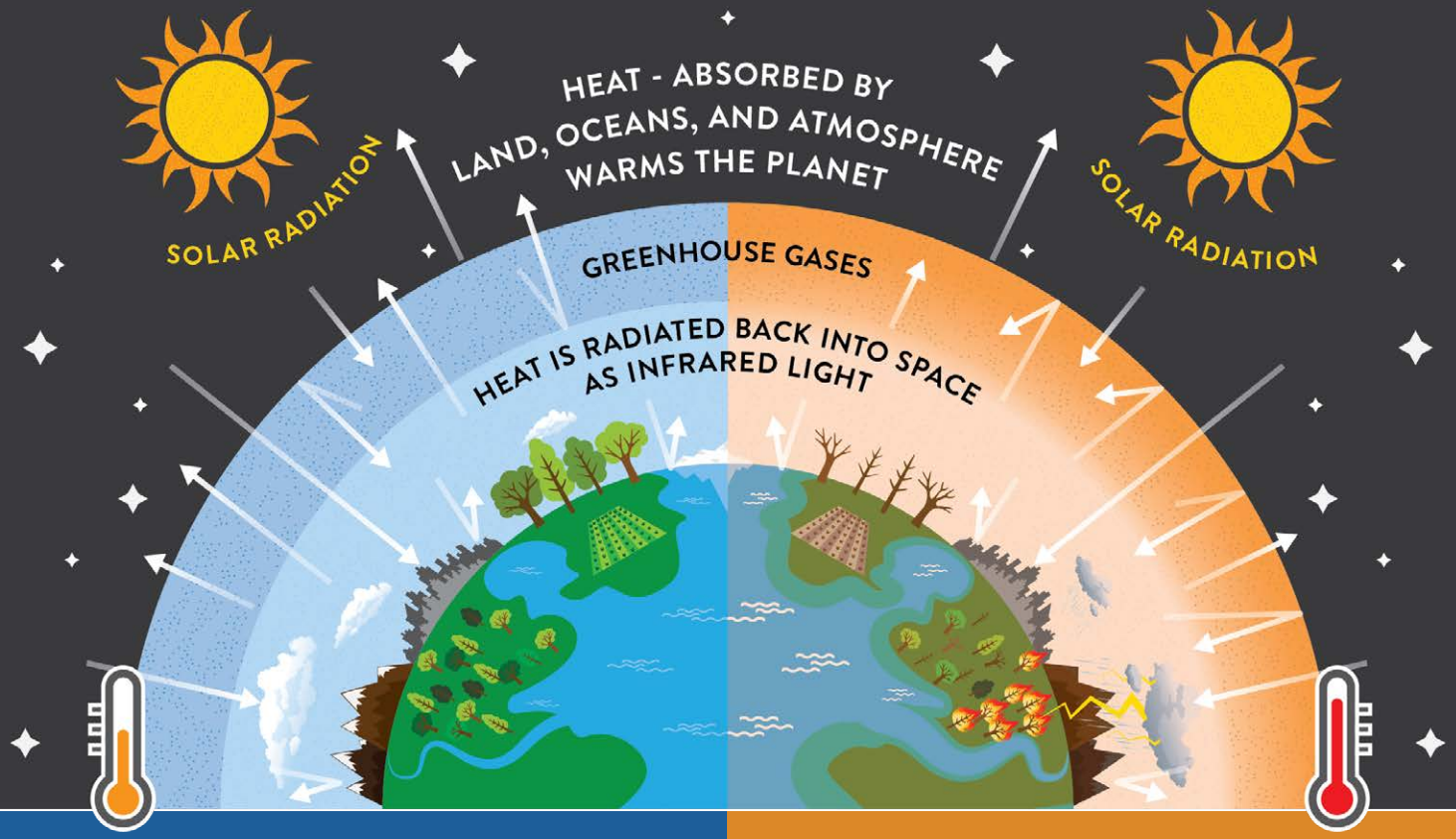
FIGURE 3. Greenhouse Gas Effect and Associated Climate Impacts

In the last century, human activities such as burning fossil fuels and deforestation have caused an increase in the concentration of greenhouse gases in the atmosphere.

THE RESULT: Extra trapped heat and higher global temperatures.

With Normal
Greenhouse Gases

With Increased
Greenhouse Gases



Some heat continues into space while the rest, trapped by greenhouse gases, help maintain the planet's relatively comfortable temperatures.

Less gas =
less heat trapped in the atmosphere

Retaining more reliable:

- Weather
- Temperature
- Rainfall
- Sea Level

Increased greenhouse gases means less heat escapes to space. Between preindustrial times and now, the earth's average temperature has risen by 1.8°F (1.0°C).

More gas =
More heat trapped in the atmosphere

More intense:

- Storms
- Sea Level Rise
- Drought
- Wildfires
- Heat

Sources of GHGs and City Influence

The primary source of GHG emissions is the combustion of fossil fuels. Other major contributors include decomposition of waste and land use changes, such as development on previously undeveloped land, which have historically impacted frontline communities. The main sources of GHG emissions in Santa Cruz that the City can influence, as identified in the state's 2017 Scoping Plan, are from transportation, buildings, solid waste, and water and wastewater. Transportation emissions are generated by fuel used by cars, trucks, and off-road vehicles. Building emissions are from electricity and natural gas used by residential and commercial buildings. Solid waste from residential, commercial, and municipal sources generates methane emissions as materials (especially organics like food scraps and yard waste) decompose in the landfill. Water emissions are generated by electricity used to transport and treat water for residential and commercial use, and emissions from wastewater treatment processes.

Cities can play a critical role in reducing GHG emissions at the local level. Local government policies and programs can reduce GHG emissions and help mitigate the impacts of climate change, within their jurisdictional control. Cities can reduce emissions by improving building codes to reduce energy use, incentivizing alternative transportation options to decrease fuel use, and expanding options for waste stream diversion and renewable energy sources.

Sources of GHGs Outside of City Influence

There are many sources of emissions outside of the control of the city that are not included in this CAP. However, it is important to understand what these sources are and how the community can collectively reduce the emissions from these sectors. For example, emissions generated from the life cycle of products as they are created, such as the metals and plastics extracted and used to build cars and trucks, are outside of the City's direct influence. Additionally, the food system can have major implications on the climate. Modern diets include increased amounts of non-local, processed foods. This means that in addition to what goes into the production of foods, transportation and processing can increase GHGs emitted. Of these sources, livestock production is the largest. Meat from ruminant animals, such as cattle and goats, are particularly emissions intensive.

Despite this, changing individual diets is not an enforceable issue. People need to address their contributions to climate change within their own households. While the City's CAP can provide guidance and will put pressure on different emissions sectors, limiting the effects will also come down to the decisions made by community members. Reducing individual and household emissions through well-informed consumption decisions will contribute to the city's overall emissions reductions and assist in repairing the climate. **To support individual actions, the City will conduct education campaigns as described in the Measures and Actions section of the CAP and launch a community activation platform – Resilient Santa Cruz – which will encourage and empower community members to make changes that are within their individual or household influence.** See ***Section 8. Call to Action*** for more information.

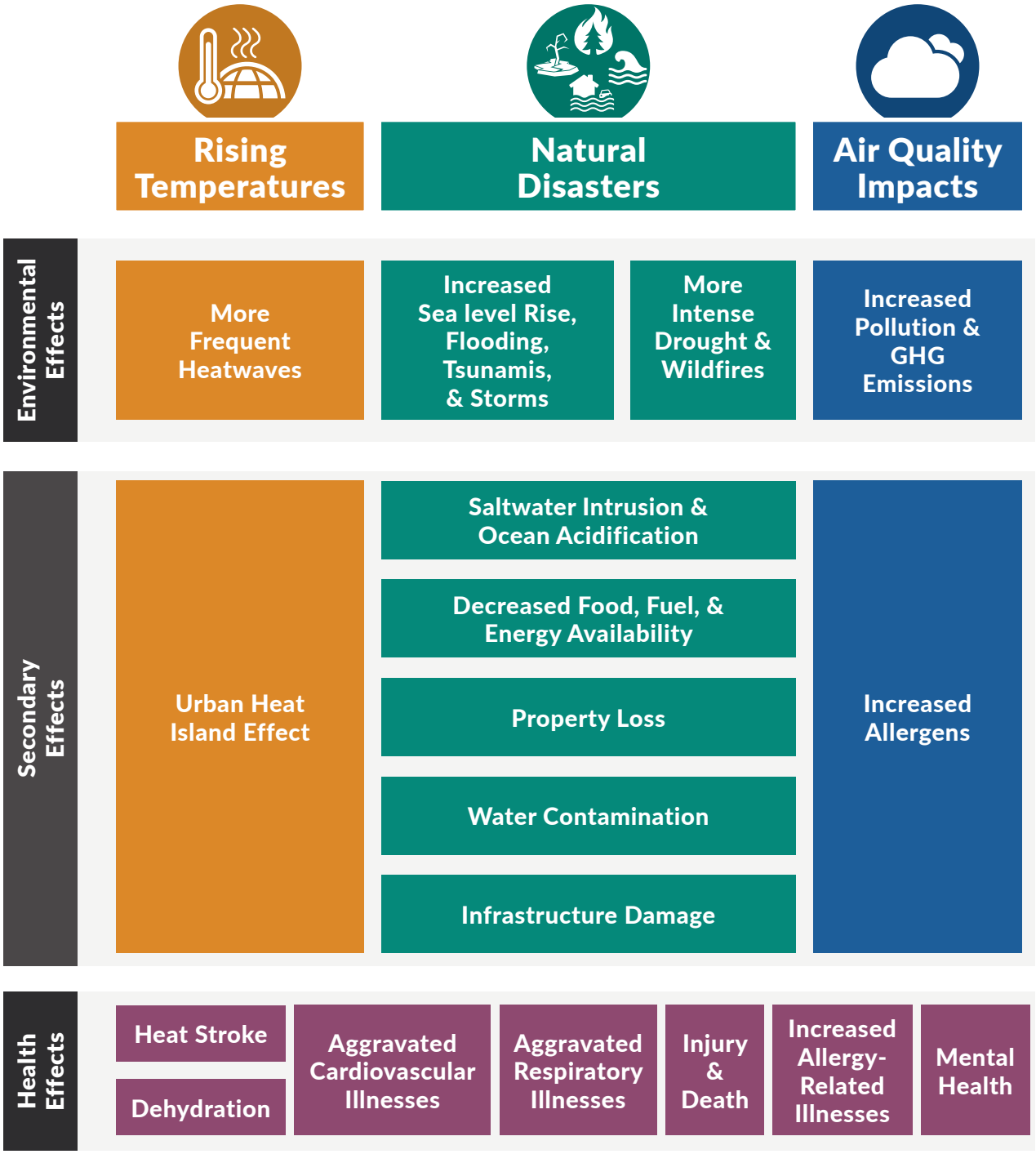
Effects of Climate Change in Santa Cruz

The City is a compact, vibrant, beach community that preserves the diversity and quality of its natural and built environments, creates a satisfying quality of life for its residents and attracts visitors from around the world. Its unique geography, from exposed Pacific Ocean cliffs to sheltered Monterey Bay beaches, and coastal river running through its downtown and tourist- areas, is a part of its appeal, yet these features also increase its vulnerability to the impacts of climate change.

Climate change impacts include sea level rise (SLR) — which will exacerbate coastal storm events, cliff erosion, and flooding — drought, saltwater intrusion, fog reduction and increased risk of wildfire; and extreme weather such as storms and extreme heat. The science surrounding climate change continues to improve and the impacts of unabated anthropogenic GHG emissions are already being experienced and future impacts are becoming clearer. However, there is hope and an ability to make change (as demonstrated in Chapter 5). Through key Legislation, Actions, and Targets, the City has continuously reaffirmed its goal to both reduce GHG emissions to mitigate climate change and to build adaptive capacity into policies, plans, programs and infrastructure.

People and property in the City are at risk from a variety of hazards that have the potential to precipitate widespread damage to property, infrastructure, and the environment. Communities who are least culpable in the warming of the planet, and most vulnerable to the impacts of climate change, have suffered disproportionately as a result of historical injustice and disinvestment. These communities are considered frontline communities and include people of color, immigrants, people with lower incomes, people experiencing homelessness or houselessness, differently-abled persons, seniors, and indigenous people. Frontline communities are hit first and worst by climate change impacts.

FIGURE 4. Effects of Climate Change on Human Health



Coastal storm flooding is a primary hazard placing property and infrastructure at risk in the city. Although armoring may prevent some impacts associated with coastal erosion, in many areas this infrastructure will not protect from wave overtopping during coastal storm events. In 2021, the city witnessed several strong rainstorms that caused flooding along the San Lorenzo River. Higher rates of SLR have also left the city vulnerable to potential tsunamis. In January 2022, a tsunami caused by an offshore volcanic eruption sent surges of waves into the city, submerging several electrical pedestals and damaging cars and boats parked at Santa Cruz Harbor.

Wildfires are also increasing throughout the state of California. The Central Coast has experienced several detrimental fires in the past decade. While the City avoided the CZU Lightning Complex fires in 2020, the fires got very close to the borders of the City and the UCSC campus was evacuated. In addition, the fire burned portions of the watersheds that supply the City's drinking water. Increased drought conditions combined with variable precipitation and increased temperatures make the City vulnerable to this threat. Vegetation fires are likely to increase due to several climatic and human pressures. However, the City is taking action to prepare and mitigate these threats including through the City's Adaptation Plan 2018-2023, Resilient Coast Santa Cruz, coastal monitoring, upcoming 2024-2029 Climate Adaptation Plan, and Local Hazard Mitigation Plan Updates.

The City of Santa Cruz recognizes that everyone has a role in reducing the impacts of climate change and meeting the state goals and City targets for GHG emission reductions. It is imperative that we all actively participate in the process and aim to reduce our fair share of emissions. In late 2017, the City of Santa Cruz filed a lawsuit seeking to hold fossil fuel defendants accountable for their decades of deception about climate change and the resulting damages associated with sea level rise, more frequent and intense wildfires, more destructive storms, and other consequences of climate change knowingly caused by the defendants' products. The City's goal is to ensure that the costs of measures needed to protect Santa Cruz from those consequences are borne by the fossil fuel defendants who caused it – and not by the City's taxpayers.

Considering the social cost of emissions, the City has estimated it experiences ≥$25M per year in adverse impacts to the community already due to climate change.

2. COMMUNITY ENGAGEMENT

Community Engagement Process

Resilient Together is the name of the CAP 2030 development process, drawing on the familiar climate adaptation initiative that took place between 2019 and 2021, Resilient Coast Santa Cruz. Resilient Together invited input from city staff, consultants, and the Santa Cruz community at large, contributing to the engagement process and climate action planning that unfolded between 2020 and 2022. The process was centered in equity, and sought to process members of the community who have suffered from historical injustices and whose voices have not been historically included in City planning efforts and priorities, including Indigenous, Black, and Latinx voices.

The City also provided compensation for these groups for much of their participation to ensure their time for the value of their time and subject matter expertise. It was critical for the City to engage with these communities not only to garner input and inform the Plan, but also to form and build long-lasting relationships to provide equitable CAP program development and implementation and to ensure equitable future planning efforts.

The COVID-19 pandemic challenged the CAP engagement process, reducing the opportunities for in-person events and feedback. This caused the project team to adapt through engagement focused on garnering online participation, with the addition of some outdoors, in-person events focused on reaching frontline communities, in particular, the low-income, Latinx Beach Flats neighborhood. Each major engagement event was promoted through online newsletters and emails, text updates, Facebook and Instagram posts, flyers at public locations and events, and partnerships with local frontline groups, such as Youth for Climate Justice, the NAACP of Santa Cruz County, Community Bridges, the Homeless Garden Project, Black Surf Club and a representative from Amah Mutsun Tribal Band, to share information through the community. As of July 2022, overall engagement resulted in over 2,884 touchpoints in the community (defined as a point of interaction between a City CAP 2030 effort and community members) and over 29 online and in-person events and activities. This engagement process was supported by the city's CATF, and the Equity Advisory Group consisting of members of frontline communities. All materials for outreach activities were provided in English and Spanish.

Connecting Community Engagement, Equity, and Climate Data

Community engagement and prioritizing equitable processes were central elements that informed and guided the development

Community Outreach by the Numbers

9
Total Workshops

263
People Engaged in In-person Visioning Activities

12
In-person Collage Visioning Exercises

25+
Online and In-person Activities

2,884
Points of Contact with the Community

of the climate measures and actions. The Greenlining Institute, a nonprofit organization working to build a future where communities of color can build wealth, live in healthy places filled with economic opportunity, and are ready to meet the challenges posed by climate change, advised on the language and approach of the engagement process itself. Moreover, Greenlining helped the City establish a framework for an equitable process by iteratively developing and applying an **equity screening tool** which provided guidance on strategic resource allocation in relation to equity and ensuring equitable process and outcomes. The three phases of community engagement consisted of (1) envisioning values that encourage a resilient Santa Cruz, (2) establishing targets that will achieve such a vision, and (3) connecting those targets to tangible actions in the CAP. In addition to the three main phases of engagement, the project team met with representatives from all City Departments to discuss CAP implementation. The City also engaged with Beach Flats neighbors on only Earth Day where City staff discussed solutions to hurdles in implementing the plan.

Phase 1: Creating a Vision for a Resilient Santa Cruz

The first phase of engagement focused on gathering community input to craft the vision for climate action in the City. In the summer of 2021, the City hosted an online collage visioning exercise asking the City's community members how they envisioned the City in 2030. The City hosted 12 in-person collage visioning exercises, where community members contributed images and words to posters that reflected their vision of the City in 2030. An example of a visioning collage event is shown in the image below. Overall, approximately 263 people took part in the in-person visioning activities. The City also hosted nine workshops with key frontline focus groups, including people experiencing homelessness, youth, and the Beach Flats community, to understand the needs of these communities, who are on the frontlines of climate change impacts and have often been left out of City planning efforts and decision-making processes.. The collage visioning effort helped to identify community goals and values of the CAP, and then reflect community needs, especially those of frontline communities, in the development of CAP actions.

Visioning Collage Example

All input from the events was collated and organized by the sectors mentioned above. Below are the most salient themes that surfaced throughout the visioning engagement process. More detail on these themes can be found in the community engagement Appendix D.

1. **Create a seamless and safe active transportation network.**
2. **Create a robust, decarbonized, reliable public transportation system.**
3. **Establish more affordable, denser housing.**
4. **Foster the unique City of Santa Cruz Community Character.**
5. **Support and maintain beautiful and regenerative landscapes and environment.**
6. **Promote clean energy and create resilient energy infrastructure and buildings.**
7. **Ensure sustainable water use in the City.**
8. **Secure economic, racial, and environmental justice.**

The detailed summary of findings from engagement (Appendix D). After the data were collected, reviewed, and consolidated, the project team generated five initial value statements:

- **Equity in all policies**
- **Accessible people-centric transportation infrastructure**
- **Efficient and low carbon/no carbon energy and water**
- **Protect and enhance natural resources and urban parks**
- **Eliminate food waste and support local food sources**

Coast Futura Public Transportation Demonstration

PHASE 2:
Target Setting

The second phase of outreach focused on gathering feedback on carbon neutrality targets for the Plan. The project team distributed a survey during fall of 2021 to assess community opinion on various carbon neutrality targets. In-person results were gathered from 50 members from the Beach Flats community as well. Overall, 325 people participated in the survey. Results of the survey demonstrated community members' preference to set a more aggressive target of carbon neutrality by 2035 rather than the state's goal of carbon neutrality by 2045 (54 percent of the community preferred the 2035 target, while 46 percent preferred the 2045 target). There were some differences between demographic groups and how aggressively the City should pursue carbon neutrality with equity concerns over going fast toward carbon neutrality. Frontline communities tended to choose a longer term, 2045 target. The City ultimately recommended a target of reaching carbon neutrality by 2035 and worked with the CATF, advisors, and frontline communities during Phase 3 to identify actions that would offer support for frontline communities to reach the 2030 target and make substantial progress toward the 2035 target.

Additionally, the survey highlighted community priorities. Respondents from the community survey were asked to rank the importance of several strategic measures. The top three measures prioritized by respondents were (1) transportation (prioritized by 67.90% of participants) – to reduce on road vehicles, the number of miles traveled, and traffic in Santa Cruz by equitably improving bike ability, walkability, and public transportation; (2) building and development (prioritized by 50.55% of participants) – to build dense, mixed residential and business development that is close to public transit and services, filling in existing neighborhoods, rather than extending development into the wildland urban interface and other undeveloped areas; and (3) green economy (prioritized by 39.11% of participants) – to provide better wages and to enable workers to live where they work.

City staff also presented options for target dates to achieve carbon neutrality and reviewed high level measures at a City Council meeting in January 2022. Staff presented options to City Council for achieving carbon neutrality that included options for setting legally-binding targets and/or aspirational targets. This session provided an opportunity for Council to ask more detailed questions to better understand target setting implications and general measures of the CAP, ultimately supporting a carbon neutral by 2035 target.

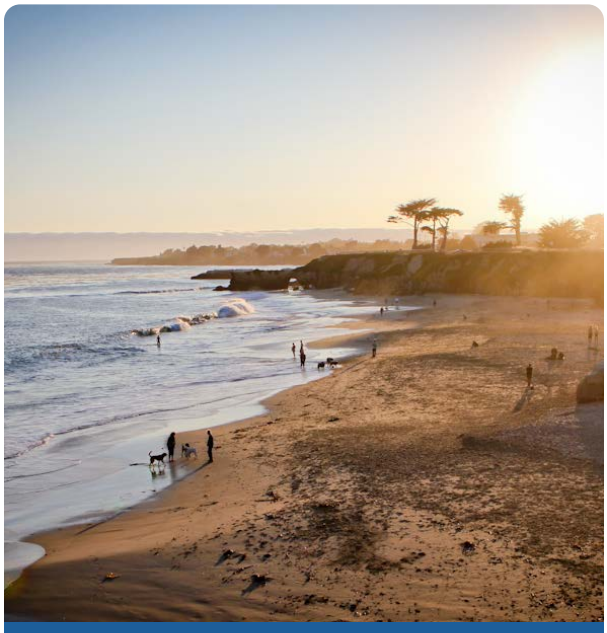
PHASE 3: Identifying CAP Actions

After climate targets were established, actions intended to meet those targets required community evaluation. The second phase of outreach focused on gathering community feedback on the proposed draft actions. The project team, in concert with the CATF and the Greenlining Institute; developed a set of equity criteria to evaluate each measure that then shaped the equity screening of the draft actions. The equity criteria fell into six categories: health, community vibrancy, affordability, accessibility, accountability, and green jobs (See the Equity Screening Section for more information on each of the criteria). Each criterion included questions that assess whether an action would benefit or harm frontline populations. Potentially detrimental actions were revised to alleviate the equity concern or another action that addressed the concern was added.

Once the draft actions were refined based on the equity screening, the project team solicited community input on each draft action from February-March 2022 through an online forum. Community members were invited to rate their support for each action and provide comments explaining their opinion. Overall, the community was supportive of all proposed actions, with approval ranging from 57 percent to 89 percent. Actions that received lower levels of support and multiple comments were revised to address the concerns. A total of 126 people participated in this activity. City staff followed up with listening sessions on the topics of bicycling, parking and public transportation and discussing solutions to implementation challenges with Beach Flats community members. City staff then presented these results from Consider.it and an overview of engagement efforts at a Council study session in March 2022. This presentation also reviewed ongoing engagement with City staff and community members around implementation efforts and future engagement efforts planned after the release of the CAP.

3. GHG EMISSIONS IN THE CITY OF SANTA CRUZ

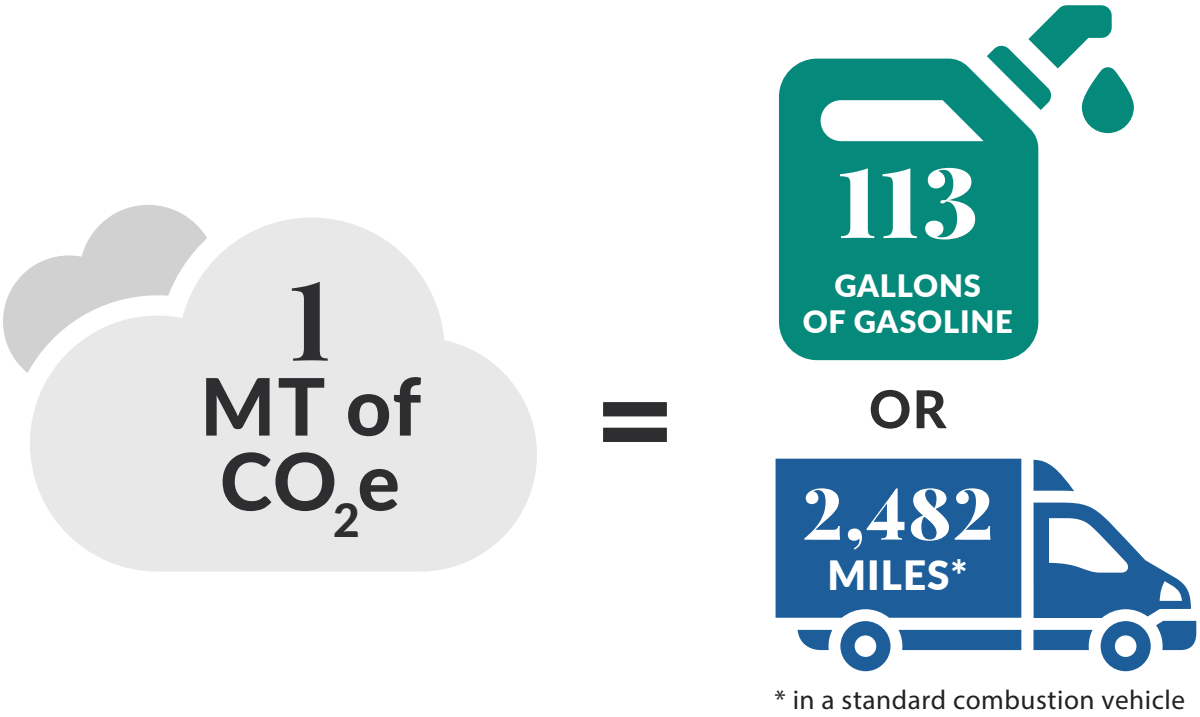
Estimating GHG emissions enables local governments to establish an emissions baseline, track emissions trends, identify the greatest sources of GHG emissions within their jurisdictions, and set targets for future reductions. This section provides a summary of the methodologies used to quantify emissions, the results of the City's most recent GHG emissions inventory (2019), a summary of emissions over time, and an estimate of future emissions.



Santa Cruz Coastline

Conducting a GHG Inventory

This CAP includes a summary of the 2019 GHG emissions inventory from community-wide activities within the city, which was completed by the Association of Monterey Bay Area Governments (AMBAG) and reviewed and updated as part of this process (See Appendix B and Appendix E for more information on the inventory review and update). The GHG inventory includes the emissions from residences and businesses within the city and GHG emissions from municipal operations are included as a subset of the community-wide inventory. The 2019 GHG Inventory was prepared using the most recent available and accurate community data, emissions factors from IPCC AR5 and was calculated based on the U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, Version 1.2 and state guidance. To allow for comparison among GHG emissions sources, all emissions are translated to the equivalent of one metric ton of carbon dioxide, or MT CO_2e. One MT CO_2e is the equivalent of using 113 gallons of gasoline or driving 2,482 miles in a standard combustion vehicle.[1] See Appendix B and Appendix E for more information on the methodology.



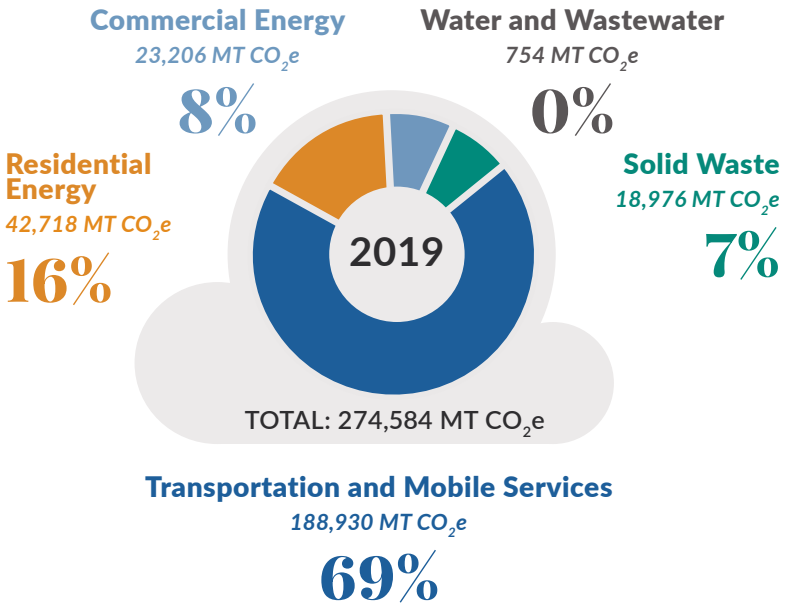
1. *https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results*

Current GHG Emissions

The City did not complete a consumption based emissions inventory to include sources outside the State Scoping Plan. Due to high complexity, uncertainty and cost. Tradeoffs between activity and consumption based inventories is contained in Appendix B. The City is currently evaluating low cost methods to begin to understand the magnitude of the community's consumption based emissions.

In 2019, the community emitted approximately 274,584 MT CO_2e. Figure 5 shows emissions by sector.

FIGURE 5. 2019 Santa Cruz Community Emissions Summary by Sector



MT CO_2e: Metric tons of carbon dioxide equivalent is the standard units to measure GHG emissions.
Emissions have been rounded and therefore sums may not match.
Source: Emissions were calculated following ICLEI U.S. Community Protocol Version 1.2 and using data provided and approved by the City.

As shown in Figure 5, emissions from transportation and mobile sources made up the largest sector contribution to total emissions (189,930, or 69 percent of total emissions). The second and third largest sources of emissions were from residential energy (42,718, or 16 percent of total emissions) and commercial energy (23,206, or 8 percent of total emissions). The remaining emissions were from solid waste (18,976, or 7 percent of total emissions) and water and wastewater (754, which amounted to less than 1 percent of total emissions).

GHG Emissions Over Time

The City has conducted GHG emissions inventories of community-wide GHG emissions for 2005, 2010, 2015, 2018, and 2019. In addition to these inventories, the City adopted the 2020 CAP in 2012, which identified targets to reduce community-wide GHG emissions 30 percent by 2020 and 80% by 2050 compared to 1990 emissions levels. The City's emissions dropped approximately 9 percent from 1990 to 2019 and did not meet its 2020 target (30 percent below 1990 emissions or 145,123 MT CO_2e), largely due to population growth and growth in employment. Figure 6 and Figure 7 below show the City's 1990, 2005, and 2019 mass (community wide) and per capita (per person) emissions over time, as well as the 2030 target for mass emissions (Figure 6) and per capita emissions (Figure 7).

FIGURE 6. City of Santa Cruz Historical Mass Emissions + 2030 Target

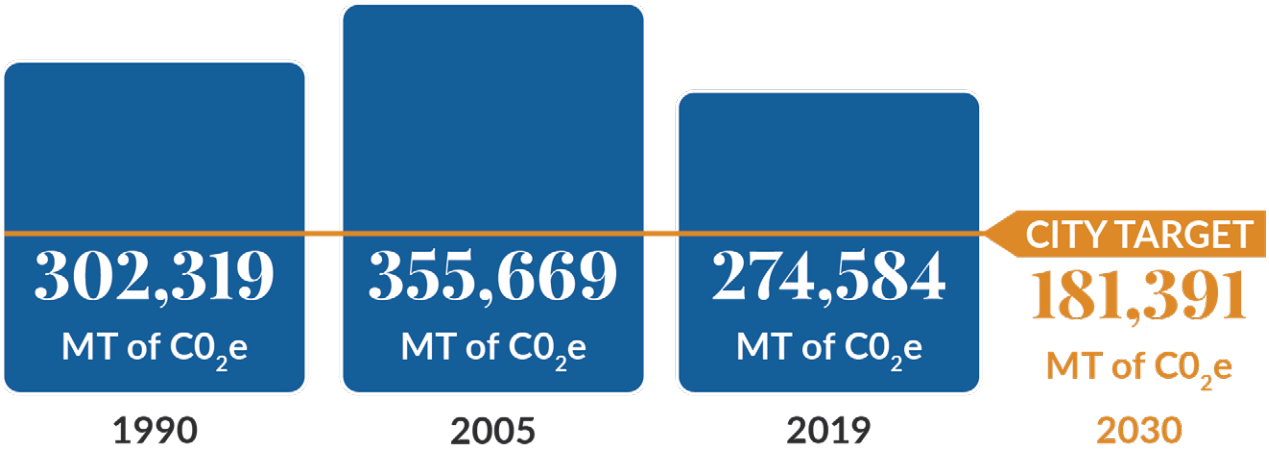
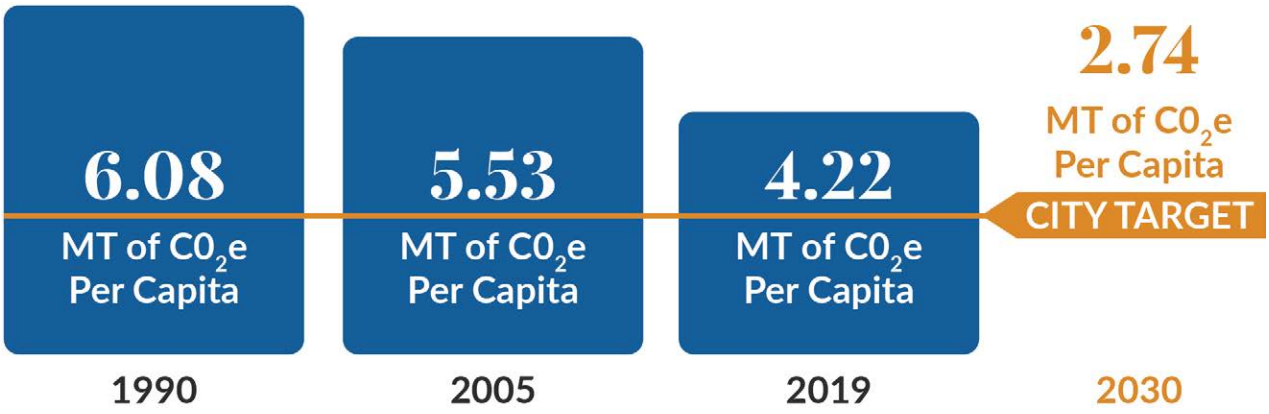


FIGURE 7. City of Santa Cruz Historical Per Capita Emissions + 2030 Target



GHG Emissions Forecast

GHG emissions forecasts (projections of future GHG emissions) are generated from the 2019 inventory to identify the quantity of emissions reductions needed and the actions that must be taken now to meet the City's future targets in line with the state's goals. The forecasts are based on projected population and economic change projected for the community over time as well as future state legislative actions that are expected to reduce future GHG emissions.

Business as Usual Forecast

A BAU scenario provides a forecast of how GHG emissions would change in the years 2025, 2030, 2035, and 2045 if consumption trends continue as they did in 2019, based on projected growth trends in population, and employment over time, consistent with local and regional projections. The BAU forecast does not account for GHG emissions reductions associated with local GHG reduction measures or legislative actions. Table 3 shows 2019 and projected demographics for the City.

TABLE 3. City of Santa Cruz Demographics

	2019	2025	2030	2035	2045
Population	65,041	68,845	72,218	75,257	79,534
Housing[1]	24,193	25,465	26,045	26,441	26,992
Employment[2]	40,343	44,317	45,594	46,863	49,636

Source:
AMBAG 2022 Subregional Growth Forecast
https://www.ambag.org/sites/default/files/2020-12/Final%20Draft%202022%20Regional%20Growth%20Forecast_PDF_A.pdf
Notes:
[1] 2015-2023 Regional Housing Needs Allocation (RHNA) (747 units) was divided by 8-years (length of the RHNA/Housing Element cycle) to determine an annual additional number of units. This value was applied to 2015 and future years. These are the most recent RHNA values for Santa Cruz, updated RHNA values will be released in 2022
[2] 1990 employment numbers are from the City of Santa Cruz General Plan and Local Coastal Program 1990-2005 (https://www.cityofsantacruz.com/home/showpublisheddocument/8976/635418232770030000)

Legislative Adjusted Forecast

Several state regulations (e.g., SB 100, Title 24) have been enacted that aim to reduce future local emissions. These regulations have been incorporated into the adjusted forecast, which provides a more accurate picture of future emissions growth and the emissions reductions the City and community will be responsible for after state regulations have been implemented. Table 4 shows the legislation included in the adjusted forecast. Table 5 and Figure 8 show the City BAU and adjusted mass emissions forecasts. See Appendix E for more information on legislation included and excluded in the adjusted forecast.

TABLE 4. State-level Policies Included in the Adjusted Forecast

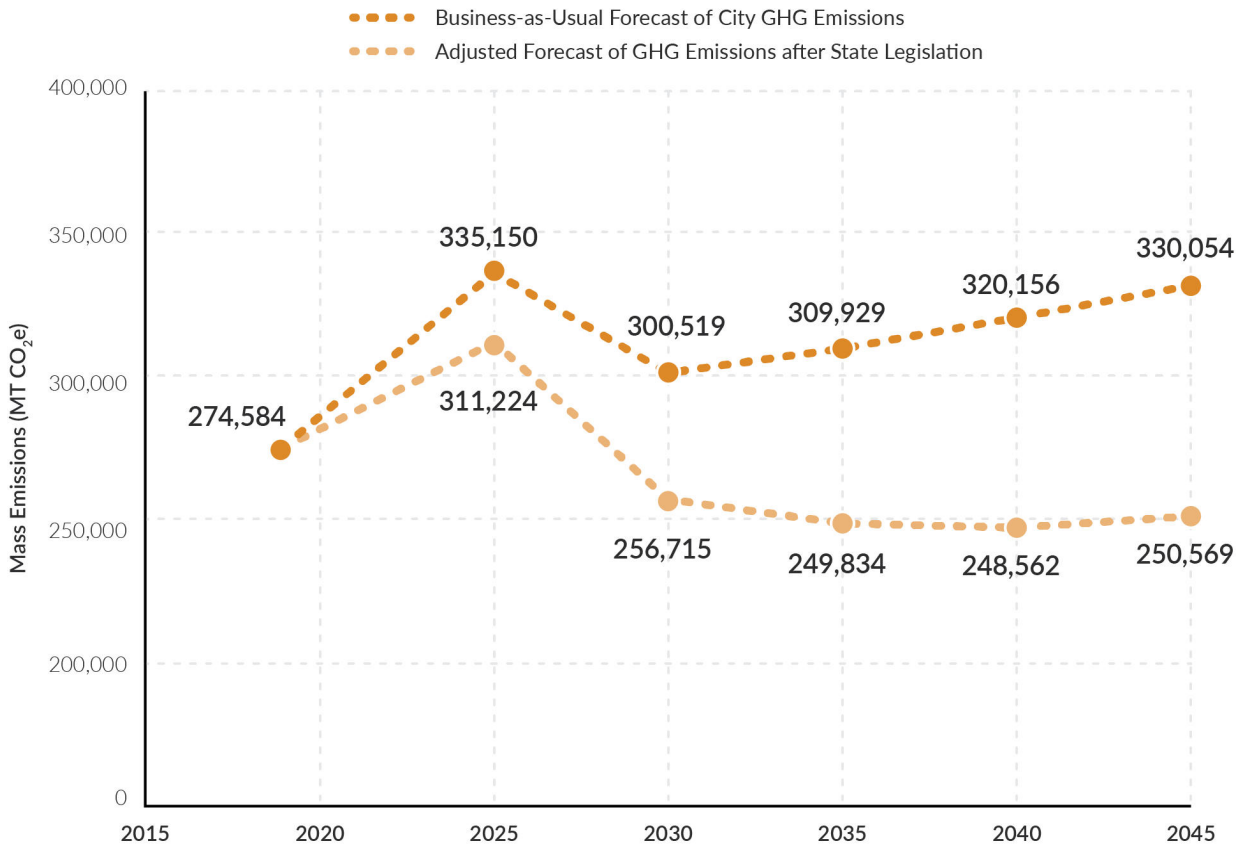
Policies and Programs	Description
Advanced Clean Cars Program	A comprehensive car emissions control program which regulates smog, soot-causing pollutants, and GHG emissions into a single coordinated package of requirements.
Title 24 Building Energy Efficiency Standards	Building standards that regulate new residential and commercial development in California by requiring increased efficiency related to space heating and cooling, lighting, and water heating.
California Renewable Portfolio Standard (RPS)	Requires investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators to increase procurement from renewable energy resources.

Note: Senate Bill 1383, which was enacted to reduce methane emissions from organic materials decomposing in landfills and increase statewide edible food recovery efforts, is excluded from the adjusted forecast because it is implemented at the jurisdictional level and some areas may receive exemptions.

TABLE 5. City of Santa Cruz GHG Mass Emissions Forecast Results Summary (MT CO_2e)

	2019	2025	2030	2035	2045
Business-as-Usual (BAU) Forecast	274,584	335,150	300,519	309,929	330,054
Legislative Adjusted Forecast	274,584	311,244	256,715	249,834	250,569
Percent Reduction in GHG Emissions from Legislation	0.0%	7.1%	14.6%	19.4%	24.1%

FIGURE 8. City of Santa Cruz GHG Emissions Forecast (MT CO_2e)[2]



While the measures and actions included in this CAP reach the 2030 targets, more work is needed to reach the longer-term 2035 emission reduction target. It is anticipated that going forward the CAP will be reviewed and updated every five years (next in 2027), jointly with the City's Climate Adaptation Plan.

2. The increase in emissions from 2020 to 2025 is due to increasing electricity GHG emissions factors between those years. Central Coast Community Energy has published the expected GHG emissions factor associated with its electricity procurement between 2018 and 2030, with the GHG emissions factors increasing between 2020 and 2025, before decreasing again from 2026 to 2030 as they aim to procure 100% renewable electricity by 2030. See Appendix E for more information on the emissions forecast.

4. KEY LEGISLATION, ACTIONS, AND TARGETS

Climate Change Targets

The GHG emissions inventory and forecast provide a basis for the City to establish targets that will help guide the community's steps to achieve future GHG reductions. This CAP identifies GHG emissions reduction targets for the years 2030 (SB 32 target year) and 2035, which is in advance of the 2045 goal established by the 2018 EO B-55-18, in addition to the interim years of 2025 and 2030, to provide a mechanism to track progress over time. The GHG targets have been developed relative to Santa Cruz' baseline emissions levels, and take into consideration projected changes in the community and state legislation.

Lifeguard Tower

The 2017 Scoping Plan includes guidance that details the methodology and benefits of developing per capita (per person) emissions targets versus mass (total community wide) emissions targets. The key benefit of a per capita target is that it corrects for population growth, as the target does not become more difficult to reach if the City grows faster than projected. Pursuant to guidance included in the 2017 Scoping Plan the City has established a per capita emissions target to track progress towards meeting its GHG reduction targets. Additionally, a mass emissions target is included to demonstrate overall changes in emissions over time. The City will pursue an aggressive per capita GHG emission reduction pathway, as demonstrated in **Figure 7**, to exceed the state's target of carbon neutrality by 2045 and align with at least 40 percent below 1990 levels by 2030. Table 6 provides more detail on the City's GHG reduction targets and how they compare to the state reduction goals.

TABLE 6. Comparison of City of Santa Cruz and California GHG Reduction Targets

Target	Per Capita Emissions Target (MT CO_2e)	Associated Mass Emissions* Target (MT CO_2e)	Santa Cruz City Population	Percent Reduction (Below 1990)
Santa Cruz' 1990 Emissions (AB 32 Target)	6.08	302,319	49,711	N/A
2030 Reduction Target for SB 32 Consistency	2.74	181,391	72,218	40%
Santa Cruz' 2030 GHG Emissions Target	2.74	181,391	72,218	40%
Santa Cruz' 2035 Target Carbon Neutral	Carbon Neutral	Carbon Neutral	75,257	100%
California's EO B-55-18 Goal (2045)	Carbon Neutral	Carbon Neutral	79,534	100%

Note:
Source for population projections: Association of Monterey Bay Area Governments (AMBAG). 2020. Final 2022 Regional Growth Forecast. Available: <https://www.ambag.org/sites/default/files/2020-12/Final%20Draft%202022%20Regional%20Growth%20Forecast_PDF_A.pdf>. Accessed August 24, 2021

Climate Action Strategy

This CAP is designed to implement achievable GHG emissions reduction measures that promote equity and jobs. The City recognizes that despite the success achieved so far in reducing GHG emissions as a community, rapid, long-term sustainable change must continue to occur to reach the established GHG reduction targets and limit impacts related to climate change. To be truly effective, this change must be reasonable and equitably driven. Reducing emissions will become more difficult as the easier actions are completed. Continued progress will require a community-wide commitment at all levels to implement the measures outlined in this plan and by making necessary adjustments identified through regularly monitored progress. The Implementation and Funding pieces of this plan provide guidance for how to achieve implementation success.

The measure development process began with a thorough review of progress on implementing the City's existing programs to identify what measures and actions worked and which did not produce the projected results. From there, measures were refined and added to provide a strategy that will achieve the GHG emissions reduction necessary to meet the community's reduction target. Each of the measures includes supportive actions that provide a path for the measure to be implemented.

Rail Trail Groundbreaking

Steps to 2030 and Beyond

The City's approach to carbon neutrality, which is a state of zero greenhouse gas emissions, has been developed through a collaborative process with City staff from all Departments, the CATF and its equity advisors as the main advisory body, and the community. The 2030 target represents the City's fair share reductions towards achieving the state's overall climate goals. The measures and supporting actions outlined in this section were established and refined to meet the City's GHG emissions reduction target for 2030 and provide substantial progress towards meeting the longer-term target of carbon neutrality by 2035, which exceeds the state's established goals but is consistent with Governor Newsom's direction to the CARB to explore the feasibility of carbon neutrality by 2035.

While the measures and actions included in this CAP reach the 2030 targets, more work is needed to reach the longer-term 2035 emission reduction target. It is anticipated that going forward the CAP will be reviewed and updated every five years (next in 2027), jointly with the City's Climate Adaptation Plan. Future iterations of the CAP will provide updated details for meeting the longer-term 2035 carbon neutrality as new technologies and solutions become available. The City is actively engaged in implementing unique solutions and working with local partners as demonstrated by the GHG reduction measures and actions. The City understands the responsibility of taking a leadership role in climate action by developing programs, providing education and engagement opportunities, identifying funding, and developing partnerships that spur change in the community, and electrifying and providing clean–energy for City facilities and EVs. See Appendix C for more information on the emission reductions anticipated to be achieved from each measure.

5. EQUITY SCREENING TOOL

The equity screening tool consists of a process and criteria to ensure the CAP is equitable in both process and outcomes, achieving an equitable and just transition for all communities. The tool was developed through an iterative process. Work on this process began in the first phases of the project when the CATF discussed building shared language and equity best practices into this project and other projects moving forward. The CATF meeting with equity advisors from nearly a dozen frontline groups and small group conversations with frontline communities shaped the equity screening tool that the actions were evaluated against. The equity screening tool was used to screen all proposed actions to ensure all actions in the CAP address equity considerations and do not negatively impact frontline communities.

Public Engagement

Overview of the Screening Process

A just transition refers to the transition from a consumption-based, extractive economy to a regenerative economy, with special consideration to address the past harm to frontline communities. Through achieving a just transition, the benefits of a no- to lower-carbon and resilient economy will be equitably distributed.

The City and Climate Action Task Force evaluated each of the CAP actions against all criteria categories and questions and assigned a score of positive impact, negative impact, neutral or not applicable. No negative scores were accepted. The screening criteria that were selected and used to review the CAP measures and actions are discussed in further detail below.

Planting Trees on Arbor Day

Screening Criteria

Community Health and Safety

Most GHG reduction measures simultaneously reduce air quality impacts, including reducing emissions from criteria air pollutants such as ground-level ozone, particulate matter, carbon monoxide, lead, sulfur dioxide, and nitrogen dioxide, that have negative health impacts. Although air quality is in general very good in the City, the policies included in this CAP must consider and protect communities most impacted by local and regional air pollution. Actions can be intentionally drafted to provide pathways to improve the health impacts that the frontline communities in the City experience resulting from climate change.

Woman in Face Mask, Sneezing

Green Job Facilitation and Creation

CAP measures can create green jobs for the community. This criterion serves to ensure that the CAP measures account for local job development and accessibility during the transition to a greener economy, particularly for people experiencing barriers to employment. The number of jobs anticipated to be created by three of the highest impact measures was determined to be approximately 2,500 through the green economy analysis.

Solar Panel Installers

Cultural Vibrancy

Culture plays a significant role in a community's inclusivity, resilience, and sustainability. More recently, the role of cultural vibrancy in climate action success has been acknowledged. The local community's Indigenous heritage and values must be represented and included in climate action outreach. This criterion will require interested party and community input to understand how the culture of the City can be leveraged and strengthened by this CAP.

Mother and Daughter Hugging

Accessibility

The proposed CAP actions will consider the accessibility of frontline groups, for example, in the design and deployment of policies, programs, and infrastructure considering age, income, language, and ability. Maximizing the accessibility of the documents, outreach, and resulting CAP measures will increase the reach, and therefore, the success of the CAP. Part of the CAP development process will be to create transparent mechanisms to track the progress of implementation, achievement of targets and goals, and its benefits to frontline communities accessible through dashboards and community activation platforms. Advisory bodies that have diverse local representatives can help guarantee that the voices of these communities are reflected in the development and implementation of the CAP.

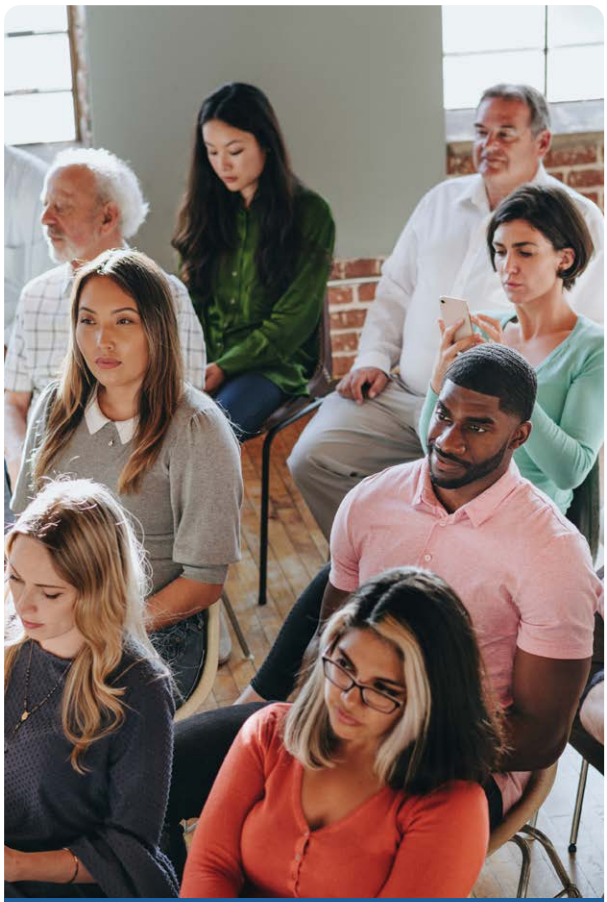
Senior Woman Receiving Care

Accountability

The City aims to ensure that equity is considered from CAP inception and that equity actions are transparently implemented, tracked, and reported. The City seeks to build rapport with the community and use transparent, accessible communication with community members, incorporating community feedback accordingly.

Affordability

The implementation of measures and associated actions will consider affordability so that low-income residents can access their benefits and services. Actions should be designed such that any policy or program will not be implemented until accessible funding and financing mechanisms are in place to prioritize and support frontline community transition.



City Residents Attend Community Meeting

Funding and Financing

6. MEASURES AND ACTIONS

The City acknowledges that rapid and long-term sustainable change must occur to reduce our GHG emissions and limit our impact on climate change. This change will come from a collective goal to reduce emissions through implementation of effective and equitable emission reduction strategies, such as the Measures and Actions outlined in this CAP. These measures and actions work together to achieve the city's vision and the following goals:

1. **Climate Mitigation:** Reduction of GHG emissions to achieve the City's 2030 target and the aspirational goal of achieving carbon neutrality by 2035.
2. **Climate Restoration:** Restoration of the City's natural systems to sequester carbon, improve biodiversity, and improve human well-being.
3. **Climate Economy:** Bolstering a low to no carbon, resource-efficient and socially inclusive economy encompassing jobs related to environmental protection and quality.
4. **Sustainable Municipal Government:** Are specific actions that the City will undertake to reduce greenhouse gas emissions associated with municipal operations.

High-quality climate action planning is built on six essential pillars that result in implementable and effective GHG emission reduction strategies. These six essential pillars lay the foundation for transformational change needed to engage the community and drive progress toward the emissions reductions goals laid out in the Plan.

1. **GHG Emissions:** Produces measurable GHG emissions reductions
2. **Structural Change:** Develop policy, programs, and conduct information gathering for improved measure implementation (e.g., feasibility studies, pilot programs, adapting organization structure, etc.)
3. **Equity:** Protects against negative impacts to frontline groups (as defined by the equity screening tool)
4. **Education & Engagement:** Provides community education, outreach, and leadership to ensure the community has the information it needs for participation in CAP implementation
5. **Partnerships:** Identifies partnership opportunities for cost and resource sharing with local businesses, community groups, and institutions
6. **Funding and Financing:** Incorporate accountability through tracking and resource allocation priorities

The measures and actions also have co-benefits, which are additional social, economic, and environmental benefits to the community.

Community Health: Supports the health and wellbeing of all members of the City

GHG Reduction: directly reduces GHG emissions

Resilience: Bolsters the ability of local residents and businesses to recover quickly from a direct climate change impact, such as extreme heat days or flooding

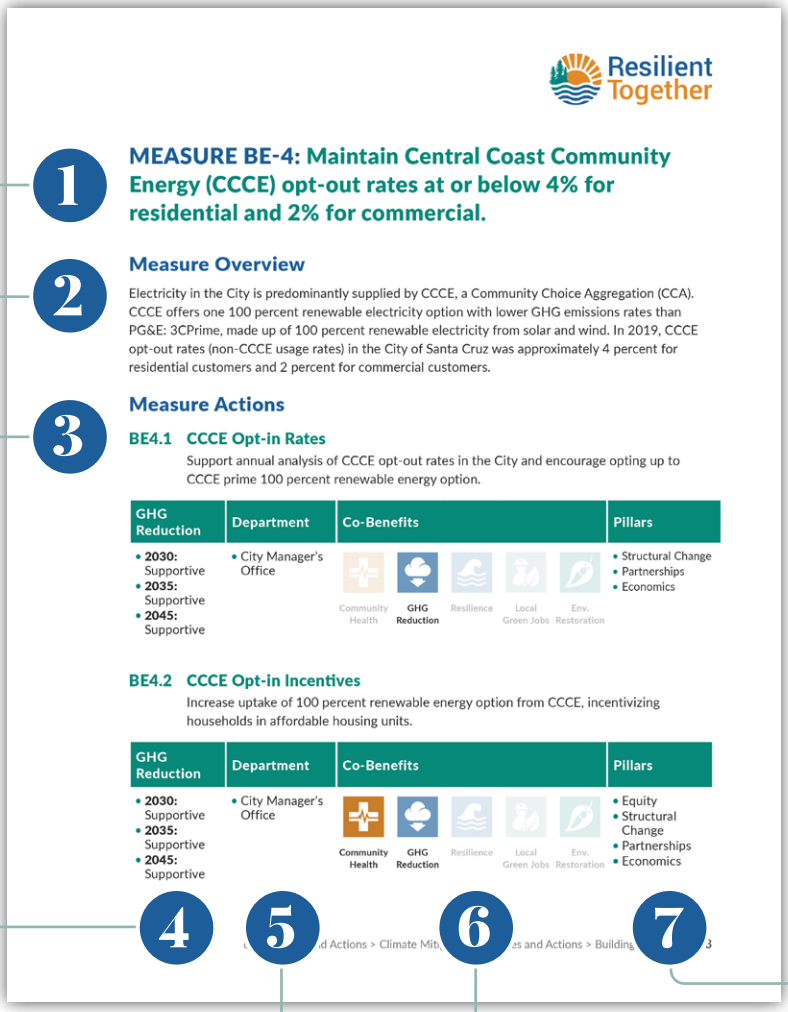
Local Green Jobs: Creates or advances employment opportunities in sectors contributing to sustaining or improving environmental quality

Environmental Restoration: Supports healthy and functional ecosystems

For more easy to understand information on the various concepts in this CAP, please visit the City's Climate Educational Resources webpage: *https://www.cityofsantacruz.com/government/city-departments/city-manager/climate-action-program/climate-educational-resources*.

How to Read Measures and Actions

1. **Measure:** Overarching goal
2. **Measure Overview:** Detailed explanation of why the measure is important, how it will be implemented, and general background information
3. **Measure Action:** Action established to reduce GHG emissions



MEASURE BE-4: Maintain Central Coast Community Energy (CCCE) opt-out rates at or below 4% for residential and 2% for commercial.

Measure Overview

Electricity in the City is predominantly supplied by CCCE, a Community Choice Aggregation (CCA). CCCE offers one 100 percent renewable electricity option with lower GHG emissions rates than PG&E: 3CPrime, made up of 100 percent renewable electricity from solar and wind. In 2019, CCCE opt-out rates (non-CCCE usage rates) in the City of Santa Cruz was approximately 4 percent for residential customers and 2 percent for commercial customers.

Measure Actions

BE4.1 CCCE Opt-in Rates

Support annual analysis of CCCE opt-out rates in the City and encourage opting up to CCCE prime 100 percent renewable energy option.

GHG Reduction	Department	Co-Benefits	Pillars
• 2030: Supportive • 2035: Supportive • 2045: Supportive	• City Manager's Office	Community Health, GHG Reduction, Resilience, Local Green Jobs, Env. Restoration	• Structural Change • Partnerships • Economics

BE4.2 CCCE Opt-in Incentives

Increase uptake of 100 percent renewable energy option from CCCE, incentivizing households in affordable housing units.

GHG Reduction	Department	Co-Benefits	Pillars
• 2030: Supportive • 2035: Supportive • 2045: Supportive	• City Manager's Office	Community Health, GHG Reduction, Resilience, Local Green Jobs, Env. Restoration	• Equity • Structural Change • Partnerships • Economics

4. **GHG Reduction Potential:** Emissions reduced by 2030 and 2035 – supportive measures do not directly result in quantitative GHG emission reductions, although they support the overall goals of the CAP
5. **Department:** City department responsible for implementing the action
6. **Co-Benefits:** Additional benefits/advantages of a specific action
7. **Pillars:** key areas that support measure implementation

CLIMATE MITIGATION

Building Energy

MEASURE BE-1: Enforce the City's new construction natural gas prohibition ordinance (SCMC 6.100) and inform the community regarding the available technology and benefits of electrification.

Measure Overview

This action requires all new buildings in the city to be constructed as all electric and exclude natural gas connections. The ordinance was adopted by the City in 2020 and is included in the CAP to allow the City to take credit for the GHG emissions reductions associated with adopting the ordinance. The actions under Measure BE-6 provide additional support to address equity, outreach, and funding and financing.

Measure Action

BE1.1 New Construction Natural Gas Prohibition Ordinance (HIGH IMPACT ACTION)

Enforce the new construction natural gas prohibition ordinance through the development of a comprehensive permitting compliance program that includes routine training for City staff, dedicating staff time for building inspections, charging fees for noncompliance, providing easy-to-understand compliance checklists online and with permit applications and facilitating permitting online.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.085 MT CO_2e • **2035:** 0.100 MT CO_2e • **2045:** 0.126 MT CO_2e	• Planning	Community Health; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• GHG Reductions • Structural Change

MEASURE BE-2: Electrify 31% of existing residential buildings by 2030 and 53% by 2035.

Measure Overview

Action 1 commits the City to adopting an electrification ordinance for existing residential buildings by the start of 2023, to be enforced through a comprehensive and equitable permitting compliance program. Action 2 commits the City to develop a residential building electrification strategy in partnership with local community based organizations with connections to frontline communities, to support implementing a residential building electrification ordinance. The City is developing an Equitable Existing Building Electrification Strategy (EEBES) in parallel with CAP 2030 development. Action 3 commits the City to establish a plan to electrify and improve health and safety of the existing affordable housing stock at a neighborhood level, prioritizing equitable engagement with community members through this process.

Action 4 commits the City to exploring natural gas pruning opportunities. Natural gas pruning would require regulatory changes at the CPUC to allow PG&E the flexibility needed to reallocate funding from natural gas infrastructure projects to electrification projects. In the interest of supporting these changes, the City plans to collaborate regionally on advocating for natural gas pruning. Action 5 builds the funding pathway to make existing building electrification possible, particularly for low-income residents of the City.

Measure Actions

BE2.1 Residential Building Electrification Ordinance (HIGH IMPACT ACTION)

Develop, implement and enforce phased and equitable electrification ordinance(s) for existing residential buildings by the start of 2023. Maximize permit compliance through streamlining the compliance process, improving third-party enforcement, and advanced training for enforcement staff.

Steps to be completed to adopt the ordinance(s) are as follows:

STEP 1: Work with interested parties in developing an idea for a reach code electrification ordinance(s)

STEP 2: Complete a cost effectiveness study

STEP 3: Develop and draft the ordinance(s) and go through the public process, incorporating revisions as necessary

STEP 4: Go through the formal adoption process

STEP 5: Apply for approval by the California Energy Commission.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.180 MT CO_2e • **2035:** 0.298 MT CO_2e • **2045:** 0.383 MT CO_2e	• Planning • City Manager's Office	**Community Health**; GHG Reduction; **Resilience**; **Local Green Jobs**; Env. Restoration	• GHG Reductions • Structural Changes

BE2.2 Partner with Frontline Communities (HIGH IMPACT ACTION)

Identify and partner with local community-based organizations with connections to frontline communities to assist in development of the existing building electrification strategy.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	**Community Health**; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• Equity • Structural Change

★ BE2.3 Electrification Strategy (HIGH IMPACT ACTION)

By 2024, establish a plan to decarbonize, electrify and improve health and safety of the City's existing affordable housing stock at a neighborhood level by 2035. Provide detailed information on the City website including descriptions of the health and environmental benefits of electrification, links to CCCE and PG&E resources on electrification, up-to-date lists of local contractors that perform electric retrofits, and information about the most cost-competitive residential electrification technologies currently available.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• GHG Reductions • Structural Change

★ BE2.4 Neighborhood Electrification (HIGH IMPACT ACTION)

Work with PG&E and CCCE to identify opportunities to remove obsolete natural gas infrastructure, to redirect PG&E funding allocated for pipeline maintenance to electrification retrofit projects instead. Work with PG&E to identify funding, as needed, for the removal of the infrastructure. Consider a pilot to remove obsolete natural gas infrastructure from municipal buildings.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Economic Development	**Community Health** **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• GHG Reductions • Partnerships • Economics

★ BE2.5 Incentivize Electrification (HIGH IMPACT ACTION)

Work with PG&E and CCCE to deploy community solar and electrify existing buildings in residential neighborhoods. Work with partners to incentivize all-electric retrofits through rebates, on-bill financing, and other mechanisms.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	 Community Health · **GHG Reduction** · Resilience · **Local Green Jobs** · Env. Restoration	• GHG Reductions • Partnerships • Funding and Financing

MEASURE BE-3: Electrify 26% of existing commercial buildings by 2030 and 45% by 2035.

Measure Overview

These actions commit the City to adopting an electrification ordinance for existing commercial buildings by the start of 2024, to be enforced through the same comprehensive and equitable permitting compliance program described under Measure BE-2 Action 1. To address these GHG emissions, the electrification ordinance bans natural gas line expansion and requires installation of all-electric appliances, such as heat pumps, variable refrigerant flow systems, and hot water heaters, at the time of major renovation and the time of replacement as technologically feasible. The following actions focus on decreasing energy associated emissions through the inclusion of commercial-scale battery storage and improving building emissions performance standards. Equity is a core value for ensuring all communities can affordably transition to all-electric.

Measure Actions

BE3.1 Commercial Building Electrification Ordinance (HIGH IMPACT ACTION)

Adopt, implement and enforce an electrification ordinance for existing commercial buildings by the beginning of 2024.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.079 MT CO_2e • **2035:** 0.133 MT CO_2e • **2045:** 0.173 MT CO_2e	• Planning • City Manager's Office	Community Health; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Structural Change

★ BE3.2 Mitigate Equity Impacts (HIGH IMPACT ACTION)

Work with partners to mitigate potential equity impacts of existing commercial building electrification ordinance. Facilitate equitable and inclusive funding opportunities for commercial building electrification.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	**Community Health**; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• Equity

BE3.3 Battery Storage

Support commercial battery storage installations and business district scale microgrid opportunities.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	**Community Health**; **GHG Reduction**; **Resilience**; **Local Green Jobs**; Env. Restoration	• GHG Reductions • Equity • Partnerships • Economics

BE3.4 Building Emissions Performance Standards

Establish a building emissions performance standard for commercial buildings over 20,000 square feet.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	Community Health; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• GHG Reductions • Structural Change

MEASURE BE-4: Maintain Central Coast Community Energy (CCCE) opt-out rates at or below 4% for residential and 2% for commercial.

Measure Overview

Electricity in the City is predominantly supplied by CCCE, a Community Choice Aggregation (CCA). CCCE offers one 100 percent renewable electricity option with lower GHG emissions rates than PG&E: 3CPrime, made up of 100 percent renewable electricity from solar and wind. In 2019, CCCE opt-out rates (non-CCCE usage rates) in the City of Santa Cruz was approximately 4 percent for residential customers and 2 percent for commercial customers.

Measure Actions

★ BE4.1 CCCE Opt-in Rates (HIGH IMPACT ACTION)

Support annual analysis of CCCE opt-out rates in the City and encourage opting up to CCCE prime 100 percent renewable energy option.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	**Community Health**, **GHG Reduction**, Resilience, Local Green Jobs, Env. Restoration	• Structural Change • Partnerships • Economics

★ BE4.2 CCCE Opt-in Incentives (HIGH IMPACT ACTION)

Increase uptake of 100 percent renewable energy option from CCCE, incentivizing households in affordable housing units.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	**Community Health**, **GHG Reduction**, Resilience, Local Green Jobs, Env. Restoration	• Equity • Structural Change • Partnerships • Economics

★ BE4.3 CCCE Opt-in Benefits (HIGH IMPACT ACTION)

Promote benefits of opting in to CCCE service, particularly those in frontline neighborhoods, small businesses and veteran, woman and minority owned businesses.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	**Community Health** GHG Reduction Resilience Local Green Jobs Env. Restoration	• Equity • Structural Change • Economics • Partnerships

MEASURE BE-5: Increase resiliency through equitable energy efficiency and local solar programs.

Measure Overview

These actions improve sustainability and resilience in the City, with a focus on frontline communities. The following actions focus on building partnerships through which the City may improve efficiency, building decarbonization (e.g., Passive House), energy efficiency, and encourage the use of solar energy systems.

Measure Actions

★ BE5.1 Weatherization and Healthy Retrofits (HIGH IMPACT ACTION)

Partner to deliver weatherization, healthy home retrofits, energy efficiency and solar system installs to low-income homeowners and rental units.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	Community Health; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Equity • Partnerships

★ BE5.2 Community Solar Policies (HIGH IMPACT ACTION)

Advocate to reform community solar policies and rates, enabling residential and commercial renters to participate in benefits of local solar.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	Community Health; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Structural Change

BE5.3 Rental Building Energy Performance Standards

Establish rental building energy performance standards to increase adoption of rebated energy efficiency and electrification measures.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• GHG Reductions • Economics

MEASURE BE-6: Provide inclusive engagement, equitable process and regional coordination to maximize building electrification carbon reduction outcomes and other co-benefits.

Measure Overview

These actions provide a suite of equity-centered activities that will support the City's building energy measures. These actions include defining equity metrics, based on feedback from frontline communities; leveraging local and regional partnerships to incentivize equitable all-electric retrofits; advocating for state and federal regulator changes to enable neighborhood level electrification, community solar, and more; facilitating equitable access to accurate and current information about electrification programs, incentives, and opportunities; and working with partners to establish a Regional Energy Network for energy efficiency and electrification building resources.

Measure Actions

BE6.1 Equity Metrics for New and Existing Building Electrification (HIGH IMPACT ACTION)

Define equity metrics for new and existing building electrification ordinances' implementation and enforcement based on feedback from frontline communities, successful examples from other jurisdictions, and structure ordinances and permitting compliance programs to meet these metrics. Equity metrics should be designed to prevent displacement and lead to end-user costs for low-income populations that are lower after electrification than before.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	**Community Health**; GHG Reduction; **Resilience**; Local Green Jobs; Env. Restoration	• Equity

BE6.2 All-Electric Rates

Partner with CCCE to develop all-electric rates by income-level and incentivize equitable all-electric retrofits.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Equity • Partnerships

★ BE6.3 Prioritize Electrification (HIGH IMPACT ACTION)

Advance new and existing building electrification as a priority at all scales.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Economic Development	**Community Health** **GHG Reduction** **Resilience** **Local Green Jobs** Env. Restoration	• Structural Change

★ BE6.4 Neighborhood Level Electrification Advocacy (HIGH IMPACT ACTION)

Advocate for state and federal regulatory changes to enable neighborhood level electrification, community solar, natural gas pruning, and rate stabilization policies.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Planning • Economic Development	**Community Health** **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• GHG Reductions • Partnerships

BE6.5 Equity Outreach and Training

Conduct a study to evaluate the need to increase fees to provide outreach, trainings, and additional staff for building electrification compliance.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Planning	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Equity

★ BE6.6 Equitable Access to Electrification Programs (HIGH IMPACT ACTION)

Facilitate equitable access to accurate and current information about electrification programs, incentives and opportunities. Develop induction cooktop loaner programs.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Planning • Library	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Equity • Economics

BE6.7 Workforce Development Opportunities

Participate in regional workforce development opportunities for building and transportation electrification.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Planning • Economic Development • City Manager's Office	**Community Health** GHG Reduction **Resilience** **Local Green Jobs** Env. Restoration	• GHG Reductions • Equity • Partnerships • Economics

BE6.8 Regional Energy Network

Work with partners to establish a Regional Energy Network for energy efficiency and electrification building resources, expand education on subsidized rate programs, code compliance training and apprenticeship program.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	Community Health; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Equity • Partnerships • Structural Change

TRANSPORTATION

MEASURE T-1: Implement programs for active transportation (walking and biking) that achieve 23% bicycle mode share by 2030 and 30% by 2035.

Measure Overview

The following actions aim to maintain, improve, and expand alternative travel networks such as pedestrian and bicycle infrastructure. The actions prioritize equitable access to these facilities by centering frontline and low income communities.

Measure Actions

★ T1.1 Active Transportation Planning (HIGH IMPACT ACTION)

Fund, staff and implement the Active Transportation Plan Update, Vision Zero, Safe Routes to School and the 2030 General Plan update.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.051 MT CO_2e • **2035:** 0.069 MT CO_2e • **2045:** 0.067 MT CO_2e	• Public Works	Community Health; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Equity • Structural Change • Funding and Financing

★ T1.2 Rail Trail Access (HIGH IMPACT ACTION)

Complete all portions of Rail Trail and work with partners to plan active and public transportation to Rail line.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to T1.1 reductions • **2035:** Contributes to T1.1 reductions • **2045:** Contributes to T1.1 reductions	• Public Works	Community Health; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Equity • Partnerships

★ T1.3 Bicycle Parking Infrastructure (HIGH IMPACT ACTION)

Require secure bike parking near public transportation and in major activity centers. Require bike parking installation in new commercial developments and existing commercial renovations.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health**; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• Equity

★ T1.4 Bike Share (HIGH IMPACT ACTION)

Re-establish citywide e-bike share with explicit consideration of how to make accessible to frontline groups.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health**; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• Equity

★ T1.5 Equitable Active Transportation Access (HIGH IMPACT ACTION)

Build new infrastructure that provides equitable access to safe bicycle and pedestrian pathways throughout the City, prioritizing frontline neighborhoods.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	Community Health; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• Equity

★ T1.6 Pilot Neighborhood Greenways (HIGH IMPACT ACTION)

Pilot Neighborhood Greenways to slow traffic and improve walking and biking and evaluate piloting time based closures to vehicles primarily in business districts.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works	**Community Health**; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• Equity

★ T1.7 Efficient and Equitable Land Use (HIGH IMPACT ACTION)

Accelerate housing development and support commercial and industrial development in city limits, concentrating the most intensive growth in transit corridors and central areas of the city to promote walking and biking to nearby jobs, entertainment, goods, services, and public transportation, through the General Plan Housing Element Update to be approved in 2023. Prioritize expansion of affordable housing stock.

Partner to incentivize 15-minute neighborhoods, particularly within frontline neighborhoods communities, supported by dense housing and buildings, provision of locally sited essential services and amenities, and connected by a network of bike, pedestrian, and transit services.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Equity

MEASURE T-2: Implement programs for public transportation that achieve 8% public transportation mode share by 2030 and 12% public transportation mode share by 2035.

Measure Overview

Public Transportation in Santa Cruz County is provided by Santa Cruz Metro Transit District . The City does not directly operate public transit service. The role of the City is to support public transit through land use planning, investments in transportation infrastructure and non-auto programs, and partnerships with METRO. The following actions support public transportation prioritizing serving major destinations and frontline neighborhoods, where those who need public transportation are most likely to work and reside. These actions require employers to develop education and financial incentives for employees to bike, walk, carpool, or take the bus to work and require large employers to subsidize alternative modes. These actions commit the City to support METRO in securing funding for public transportation fleet electrification, and focus on expanding public transportation marketing and incentives to tourists and frontline communities and residents commuting outside of the City for work.

Measure Actions

T2.1 Bus Rapid Transit Corridors (HIGH IMPACT ACTION)

Support countywide coordination to fund and implement Bus Rapid Transit.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.002 MT CO_2e • **2035:** 0.032 MT CO_2e • **2045:** 0.089 MT CO_2e	• Public Works	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• GHG Reductions

★ T2.2 Public Transportation Prioritization (HIGH IMPACT ACTION)

Support public transportation prioritizing serving major corridors, destinations, and frontline neighborhoods. Advocate for enhanced and increased public transportation service with improved customer serving amenities (e.g., all door boarding, on demand, online ticketing, Wi-Fi).

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to T2.1 reductions • **2035:** Contributes to T2.1 reductions • **2045:** Contributes to T2.1 reductions	• Public Works	**Community Health**, **GHG Reduction**, Resilience, Local Green Jobs, Env. Restoration	• GHG Reductions • Equity

★ T2.3 Employer-Led Transportation Incentives (HIGH IMPACT ACTION)

Require more employers to develop education and financial incentives for employees to bike, walk, carpool, or take the bus to work. Require large employers to subsidize alternative modes.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to T2.1 reductions • **2035:** Contributes to T2.1 reductions • **2045:** Contributes to T2.1 reductions	• City Manager's Office • Public Works	**Community Health**, **GHG Reduction**, Resilience, **Local Green Jobs**, Env. Restoration	• GHG Reductions • Economics

★ T2.4 Free Public Transit (HIGH IMPACT ACTION)

Advocate for METRO to fund and implement a free public transit pilot program for students, foster youth, and unhoused youth in the City.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Public Works	**Community Health**, GHG Reduction, Resilience, Local Green Jobs, Env. Restoration	• Structural Change • Equity • Funding and Financing • Partnerships

T2.5 Public Transportation Electrification (HIGH IMPACT ACTION)

Support funding for public transportation fleet electrification.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Structural Change • Funding and Financing • Partnerships

T2.6 Equitable Transportation Marketing (HIGH IMPACT ACTION)

Equitably market and publicize public transportation improvements and incentive programs as they are planned and implemented.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Structural Change • Equity • Funding and Financing • Partnerships

T2.7 Transportation Communications (BIG ACTION)

Partner with Santa Cruz County Regional Transportation Commission, Santa Cruz County, and Regional Agencies to expand citywide transportation communications and marketing programs to residents commuting outside of the City for work and those coming into work from other locations.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office	**Community Health** GHG Reduction Resilience **Local Green Jobs** Env. Restoration	• Structural Change • Funding and Financing • Partnerships

MEASURE T-3: Develop programs and policies to discourage driving single-occupancy passenger vehicles.

Measure Overview

The following actions focus on infrastructural improvements to assist with changing community choices around transportation. The City plans to partner with community groups to develop programs, and policies that discourage single-passenger vehicles while addressing equity concerns and tracking through equity metrics. These actions commit the City to explore and implement a local gasoline and diesel car registration tax with exemptions for low-income residents, and to consider a variety of tactics for discouraging single passenger vehicles in high traffic zones such as a congestion charge program, limiting parking options, bans in high traffic zones or transit routes, and rideshare user taxes.

Reduced parking supply makes driving single-passenger vehicles less attractive and can shift traveler choice to other options. Parking supply can be reduced by decreasing parking requirements for new development, limiting parking options for single passenger vehicles in downtown and other commercial areas, adjusting parking rates and implementing parking maximums.

Measure Actions

T3.1 Equitable Single-Passenger Vehicle Discouragement

Partner with community groups to develop programs and policies that discourage single-passenger vehicles while addressing equity concerns and tracking through equity metrics.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• Partnerships • Equity • Structural Change

T3.2 Local Gasoline and Diesel Registration Tax

Explore implementing a local gasoline and diesel car registration tax with exemption for low-income people.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office	**Community Health** GHG Reduction Resilience Local Green Jobs Env. Restoration	• Economics • Equity

T3.3 Transportation Taxes

Discourage single occupancy vehicles in high-traffic zones by investigating the feasibility of a congestion charge program, limiting parking options, banning single occupancy vehicles in high traffic zones or public/multimodal transportation routes, and providing rideshare user taxes.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works • City Manager's Office	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Economics

T3.4 Off-Street Parking Requirements

Reduce off-street parking requirements for new housing developments close to frequent transit service, with sensitivity to low-income neighborhoods whose parking is already constrained.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Equity

T3.5 Limit Single-Passenger Vehicle Parking

Consider limiting parking options for single-passenger vehicles in downtown and other commercial areas of the city balanced with needs of sustaining downtown employees, businesses and tourists.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works	 **Community Health** **GHG Reduction** Resilience **Local Green Jobs** Env. Restoration	• Economics

T3.6 Adjustable Parking Rates

Adjust parking rates dependent on demand and supply in all downtown parking locations and evaluate whether revenue may be used to fund active transportation or public transportation projects.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works	 **Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Economics

T3.7 Parking Maximums

After implementing action 4, eliminate parking minimums citywide and develop parking maximums, while pricing all public parking spaces based on available transportation options, travel demand, and land use.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works	 **Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Economics

T3.8 Parking Solutions for Tourism

Support the City's tourism economy by exploring and implementing neighborhood or zone based parking solutions and use of electric trolleys in high traffic and walkable areas.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works • Economic Development	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Economics

★ T3.9 Multimodal Improvements (HIGH IMPACT ACTION)

Remove parking to accommodate multimodal improvements, including protected bike lanes and transit improvements, taking into account business impacts.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • Public Works • Economic Development	**Community Health**; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• Economics

MEASURE T-4: Increase passenger electric vehicle (EV) adoption to 35% mode share by 2030 and 40% by 2035.

Measure Overview

Adding and supporting the addition of EV chargers within the City will be the main mechanism through which the City will encourage EV adoption within the community. The following actions commits the City to installing more than 1,247 new EV chargers, prioritizing frontline neighborhoods (e.g., Beach Flats, Lower Ocean) and high usage areas, requires new residential multifamily housing and large commercial building owners to install chargers in 20 percent of parking spaces and ensure electric service capacity is sufficient so that more 20 percent of parking spaces are EV ready, and commits the City to advocating for programs and incentives for income tiered residential EV charger installations and EV purchases.

These actions commit the City to pursue affordable EV car share to serve affordable housing and multifamily developments in frontline neighborhoods, to bridge the equity gap between low-income residents and renters and EV ownership. Additionally, the following actions commit the City to partnering with community-based organizations to increase adoption rates of EVs in frontline neighborhoods, conduct EV and public transportation education events in frontline neighborhoods, and engage compensated frontline communities in regional and local vehicle electrification strategy development.

Measure Actions

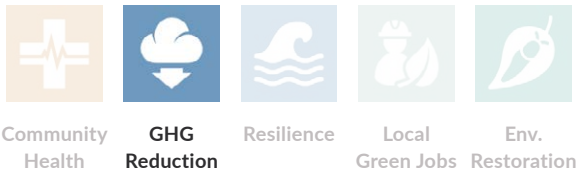
T4.1 Electric Vehicle Chargers (HIGH IMPACT ACTION)

Install at least 1,247 new public EV charging stations prioritizing frontline neighborhood and high usage areas by 2030.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.439 MT CO_2e • **2035:** 0.449 MT CO_2e • **2045:** 0.663 MT CO_2e	• Public Works • City Manager's Office	 Community Health · **GHG Reduction** · Resilience · **Local Green Jobs** · Env. Restoration	• GHG Reductions • Equity

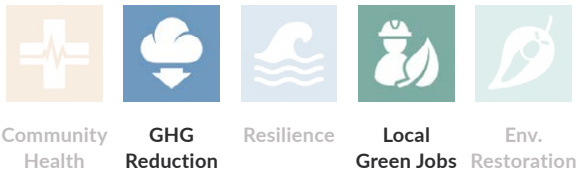
T4.2 New Development Charging Station Requirements (HIGH IMPACT ACTION)

Update municipal code to require new residential multifamily housing and large commercial building owners to install chargers in 20 percent of parking spaces and secure electric service capacity is sufficient so that >20 percent of parking spaces are EV ready.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to T4.1 reductions • **2035:** Contributes to T4.1 reductions • **2045:** Contributes to T4.1 reductions	• Public Works		• GHG Reductions

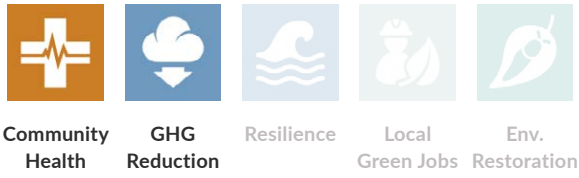
T4.3 Income Tiered Residential EV Chargers (HIGH IMPACT ACTION)

Advocate for programs and incentives for income tiered residential EV charger installations and EV purchases.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to T4.1 reductions • **2035:** Contributes to T4.1 reductions • **2045:** Contributes to T4.1 reductions	• City Manager's Office • Public Works		• GHG Reductions • Equity

T4.4 EV Car Share (HIGH IMPACT ACTION)

Pursue partnership with affordable EV car share to serve affordable housing and multifamily developments in frontline neighborhoods, while also promoting EV car share citywide, for example by requiring car share for certain new projects.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works		• Equity

★ T4.5 Frontline Neighborhood EV Adoption (HIGH IMPACT ACTION)

Partner with CCCE, PG&E, and community groups to increase adoption rates of EVs in frontline neighborhoods by stacking incentives and leveraging on-bill financing for EV chargers.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Equity • Partnerships • Economics

★ T4.6 Public Transportation Education (HIGH IMPACT ACTION)

Partner to conduct EV and public transportation education events in frontline neighborhoods.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health**; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Equity • Partnerships

★ T4.7 Equitable Electrification Strategy Development (HIGH IMPACT ACTION)

Engage compensated frontline communities in regional and local vehicle electrification strategy development.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Public Works	**Community Health**; GHG Reduction; Resilience; Local Green Jobs; Env. Restoration	• Equity • Partnerships

MEASURE T-5: Increase commercial EV adoption to 25% by 2030 and 35% by 2035.

Measure Overview

Commercial EV adoption is projected to occur at a slower rate than passenger vehicle adoption, with the greatest electrification success projected in light-duty commercial vehicles. To accelerate commercial EV adoption in the City of Santa Cruz and achieve 25 percent EV adoption in 2030 and 35 percent in 2035, the City plans to actively identify and engage businesses/employers with vehicle fleets to accelerate EV adoption. These actions commit the City to increasing adoption of EV fleets by incentivizing commercial vehicle owners and employers, prioritizing small businesses, and vet, woman, or minority-owned businesses, and commit the City to prioritizing commercial EVs for loading zone access and use other curbside management practices.

Measure Actions

T5.1 Commercial Vehicle Fleets Incentives (HIGH IMPACT ACTION)

Engage with local employers and business fleet owners in the City to identify opportunities for accelerated fleet electrification, prioritizing small businesses, and veteran, woman or minority-owned businesses. Provide information on the requirements of the Advanced Clean Truck regulation and available funding sources for fleet replacements (e.g., Low Carbon Fuel Standard).

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.077 MT CO_2e • **2035:** 0.050 MT CO_2e • **2045:** 0.034 MT CO_2e	• City Manager's Office • Economic Development	**Community Health**; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• GHG Reductions • Equity • Economics

T5.2 Commercial Vehicle Electrification Feasibility Study

Conduct a study of business vehicle fleets in the City and identify employers and businesses subject to the Advanced Clean Truck regulation as well as those to target for accelerating zero-emission vehicle adoption. With stakeholder support, use the results from the study to develop and implement a plan for City-supported accelerated fleet electrification in business and municipal fleets.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to T5.1 reductions • **2035:** Contributes to T5.1 reductions • **2045:** Contributes to T5.1 reductions	• City Manager's Office • Public Works • Economic Development	 **Community Health** **GHG Reduction** Resilience **Local Green Jobs** Env. Restoration	• GHG Reductions • Equity • Economics

T5.3 Commercial EV Loading Zone Access

Prioritize commercial EVs for loading zone access and use other curbside management practices.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to T5.1 reductions • **2035:** Contributes to T5.1 reductions • **2045:** Contributes to T5.1 reductions	• City Manager's Office • Planning • Economic Development • Public Works	 Community Health **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• GHG Reductions

MEASURE T-6: Electrify or otherwise decarbonize 50% of off-road equipment by 2030 and 75% by 2035.

Measure Overview

The following actions commit the City to exploring and mitigating equity impacts of electrifying and upgrading off-road equipment and harbor vessels and engaging with small business, women, vet, or minority owners of off-road equipment fleets to provide equitable fleet electrification. Offroad equipment includes landscaping equipment, agricultural equipment, construction equipment, etc. To support a gasoline and diesel phase-out ordinance for off-road equipment, these actions commit the City to investigating funding for decarbonization of off-road fleets in the City. The City also commits to supporting the transition of local employers to zero-emissions off-road equipment through online resources and a test demonstration site for the landscaping industry. The final action commits the City to banning gas powered small off-road engines by 2024, and providing income tiered incentives for small businesses.

Measure Actions

T6.1 Equitable Off-Road Electrification

Explore ways to mitigate equity impacts of electrifying and upgrading off-road equipment and harbor vessels.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Public Works • Parks and Recreation • Economic Development	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• GHG Reductions • Equity

T6.2 Equitable Off-Road Electrification Partnerships

Engage with small business, women, veteran, or minority owners of off-road equipment fleets and others with highest decarbonization potential to promote equitable fleet electrification through outreach and pursuing grants or other funding.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Economic Development	**Community Health** **GHG Reduction** **Resilience** **Local Green Jobs** Env. Restoration	• GHG Reductions • Equity • Partnerships

T6.3 Off-Road Decarbonization Funding

Access funding to decarbonize off-road equipment, including investigating state funding to decarbonize off-road equipment as a result of Executive Order N-79-20 and State Climate Funding Package.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Economic Development	Community Health **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• Funding and Financing • Structural Change • Education and Engagement

T6.4 Zero-Emissions Off-Road Equipment Transition

Support transition of local employers to zero-emissions off-road equipment. Provide online resources and a test demonstration site for landscaping industry.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Parks and Recreation • Economic Development	Community Health GHG Reduction **Resilience** **Local Green Jobs** Env. Restoration	• Funding and Financing • Education and Engagement

T6.5 Ban Gas Powered Small Off-Road Engines

Develop an ordinance to phase out gas and diesel-powered off-road equipment starting in 2024, partnering to provide income tiered incentives for small businesses. Ordinance language to include allowance for biofuels for equipment for which zero emission alternatives are not available.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.076 MT CO_2e • **2035:** 0.116 MT CO_2e • **2045:** 0.124 MT CO_2e	• Planning • Parks and Recreation • Economic Development • City Manager's Office	 **Community Health** **GHG Reduction** Resilience **Local Green Jobs** Env. Restoration	• GHG Reductions • Equity • Partnerships • Economics

MEASURE T-7: Advocate for remote work policy & infrastructure.

Measure Overview

Remote work programs can reduce commute and business trips, leading to decreased GHG emissions and improved air quality. The City will work with the County, Santa Cruz County Regional Transportation Commission, AMBAG, and the City's larger employers to support remote work programs that also address equity issues such as internet access. The City will also participate in regional advocacy for development of a statewide telework policy.

Measure Actions

T7.1 Remote Work Policy and Partnerships

Work with the County, the Santa Cruz County Regional Transportation Commission, AMBAG, and the City's larger employers to support remote work programs, while seeking to address remote work equity issues such as internet access.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Economic Development • City Manager's Office • Library	**Community Health**, **GHG Reduction**, **Resilience**, **Local Green Jobs**, Env. Restoration	• Equity • Partnerships

T7.2 Remote Work Policy and Infrastructure

Participate in regional advocacy for development of a statewide remote work policy.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Economic Development • City Manager's Office	**Community Health**, GHG Reduction, Resilience, **Local Green Jobs**, Env. Restoration	• Equity • Partnerships • Economics

WATER, WASTE, AND WASTEWATER

MEASURE W-1: Maintain gallons per capita water use for the residential sector at a level that is at least 10% below the state goal.

Measure Overview

The following actions commit the City to continuing public engagement and conservation programs, focusing on frontline communities.

Measure Actions

W1.1 Free Water Conservation Devices

Continue to provide free water conservation devices and rebates for water conservation and continue targeted outreach to frontline communities.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Water Department	 Community Health · GHG Reduction · Resilience · Local Green Jobs · Env. Restoration	• Education and Engagement • Equity

W1.2 Water Conservation Education and Rebates

Continue to promote available City rebates and educate residents on the benefits of water conservation and its connection to climate change benefits.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Water Department	 Community Health · GHG Reduction · Resilience · Local Green Jobs · Env. Restoration	• Economics

W1.3 Watershed Stewardship

Expand watershed stewardship school program to include water conversation.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Water Department	 **Community Health** GHG Reduction  **Resilience** Local Green Jobs Env. Restoration	• Equity • Partnerships

MEASURE W-2: Reduce organic waste by 75% by 2030 and 90% by 2035; and reduce inorganic waste by 35% by 2030 and 40% by 2035.

Measure Overview

The following actions aim for emissions reduction in the waste sector and are driven by the City of Santa Cruz's compliance with SB 1383, which sets a statewide target to reduce organic waste disposal 75 percent relative to 2014 levels and recover 20 percent of edible food by 2025.

The City will pursue funding opportunities to conduct detailed planning of food waste to energy infrastructure and process to meet state food waste diversion targets. The City will also continue to participate in the Countywide Solid Waste Task Force consortium to plan and pursue funding for regional infrastructure projects beyond the State's 2025 organic waste diversion targets. Lastly, the City will conduct waste characterization studies annually to understand the waste stream and plan to further increase waste diversion. These actions also promote food waste reduction education, an important part of SB 1383 implementation. The final action is to pilot and evaluate emerging technologies to reduce organic waste in the City.

Measure Actions

W2.1 Regional Compost Trading Program

Partner to develop a regional compost trading program to meet state organic procurement target.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** 0.065 MT CO_2e • **2035:** 0.078 MT CO_2e • **2045:** 0.078 MT CO_2e	• Public Works • City Manager's Office	 **Community Health** · GHG Reduction · Resilience · **Local Green Jobs** · **Env. Restoration**	• GHG Reductions • Partnerships

W2.2 Incorrectly Sorted Materials Fee

Expand enforcement and implement fee for incorrectly sorted materials with sensitivity to shared collection.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Contributes to W2.1 reductions • **2035:** Contributes to W2.1 reductions • **2045:** Contributes to W2.1 reductions	• Public Works	**Community Health** GHG Reduction Resilience **Local Green Jobs** Env. Restoration	• Funding and Financing • Economics

W2.3 Food Waste Infrastructure

Pursue funding to conduct detailed planning of food waste to energy infrastructure and process to meet state food waste diversion targets.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	Community Health **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• Structural Change • Funding and Financing

W2.4 Countywide Solid Waste Task Force

Continue to participate in Countywide Solid Waste Task Force consortium to plan and pursue funding for infrastructure beyond state 2025 organic waste diversion targets.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	Community Health GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Partnerships • Funding and Financing

W2.5 Annual Characterization Studies

Conduct waste characterization studies annually to understand the waste stream and plan to increase waste diversion and reduce contamination.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	 **Community Health** GHG Reduction **Resilience** Local Green Jobs **Env. Restoration**	• Funding and Financing

W2.6 Organic Waste Training

Provide training resources to businesses and large institutions on organic waste diversion.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	 **Community Health** GHG Reduction Resilience **Local Green Jobs** Env. Restoration	• Education and Engagement

W2.7 Waste Handling Signage

Continue multi-lingual engagement with multi-family property owners/managers and developing waste handling signage for their properties.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	 **Community Health** GHG Reduction Resilience Local Green Jobs Env. Restoration	• Equity • Partnerships • Education and Engagement

W2.8 Waste Diversion Education

Continue to conduct targeted, multi-lingual, culturally appropriate, and geographically diverse waste diversion educational and technical assistance campaigns.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Equity • Partnerships • Education and Engagement

W2.9 Recycling Programs

Expand the Recycling Boot Camp and Master Recycler's Programs.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Partnerships • Education and Engagement

W2.10 Pilot Emerging Technologies

Pilot and evaluate emerging technologies to reduce organic waste by restaurants and other major food waste producers.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office • Economic Development	Community Health GHG Reduction **Resilience** Local Green Jobs **Env. Restoration**	• GHG Reductions • Partnerships

MEASURE W-3: Set long-term target to reduce waste generation growth.

Measure Overview

These actions leverage the City's ability to provide funding and education for reduced waste generation growth, secure grant funding, enforce implementation of fees for single-use food ware, partner with businesses, and conduct studies to explore new, cutting-edge topics, including promoting a closed-loop circular economy. Although these actions do not provide any direct GHG reductions, they are important tools for increasing sustainability and resilience in the community.

Measure Actions

W3.1 Waste Prevention Education

Continue free training and education program accessible to all residents and employees to learn about waste prevention and diversion strategies and effects of overconsumption.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Equity • Partnerships • Education and Engagement

W3.2 Food Waste Prevention

Work collaboratively and leverage grants to prevent food waste and rescue edible food.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• Partnerships

W3.3 Single-Use Food Ware Fee

Enforce implementation of a fee at point of use for single-use food ware by food service providers.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Economic Development	Community Health; GHG Reduction; **Resilience**; Local Green Jobs; **Env. Restoration**	• Partnerships • Economics

W3.4 Consumption-Based Emissions Inventory

Conduct a consumption-based emissions inventory and promote a closed-loop circular economy.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	Community Health; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• GHG Reductions • Economics

★ W3.5 Community Activation Platform (HIGH IMPACT ACTION)

Leverage community activation platform and community partners to encourage lifestyle choices that reduce consumption based emissions including plant based diets, travel alternatives and local purchasing. Explore policy options to increase adoption of plant-based, and plant-strong diets.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Information Technology	**Community Health**; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• GHG Reductions • Equity • Partnerships

W3.6 Edible Food Recovery Program

Expand edible food recovery program to all restaurants and food generating businesses and incentivize small businesses who otherwise could not participate.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Economic Development	 **Community Health** **GHG Reduction** Resilience **Local Green Jobs** Env. Restoration	• Equity • Partnerships • Economics

W3.7 Reusable To-Go Containers

Evaluate and implement a program for reusables for restaurant to-go containers.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Economic Development	 **Community Health** GHG Reduction **Resilience** Local Green Jobs **Env. Restoration**	• Partnerships

W3.8 Circular Economy Promotion

Explore opportunities to promote a "circular economy" among local manufacturers and industry. Prioritize reuse and repair of appliances, clothing, furniture and equipment.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Economic Development • City Manager's Office	 **Community Health** **GHG Reduction** **Resilience** **Local Green Jobs** **Env. Restoration**	• GHG Reductions • Partnerships • Economics

MEASURE W-4: Reduce or capture GHG emissions from wastewater treatment.

Measure Overview

Through these actions, the City plans to explore opportunities to capture and convert methane to biofuel through the state's Low Carbon Fuel Standard (LCFS) program. The City will also collaborate with surrounding cities and the County to advocate and support emissions reduction at wastewater facilities.

Measure Actions

W4.1 Methane Capture and Conversion

Explore opportunities related to methane capture and conversion to biofuel through the state's Low Carbon Fuel Standard (LCFS) program.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	Community Health; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• GHG Reductions

W4.2 Wastewater Facilities Emissions Reduction

Collaborate with surrounding cities and the County to advocate and support emissions reduction at wastewater facilities.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	Community Health; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• GHG Reductions • Partnerships

CLIMATE RESTORATION

MEASURE CR-1: Develop an Urban Forest Master Plan and plant 3,000 new trees by 2030.

Measure Overview

The following actions focus on maintaining and increasing tree cover within the City by developing and implementing an Urban Forest Master Plan. Additionally, tree planting in neighborhoods will be done through the implementation of the Street Tree Master Plan. The Amah Mutsun Tribal Band is interested in contributing indigenous knowledge on trees and kelp forests during CAP 2030 implementation.

Measure Actions

CR1.1 Plant Trees in Frontline Neighborhoods

Prioritize planting trees in and with low income or frontline neighborhoods and other neighborhood groups as per the Street Tree Master Plan and protect and replace urban trees on public and private property per Ordinance Chapter 9.56.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Economic Development	**Community Health**; **GHG Reduction**; **Resilience**; Local Green Jobs; **Env. Restoration**	• Equity

CR1.2 Enhance Landscaping Capacity

Ensure that the city has the resources and staff to effectively plant and maintain street trees and landscape.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation	**Community Health**; GHG Reduction; Resilience; **Local Green Jobs**; **Env. Restoration**	• Funding and Financing

CR1.3 Forest Management

Pursue funding to expand forest management to promote carbon sequestration and reduce threat of intense fires.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Fire Department	Community Health; **GHG Reduction**; **Resilience**; **Local Green Jobs**; **Env. Restoration**	• Education and Engagement

CR1.4 Street Tree Master Plan

Implement the City's Street Tree Master Plan 2021 and address barriers to implementation.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation	**Community Health**; GHG Reduction; Resilience; Local Green Jobs; **Env. Restoration**	• Education and Engagement • Structural Change

CR1.5 Urban Forest Restoration Outreach

Increase urban forest restoration outreach opportunities with frontline and other neighborhood groups.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • City Manager's Office	**Community Health**; GHG Reduction; Resilience; Local Green Jobs; **Env. Restoration**	• Equity • Partnerships

MEASURE CS-2: Explore new carbon sequestration and carbon capture opportunities.

Measure Overview

The following actions focus on finding additional opportunities for carbon sequestration, carbon capture, and carbon storage both in the City and regionally. This will be done by implementing new carbon sequestration pilot projects and encouraging the use of carbon sequestering building materials.

Measure Actions

CS2.1 Carbon Sequestration, Capture and Storage

Partner to conduct carbon sequestration and carbon capture and storage opportunities in the City and regionally.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Parks & Recreation • Economic Development • Public Works	Community Health; **GHG Reduction**; **Resilience**; Local Green Jobs; **Env. Restoration**	• Education and Engagement

CS2.2 Carbon Sequestering Construction Materials

Pilot and promote carbon sequestering construction materials like low-carbon concrete and mass timber.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Economic Development • Planning	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Education and Engagement

CS2.3 Knowledge of Carbon Sequestering Building Materials

Work with local building professionals to expand knowledge and adoption of carbon sequestering building materials and techniques and support reduction of embodied carbon.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Planning • City Manager's Office	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Education and Engagement

CS2.4 Local Lumber Company Partnerships

Partner with local lumber companies to promote sustainable and locally harvested lumber for timber construction to reduce emissions from materials transportation and reduce the price premium of emerging timber construction.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; **Env. Restoration**	• Partnerships

MEASURE CS-3: Increase carbon sequestration by applying compost throughout the community.

Measure Overview

The associated actions focus on maintaining and expanding local compost programs and opportunities. These actions center regenerative agriculture locally and regionally, and encourage the implementation of additional open space policies.

Measure Actions

CR3.1 Compost Rebate Program

Explore making compost available at no or low cost to community gardeners. Continue to operate the compost bin rebate program.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Parks and Recreation	**Community Health**; GHG Reduction; Resilience; **Local Green Jobs**; **Env. Restoration**	• Education and Engagement

CR3.2 Compost Development Goal Setting

Engage with community gardeners, agriculture industry, master gardeners and Homeless Garden Project to plan and set goals around compost development and application.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Public Works	**Community Health**; GHG Reduction; Resilience; **Local Green Jobs**; **Env. Restoration**	• Partnerships

CR3.3 Regenerative Agriculture

Explore collaborating with UCSC to pilot opportunities for regenerative agriculture and permaculture.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Parks and Recreation • Public Works		• Public Education

CR3.4 Regenerative Landscaping Policy Adoption

Adopt regenerative landscaping policies and promote trainings to support commercial and residential land owners to better maintain native and carbon sequestering landscapes.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Planning • City Manager's Office		• Public Education

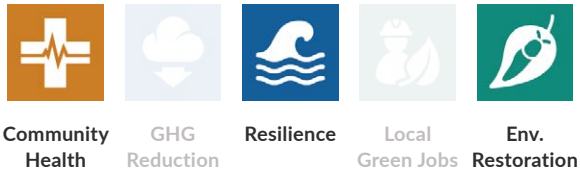
CR3.5 City Reforestation

Reforest or afforest areas of the City that are currently mowed in line with other City parks and open space plans.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Fire Department		• Public Education

CR3.6 Open Space Policy Strengthening

Evaluate policies to strengthen current open space habitat preservation.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation		• Public Education

CLIMATE ECONOMY

MEASURE CE-1: Prioritize opportunities for greatest climate benefit and economic inclusion especially for minority, veteran and women owned businesses in climate related sectors.

Measure Overview

These actions prioritize addressing the conditions of the local labor force and supply chain in order to incentivize greener consumption practices, and effectively reduce emissions.

Measure Actions

CE1.1 Labor Issues

Address pressing issues regarding local purchasing, local hire, supply chain, and unequal conditions in the labor market.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Economic Development • City Manager's Office	**Community Health** GHG Reduction Resilience **Local Green Jobs** Env. Restoration	• Equity • Economics

★ CE1.2 Consumption-Based Emissions (HIGH IMPACT ACTION)

Encourage lifestyle choices that reduce consumption-based emissions including plant-based diets, travel alternatives and local purchasing by leveraging community activation platform and community partners.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Equity • Economics

MEASURE CE-2: Support equitable access to high-quality training and workforce development programs in climate related sectors.

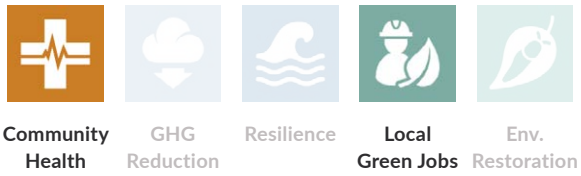
Measure Overview

This action focuses on the need to support equitable job access and opportunity. It also advocates for local job creation, entrepreneurship, and business development.

Measure Actions

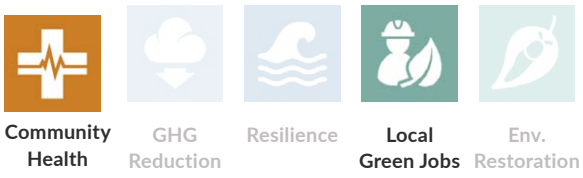
CE2.1 Equitable Job Opportunities

Equitably support entrepreneurship, workforce diversity, increased quality of jobs and access to local jobs and business development.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Economic Development		• Equity • Economics

CE2.2 Regional Collaboration

Support regional collaboration regarding jobs, housing and economic development.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Economic Development • City Manager's Office		• Equity • Economics

SUSTAINABLE MUNICIPAL GOVERNMENT

MEASURE M-1: Decarbonize municipally owned buildings by 2030 and remaining municipal facilities by 2045.

Measure Overview

The following actions plan to decarbonize municipal facilities in the City through phasing out fossil fuels, such as diesel and natural gas. Additionally, these actions plan to reduce emissions by retro-fitting lighting throughout the City and move towards municipal electrification.

Measure Actions

★ M1.1 Decarbonization Plan (HIGH IMPACT ACTION)

Develop a plan to decarbonize, electrify, and improve indoor air quality in all municipal buildings by 2030 and electrify any remaining facilities by 2045.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office	**Community Health**, **GHG Reduction**, Resilience, Local Green Jobs, Env. Restoration	• Education and Engagement

M1.2 Phase Out Diesel

Evaluate the feasibility and cost of phasing out diesel and natural gas generators and put policy in place to decommission and replace diesel generators with solar and battery storage by 2030 as feasible.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• Education and Engagement

★ M1.3 Municipal Building Decarbonization Plan (HIGH IMPACT ACTION)

Adopt and implement a municipal building electrification plan to electrify 100% of municipal buildings by 2040.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office	**Community Health** **GHG Reduction** **Resilience** Local Green Jobs Env. Restoration	• Structural Change

M1.4 Retrofit City Lighting

Adopt and implement a plan for retrofitting all remaining streetlights, facility lighting, and traffic signals to LEDs by 2040.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	Community Health **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Education and Engagement

★ M1.5 "Electric First" Commitment (HIGH IMPACT ACTION)

Implement an "electric first" commitment for building projects and other major retrofits of municipal buildings unless otherwise infeasible.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Economic Development • Public Works • Water Department • Parks and Recreation • Finance Department		• Structural Change

★ M1.6 Funding for Municipal Electrification (HIGH IMPACT ACTION)

Fund and hire an energy manager and dedicate staff time for obtaining grant funding for municipal electrification.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office		• Funding and Financing

MEASURE M-2: Procure carbon free or 100% renewable electricity for municipal operations by 2030.

Measure Overview

The following actions focus on ensuring that all municipal operations are carbon free or utilize all renewable energy by opting up to CCCE Prime and maintain CCCE use.

Measure Actions

★ M2.1 Opt Up to CCCE Prime (HIGH IMPACT ACTION)

Consider opting up to CCCE Prime for 100 percent renewable energy now.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	 Community Health · **GHG Reduction** · Resilience · Local Green Jobs · Env. Restoration	• GHG Reductions

M2.2 CCCE's Electricity

Continue to purchase CCCE's electricity for all municipal accounts.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	 Community Health · **GHG Reduction** · Resilience · Local Green Jobs · Env. Restoration	• Structural Change

MEASURE M-3: Increase municipally-owned renewable energy.

Measure Overview

The following actions aim to decrease City emissions by studying the feasibility of additional solar, battery storage, or other renewable energy generation. These actions also aim to localize energy production through the implementation of microgrids.

Measure Actions

★ M3.1 Pacific Station (HIGH IMPACT ACTION)

With community partners, redevelop Pacific Station as a net zero energy transit center with mixed use and affordable housing.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Economic Development	**Community Health**, **GHG Reduction**, Resilience, **Local Green Jobs**, Env. Restoration	• GHG Reductions • Economics

★ M3.2 Renewable Energy Generation (HIGH IMPACT ACTION)

Conduct a feasibility study to understand opportunities for installing additional solar and battery storage, or other renewable energy generation infrastructure at municipally owned facilities (e.g., generators and renewable energy at critical facilities).

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office	Community Health, **GHG Reduction**, **Resilience**, **Local Green Jobs**, Env. Restoration	• Education and Engagement

M3.3 Microgrid Opportunities (HIGH IMPACT ACTION)

Identify and implement near term microgrid opportunities that align with resiliency objectives and conduct a microgrid pilot program (e.g., at City Hall for critical loads).

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office	Community Health; **GHG Reduction**; **Resilience**; **Local Green Jobs**; Env. Restoration	• Structural Change

MEASURE M-4: Develop and implement a Municipal Transportation Demand Management (TDM) Plan by the end of 2023.

Measure Overview

The following actions aim to decrease emissions by incentivizing passive transportation and alternative modes of travel for workers. Opportunities for remote work, satellite offices, and affordable housing in near proximity to primary work centers are explored in order to decrease work travel times and associated emissions.

Measure Actions

M4.1 City Staff Commute Data

Continue to conduct a detailed survey of City staff commute data annually and report findings to employees.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Education and Engagement

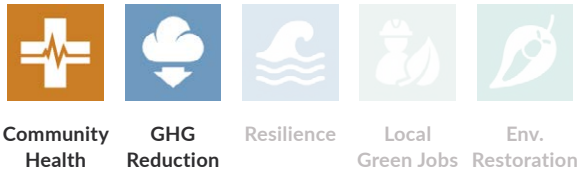
★ M4.2 Secure Bike Parking (HIGH IMPACT ACTION)

Investigate and implement opportunities for installing secure bike parking, fix-it stations, and showers at municipal work sites that do not currently have these facilities.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Education and Engagement

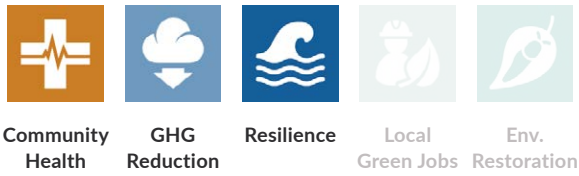
★ M4.3 Free Public Transit Passes (HIGH IMPACT ACTION)

Expand provision of free public transit passes to all municipal employees as demand necessitates.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works		• Structural Change

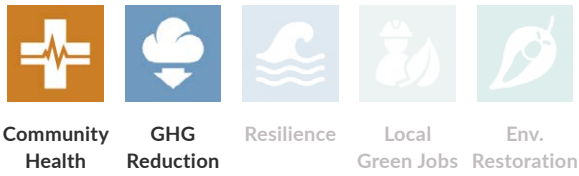
M4.4 Remote Work Program Plan

Develop a remote work program plan with milestones that educates and enables eligible municipal employees to work from home for part of their work schedule including alternative work schedules in order to further sustainability and employee retention goals.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Human Resources • City Manager's Office • Information Technology		• Structural Change

M4.5 Alternative Work Travel Incentives

Include alternative modes or incentives for employees to bike, walk, and carpool to work.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Human Resources • Public Works		• Structural Changes

M4.6 Satellite Offices

Consider flex-work/co-working satellite offices or access at libraries and in nearby communities like the San Lorenzo Valley or South County to reduce commute times.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Human Resources • Library	**Community Health**, **GHG Reduction**, Resilience, Local Green Jobs, Env. Restoration	• Structural Change

M4.7 Housing and Work Proximity

Promote opportunities for housing in affordable housing developments to employees to live close to their City work sites.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Economic Development • City Manager's Office	**Community Health**, **GHG Reduction**, Resilience, **Local Green Jobs**, Env. Restoration	• Structural Change • Economics

MEASURE M-5: Electrify or otherwise decarbonize the municipal fleet by 2035.

Measure Overview

The following actions center on infrastructural and vehicle decarbonization through the addition of EV charging stations, renewable fuel procurement and the implementation of an electrification plan.

Measure Actions

★ M5.1 Fleet Electrification Plan (HIGH IMPACT ACTION)

Adopt and implement the City's Fleet Electrification Plan to convert fossil fuel municipal fleet vehicles to electric or otherwise decarbonize the fleet by 2035, evaluating phasing and the potential for regional bulk procurement.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health** **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Structural Change

★ M5.2 Electric Vehicle Charger Installation (HIGH IMPACT ACTION)

Plan for and install EV ready infrastructure and additional EV chargers in municipal parking lots for fleet, employee and public use, and pilot curbside installations.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Planning	Community Health **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Structural Change

M5.3 Renewable Diesel

Procure 100 percent renewable diesel as a transition fuel until complete fleet electrification in 2035.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Structural Change

★ M5.4 Electric Vehicle First Policy (HIGH IMPACT ACTION)

Adopt an EV first policy, unless infeasible for the use case, for all municipal vehicles by end of 2023.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Finance • Public Works • City Manager's Office	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Structural Change

MEASURE M-6: Electrify or otherwise decarbonize all municipal off-road equipment (landscaping equipment, construction equipment, marine diesel engines) by 2040.

Measure Overview

The following actions focus on decreasing emissions caused by municipal off-road equipment. These actions prioritize emissions-free equipment for municipal uses and encourage the use of alternative fuels, such as biofuels, for such equipment.

Measure Actions

M6.1 Inventory of Municipal Off-Road Equipment

Complete an inventory of all municipal off-road equipment, specifying which equipment types are possible to electrify based on existing technologies, experience and cost, and adopt an implementation plan to decarbonize by 2040.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Parks and Recreation • Water Department • City Manager's Office	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Education and Engagement

M6.2 Emissions-Free Equipment Preference

Adopt an emissions-free equipment preference purchasing policy for off-road equipment for all City departments.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Finance • City Manager's Office	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Structural Change

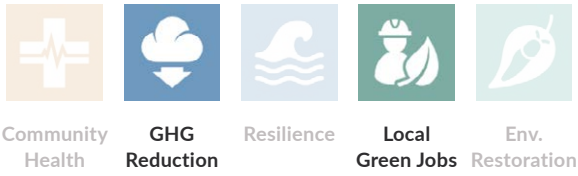
M6.3 Biofuels for Municipal Off-Road Equipment

Evaluate and procure biofuels (renewable diesel and biogas) to operate municipally owned off-road equipment as feasible for use cases that cannot be electrified. Re-evaluate decarbonization opportunities regularly to ensure biofuels are not being used for equipment that could otherwise be electrified.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Parks and Recreation • Water Department		• Structural Change

M6.4 Obtain Funding for Decarbonizing Off-Road Equipment

Dedicate staff time to obtain grant funding for decarbonization of off-road equipment.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Public Works • City Manager's Office		• Funding and Financing

MEASURE M-7: Increase municipal procurement of recovered organics waste products.

Measure Overview

The following actions aim to decrease organic waste in the City and regionally. These actions focus on reuse of organic materials as compost wherever feasible and encourage finding other alternative uses for organic wastes.

Measure Actions

M7.1 Application of Compost for Suitable Facilities

Require City agencies to procure and apply compost to the exterior of suitable facilities in accordance with landscape management needs and plans.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Parks and Recreation	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; **Env. Restoration**	• Structural Change

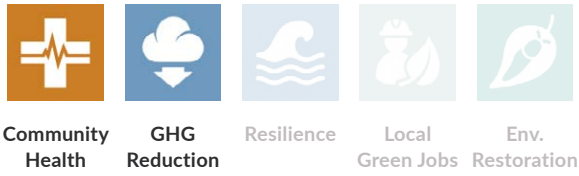
M7.2 Opportunities for Procuring Organic Waste Products

Investigate opportunities for generating and procuring recovered organic waste products.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Parks and Recreation	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; **Env. Restoration**	• Education and Engagement

M7.3 Food Waste to Energy Feasibility Studies

Update food waste to energy feasibility studies and design and construct facilities to accommodate food waste.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • City Manager's Office		• GHG Reductions

MEASURE M-8: Promote efficient municipal water consumption.

Measure Overview

The following actions prioritize water use reduction through the implementation of drought-tolerant landscaping, improved irrigation, and the creation of stormwater infrastructure.

Measure Actions

M8.1 Irrigation Infrastructure and Water Reduction Strategies

Evaluate replacement of existing municipal watering/irrigation infrastructure and schedules as water reduction strategies.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Water Department	Community Health; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• Education and Engagement

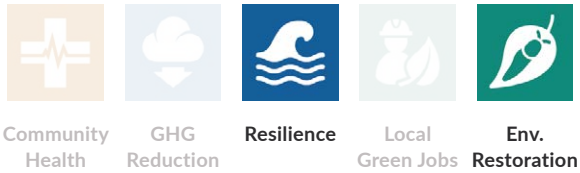
M8.2 Drought-Tolerant Landscaping

Continue to implement landscaping that utilizes drought-tolerant landscaping techniques for parks, medians, and fields.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation	Community Health; **GHG Reduction**; **Resilience**; Local Green Jobs; Env. Restoration	• Structural Change

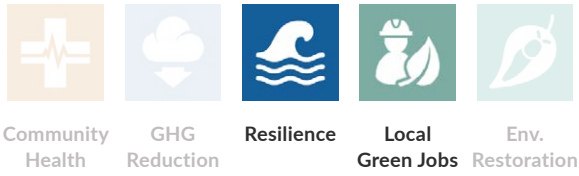
M8.3 Green Stormwater Infrastructure

Evaluate and increase green stormwater infrastructure on City facilities.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Parks and Recreation		• Structural Change

M8.4 Efficient Municipal Water Consumption

Identify funding to dedicate staff time to obtain grant funding for implementing efficient municipal water consumption.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Parks and Recreation • Water Department		• Funding and Financing

MEASURE M-9: Support climate action planning.

Measure Overview

The following actions cement the continuation of climate action planning. These actions prioritize identifying potential changes the City can make in order to address climate change. Actions focus on creating an inventory of life cycle emissions, divest from fossil fuels, and encourage healthy and equitable changes to consumption habits.

Measure Actions

M9.1 Climate Action Plan

Update the Climate Action Plan every 5 years, report annually and integrate climate action into the budget decision making process.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Finance	**Community Health** GHG Reduction **Resilience** Local Green Jobs Env. Restoration	• Structural Change

M9.2 Life Cycle Emissions

Explore adding life cycle emissions into the decision-making process as data becomes available.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	Community Health **GHG Reduction** Resilience Local Green Jobs Env. Restoration	• Education and Engagement

M9.3 Fossil Fuel Divestment Policy

Implement a fossil fuel divestment policy and provide update to City Council on status of divestment from fossil fuel banking.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Finance	Community Health; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Structural Change

★ M9.4 Plant-Based Diet Strategies (HIGH IMPACT ACTION)

Evaluate plant-strong and plant-based diets strategies, procurement and policies.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office • Finance • Human Resources	**Community Health**; **GHG Reduction**; Resilience; Local Green Jobs; Env. Restoration	• Structural Change

★ M9.5 Plant-Based Diet Menu Choices (HIGH IMPACT ACTION)

Explore inclusion of plant-strong and plant-based diets and menu choices as a measure in the City's Green Business Program.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works	**Community Health**; **GHG Reduction**; Resilience; **Local Green Jobs**; Env. Restoration	• Structural Change

M9.6 Climate Action Program

Consider staffing, structure and integration of Climate Action Program throughout organization, including consideration of public advisory formats, and modify as needed to meet increasing demands on integration, coordination, reporting and engagement.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• City Manager's Office	 Community Health · GHG Reduction · **Resilience** · **Local Green Jobs** · Env. Restoration	• Structural Change

M9.7 Green Event Guide

Develop a green event checklist/guide and consider conditions of use for special event permits that support climate action.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Public Works • Parks and Recreation	 **Community Health** · **GHG Reduction** · Resilience · Local Green Jobs · **Env. Restoration**	• Structural Change

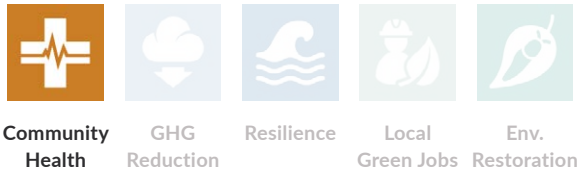
M9.8 Climate Action Plan in City Financial Plans

Integrate the Climate Action Plan into the City's upcoming Master Investment Strategy/ Financial Plan Development, Master Fee Evaluation and Cost Evaluation Plan and its change management process.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Finance • City Manager's Office	 **Community Health** · GHG Reduction · **Resilience** · Local Green Jobs · Env. Restoration	• Structural Change

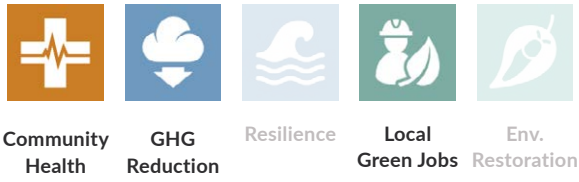
M9.9 Preferable Purchasing Policy

Update and enforce the City's environmentally preferable purchasing policy to include electric first vehicles and building commitments, as well as plant based/strong diet recommendations.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Finance • City Manager's Office		• Structural Change

M9.10 Supply Chain Monitoring

Monitor supply chain and end of life handling of renewable energy and other climate supportive products and technologies to avoid slave labor, environmental degradation from extraction and/or disposal in frontline communities, and advocate for the elimination of these processes globally.

GHG Reduction	Department	Co-Benefits	Pillars
• **2030:** Supportive • **2035:** Supportive • **2045:** Supportive	• Finance • City Manager's Office		• Structural Change

7. IMPLEMENTATION

To ensure this CAP is implemented, responsive to evolving real world conditions, and achieves the GHG emissions targets, the CAP 2030 includes a plan for funding, implementing, monitoring, and updating the CAP over time.

Community Participation

Responsible Parties for Implementation

The CAP builds off the success from the City's past efforts and focuses on making the next set of changes, infrastructure investments, and policy directives that will allow Santa Cruz to transition to carbon neutrality. Making meaningful progress towards reducing our GHG emissions starts with City leadership, through policies, education, ordinances, and investments that act as catalysts for change throughout the wider community. As such, the City can update building codes, provide electric vehicle charging infrastructure and designate bike lanes, but it is up to the broader community to embrace these new services and technologies and gain the benefits outlined in this plan. Community partners can then support these policies with incentives and programs and businesses can leverage these policies to provide new services and adopt new practices. Finally, residents that have been provided with the incentives and education, can adapt behavior to lower GHG emissions communitywide. As policies and programs are developed and infrastructure is constructed, City staff will work to engage the community on progress and opportunities for improvement.

The CAP's implementation will be led by the City's Climate Action Program, with support from the community partners, as detailed below and represented in Figure 9. The responsible City departments are identified for each CAP action described in Chapter 6. *Measures, and Actions,* and the complete proposed CAP implementation plan is included in Appendix I.

FIGURE 9. CAP Implementation Partners

City Responsibilities

The City is directly responsible for updating building codes, developing ordinances, conducting outreach, education, promotion, and feasibility studies, fostering partnerships, and providing specific infrastructure updates (e.g., EV charging infrastructure, bike lanes, municipal building electrification, etc.) as specified in the CAP actions. As policies and programs are developed and infrastructure is constructed in alignment with the CAP's strategies, measures, and actions, City staff will engage the community on opportunities or requirements for participating in these new structures as they become available. The City will continue to staff a group comprised of community members (e.g., CATF) regularly and other ad hoc committees as needed to support implementation. The City is also responsible for reporting and providing accurate and current progress toward targets on a sustainability dashboard, leading funding pursuits, and ensuring that there is adequate staffing to implement the CAP.

Partner Responsibilities

While the City is responsible for driving implementation of the CAP, local businesses, special districts, regional jurisdictions, community organizations, and other local groups are lead implementers or better positioned to implement CAP actions. For example, Santa Cruz METRO Transit District is better positioned to improve local public transportation than the City as it has responsibility for the buses and bus infrastructure in the city. However, City Council members participate in the METRO board and are able to advocate for actions specified in the CAP. Through relationships identified and fostered by the City, other key partners of the CAP will be responsible for assisting the City with outreach and promotion, conducting program tracking, developing incentives, rebates, and funding pathways for community level appliance upgrades, installing renewable energy and EV technologies, improving and expanding transit, and increasing organic waste collection capacity.

Community Responsibilities

The City and its partners will be responsible for CAP implementation, including continuing to conduct inclusive equitable and culturally relevant engagement to ensure all communities and residents have access to participate in CAP implementation. It will be up to the broader community to embrace the actions developed through the collaborative community process. The City will launch a community activation platform that will provide links to programs and incentives, which will empower community members to participate in CAP implementation. Participation in these measures, feedback on implementation successes and hurdles, and ongoing collaboration with the City will all drive the successful implementation of the CAP. The City will use the equity screening tool periodically to assess actions as they get implemented to ensure they do not harm communities or have negative impacts.

Funding Implementation

Full implementation of the City's CAP will require investments on the part of the City, local households and property owners, and commercial businesses. In most cases, the expenditures will not only help to reduce GHG emissions but will also bring other valuable cobenefits as described in Chapter 6. Some expenditures will not represent net cost increases, but instead will involve substituting investments to GHG emissions reducing alternatives for equipment, materials, and technologies that would otherwise have been made on less climate-friendly options. For example, residents and businesses are encouraged to make investments in water and energy conservation improvements, for which the initial expenditure on the improvements will be offset by long-term savings from reduced water or energy usage. The benefits may also provide additional, unquantified improved resilience and operational benefits.

As described in Appendix G, Green Economy Analysis, the City estimated the anticipated cost of implementing three high impact measures - existing building electrification, active transportation and EV adoption - by 2030 to be up to nearly $430M and yielding nearly 2,500 jobs. Currently, there are over $65M in new and existing Capital Improvement Projects in the FY23 budget that support implementation of the CAP 2030. In Appendix H, Funding and Financing Implementation, the City developed a funding and financing pathways matrix to be used as a tool to successful and rapidly access financing for implementation and is participating in multi-scalar coordination with internal and external partners to do so.

Implementation Accountability

In general, access to sources of financing is not the only challenge for communities seeking to implement CAPs; rather the bigger issue is the shortage of funding that can pay back financing and, more importantly, the staffing capacity required to monitor the lifecycle of the CAP, from pooling resources, building community support, securing partnerships, raising funds, implementing measures, and tracking progress against targets. While it is critical the City overcome key financing challenges and identify innovative funding tools, communities can best meet the challenge of project development by paying close attention to ensuring organizational capacity is available and accountability is built-in as part of the implementation process. The City also has committed to 17 mechanisms to accountability including several new mechanisms to broaden transparency and share progress as described in Appendix I Implementation and Monitoring Plan. The following touchpoints will allow City leadership and staff to review availability of funds and financing thresholds, track progress against metrics set in the CAP 2030 and tracked in CAP Dash, and adjust priorities and activities as necessary to meet targets set in the CAP.

- Continue membership with Green Cities California, Urban Sustainability Directors Network and Local Governments for Sustainability (ICLEI)
- Continue and promote staff membership to Central Coast Climate Collaborative Participation in the Santa Cruz City Schools Green Committee, Citywide Workforce development team, and other climate networks.
- Participation of CAP x Department Heads Bimonthly Meetings
- Regular City Manager Employee Newsletter posts bimonthly or as activities dictate
- Staff participation in CAP 2030 implementation/tracking training from November 2022 onwards
- Full departmental participation in Sustainability Team
- Annual City Council and Commission presentations
- Participation of departments in the annual risk and progress disclosure submission to the Carbon Disclosure Project
- Participation in the Climate Action Task Force and/or other climate advisory body with bimonthly to quarterly meetings
- Participation in HiAP (Health in All Policies) City Council Committee bimonthly meetings
- (New) Participation in the Annual CAP Implementation Partners Roundtable
- (New) Review and provision of content at least annually in the Sustainability Dashboard on Website
- (New) Explore launching a future Master City Wellbeing Dashboard with HiAP, Budget, Energy, etc.
- (New) Review and provision of content to the internal CAP Dash Implementation and Funding Tracking tool

Near-Term Implementation Activities

In addition to the phasing outlined in Appendix I Implementation and Monitoring Plan for all actions through the 2030 time horizon for the CAP, the City has developed a 3-year workplan of municipal activities as detailed in Appendix H Funding and Financing Implementation, denoting responsible departments, relative magnitude of funding required, degree of staff capacity required and a timeline for implementation between fiscal years (FY) 23 and 26 (i.e., July 2023 through July 2026). Many activities implement structural organization and policy changes as well as municipal infrastructure to enable achievement of high impact emissions reduction measures and actions. With a newly proposed Implementation Partners Roundtable and City departments, a new 2-year implementation workplan will be developed in FY 26 to carry the community through until the Climate Action Plan is updated in FY 28. Departmental workplans tiering off of the overall municipal workplan will be developed annually with one progress check-in with each department conducted mid-year to allow for reporting on progress and course correction where needed.

Monitoring and Reporting

Monitoring of and reporting on the CAP 2030 will be conducted by City departments in cooperation with partner agencies. Monitoring and reporting will consist of the following activities:

1. **Annually:** Identifying the implementation status for each CAP measure and action, evaluating this against each action's implementation timeline and updating the online Sustainability Dashboard. The City will also use the equity screening tool to assess actions as they are implemented to ensure they do not harm community groups.
2. **Annually:** Meet with new Implementation Partners Roundtable and craft a report with the above information and analysis delivered to City Council and commissions.
3. **Every 3 years:** Completing an updated GHG emissions inventory, and evaluating the results against the City's GHG emissions targets.
4. **Every 5 years:** Update the Climate Action Plan targets, measures and actions.

The CAP 2030 measures and actions are not exclusive and do not preclude the use of other GHG reduction measures. Modifications to the strategies or their components may become necessary as circumstances change or as new information, regulations, and technology becomes available. The monitoring activities and resulting reports will inform whether the City is on track to reach its 2030 target, or if changes to or additional measures and actions are needed.

Sustainability Dashboard Example

8. CALL TO ACTION

Every community member plays an essential role in reducing the impacts of climate change. Without concentrated, collective action, achieving our long-term targets will be nearly impossible and, unfortunately, under that scenario, the impacts of climate change are only anticipated to further intensify and worsen.

RESILIENT SANTA CRUZ

This call to action includes proposed actions that can be taken at the community level to support the City's achievement of targets on climate mitigation, climate restoration, and a climate economy. In addition to this brief guidance, the City will launch a community activation platform with links to programs and incentives and enroll community members in friendly competition as we collectively seek to decarbonize. ****High Impact Actions** are noted here and in the Resilient Santa Cruz platform – part of a region-wide Resilient Central Coast effort - so residents know how to plan their decarbonization journey to make the most impact. **The City looks forward to working together to build a more sustainable and resilient City of Santa Cruz!**

Residents

Eat More Whole-Food, Plant-Based Food**

Whole food, plant-based eating patterns focus on foods primarily from plants. This includes not only fruits and vegetables, but also nuts, seeds, oils, whole grains, legumes, and beans. Eating more whole, minimally processed foods, and eating less meat, dairy, and refined sugar not only has many health benefits, it also reduces the GHG emissions associated with the rearing of animal products, like meat and dairy, out of the food chain.[3]

Bike, Walk, Take the Bus, or Carpool When Possible**

Finding alternative transportation options to single-occupancy vehicles is key to reducing your transportation footprint. Biking, walking, skateboarding, scootering, taking the bus, and carpooling are all good alternative transportation options, and support the City's efforts to increase active and shared transportation (Measures T-1, T-2 and T-3). Substantial incentives exist for electric bikes and bus passes through My831 Commute and GO Santa Cruz transportation initiatives.[4]

Healthy Food Examples

Bicyclists

3. *Nature, 2021. Global greenhouse gas emissions from animal-based foods are twice those of plan-based foods*
4. *https://www.cityofsantacruz.com/how-do-i/go-santa-cruz*

Buy an Electric Vehicle When It's Time for a New Car**

Gasoline and diesel usage are the largest contributor to the City's GHG emissions. The City's transportation strategy includes electrifying car trips to the greatest extent possible (Measure T-4). Buying an EV will directly support this strategy and may provide life cycle cost savings in the long run. Substantial rebates exist for used and new EVs.

Reduce Your Waste

Every year, the average American sends over 1,000 pounds of everyday household refuse to landfills and/or incinerators. Reducing personal waste directly reduces the GHG emissions associated with the transfer, storage, and processing of waste. There are many things to reduce personal waste including but limited to: using reusable cups, containers, and cutlery; buying food and products with minimal packaging; opt-out of paper mailing as much as possible; use reusable napkins and cloths for cleaning; and use reusable shopping bags.[5]

Electric Vehicle Shopping

Use Alternative Waste Bins

5. United States Environmental Protection Agency ***https://www.epa.gov/recycle/reducing-waste-what-you-can-do***

Compost Your Yard and Food Waste

The City has adopted a strategy to divert organic waste from the landfill through a food scrap to energy process and home composting programs in the City (Measures W-2 and W-3). You can support this work by consuming less and doing your own composting and recycling now. It is low cost and has the added benefit of reducing strain on local landfills.

Yard Waste Bin

Shop Local

Shopping locally can reduce emissions and air pollution by reducing transportation miles of a product. Shopping locally also helps support the local economy.

Shopping at a Farmer's Market

Reduce Your Water Usage

While water usage is only a small contributor to GHG emissions in the City, smart water usage is imperative to reducing the impacts of drought.

Drought-resistant Landscaping

Homeowners and Property Owners

Homeowners and property owners have power over how their property uses resources like energy for heating and cooling, and water for washing and landscaping. If you are a homeowner or property owner in the City, this section includes a list of suggested actions for reducing the energy of your property while maintaining comfort in a cost-effective way.

Install Solar Panels and/or Battery Storage**

Installing solar panels on your property reduces your electricity emissions directly to zero and increases the City's electrical grid resiliency. These are key aspects of City's energy strategy (see Measures BE-4, BE-5 and BE-6). Battery storage takes this one step further by allowing you to store solar energy for use at night, decreasing your emissions footprint even further at the time when the grid is supplying the most carbon intensive electricity. Battery storage can also increase your property's resiliency by providing electricity during power outages or disasters. Landlords should ensure that upfront costs associated with installing solar panels and battery storage are not passed down to tenants, especially low-income tenants.

Residential Roof-mounted Solar Panels

Install an Electric Water Heater, Heat Pump, HVAC, and Stove Top**

All-electric appliances will be 100% renewable electricity by 2030 due to the purchasing of electricity in our City by Central Coast Community Energy (CCCE) and support the effort to electrify existing buildings (Measure BE-2). Investigate the electrification process now so that you are prepared to replace your gas unit with an electric alternative once it is time for replacement. Focusing on time of replacement will help keep costs lower for homeowners and property owners. The ***Lumina Heat Pump Evaluation Tool*** is an online calculator to evaluate the economic and environmental benefits of switching your residential HAAC and domestic hot water heater with an electric heat pump. Landlords should ensure that upfront costs associated with installing an electric water heater, heat pump, HVAC, and stove top are not passed down to tenants, especially low-income tenants.

Business and Employers

Businesses and employers will play a key role in reducing GHG emissions and supporting this CAP. This section provides a list of actions that businesses and employers can take to support GHG emissions reductions. For a comprehensive and holistic approach to decarbonizing, businesses may also enroll in and become a certified green business through the ***City's Green Business Program***.

Install Bike-Friendly Facilities for Your Employees and Encourage Public Transit**

Employers can help employees decarbonize their commute and bike, walk, or take the bus to work. Employers can install bike racks or bike lockers for employees to safely store their bikes during the workday, providing showering facilities, and/or offer financial incentives for employees to bike, walk, carpool, or take the bus to work. Employers can also partner with Bike Santa Cruz County, the local bicycle advocacy group, to further support the already strong bike culture. The GO Santa Cruz program offers incentives to help downtown employees choose options other than driving to get to work, including free transit passes.[6]

Bike Locker Example

Install EV Chargers in Employee Parking Lot and Convert Fleet to Electric When Possible**

Gasoline and diesel usage are the largest contributor to the City's GHG emissions. The City's transportation strategy includes electrifying car trips to the greatest extent possible (Measure T-4 and T-5). Converting your fleet to electric, installing EV chargers in your workplace parking lot, and developing a workplace charging program for your employees will support this important effort. Substantial incentives exist to do so.

EV Charging Stations

6. ***https://www.cityofsantacruz.com/how-do-i/go-santa-cruz***

Install Solar Panels and/or Battery Storage at Your Business**

Installing solar at your business, or working with landlords to get solar installed, reduces your electricity emissions and increases the City's electrical grid resiliency. These are key aspects of the energy strategy (see Measures BE-4, BE-5, and BE-6). Battery storage takes this one step further by allowing you to store solar energy for use at night, decreasing your emissions footprint even further at the time when the grid is supplying the most carbon intensive electricity. Battery storage can also increase your business's resiliency by providing electricity during power outages or disasters.

Battery Storage

Develop Work-from-Home Policies for Employees

Allowing your employees to work from home, even one day per week, will reduce vehicle miles traveled, save your employees money, improve air quality, and reduce traffic impacts. Most passenger vehicle miles in California are from commuting to and from work. Removing the need to commute to work via car supports efforts to reduce vehicle miles traveled and helps reduce GHG emissions.

Work-from-home Employee

Reduce Your Water Usage

While water usage is only a small contributor to GHG emissions in the City of Santa Cruz, smart water usage is imperative to reducing the impacts of drought. Take advantage of rebated water conservation devices.

Reducing Water Usage Saves Money

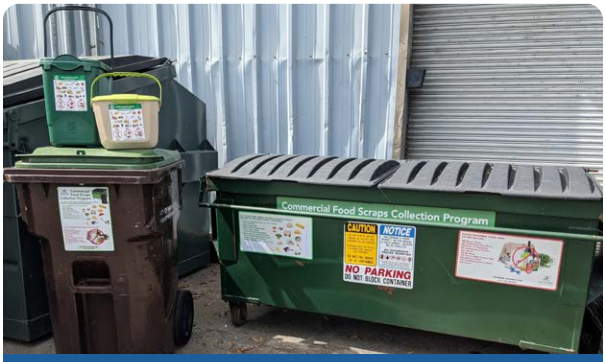
Practice Sustainable Business

You can reduce your organization's GHG emissions by adopting an environmentally preferable procurement policy, specifying sustainable materials and developing other employee-focused sustainability policies.

Working from Home Reduces the Use of Fossil Fuels

Reduce Food Waste

The City has adopted a strategy to divert organic waste from the landfill in the City (Measure W-2 and W-3). Support this effort by reducing your food waste at your business and adding food waste to food scrap buckets for the City to pick up.



Commercial Food Scrap Collection

Developers

Developers hold the keys to making new buildings in Santa Cruz less GHG intensive. A primary way to do that is by building all-electric and ensuring all new development comes with EV charging infrastructure.

Build All-electric Multifamily and Single Family Homes**

New multifamily and single family developments represent a unique opportunity for developers to save money and reduce GHG emissions at the same time by building all-electric. This action is consistent with the City's efforts to eliminate natural gas in new building construction through an electrification ordinance starting in 2023 (Measure BE-1 and BE-3). If you are a developer in the City, you can support the City's energy strategy and take advantage of the cost-saving benefits of building all-electric now. Substantial rebates exist to do so.

Example of an All-electric Single-family House

City of Santa Cruz

809 Center Street
Santa Cruz, CA 95060

cityofsantacruz.com

Resilient Together