

**Special Meeting of the  
COMMITTEE ON  
ENERGY AND THE ENVIRONMENT  
AGENDA**

**October 7, 2020 – 5:00 P.M.**

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On March 3, 2020 Governor Newsom proclaimed a State of Emergency due to COVID-19 and subsequently issued Executive Orders N-25-20 suspending provisions of the Brown Act allowing meetings via teleconferencing and members of the public to observe and offer comments telephonically or electronically.

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If you wish to speak on an item listed on this agenda, please complete and submit a speaker card here or <https://pleasanton.seamlessdocs.com/f/EnergvandEnvSpeakerCard> by 5:30 p.m. the day of the meeting, October 7, 2020.

**CALL TO ORDER**

**ROLL CALL**

**AGENDA AMENDMENTS**

**MINUTES**

1. Approve special meeting minutes of September 2, 2020

**MEETING OPEN TO THE PUBLIC**

2. Public comment from members of the audience regarding items not listed on the agenda.

**OTHER MATTERS BEFORE THE COMMITTEE**

3. Climate Action Plan 2.0 discussion and recommendation on Values, Guiding Principles, Co-benefits, and Action Prioritization Criteria

**MATTERS INITIATED BY COMMITTEE MEMBERS:** Brief reports on conferences, seminars, and meetings attended by Committee members.

**ADJOURNMENT**

Next Regular Meeting of the Energy and the Environment Committee will be held via Zoom on November 18, 2020 at 5:00 p.m.

**Accessible Public Meetings**

The City of Pleasanton can provide special assistance for persons with disabilities to participate in public meetings. To make a request for a disability-related modification or accommodation (e.g., an assistive listening device), please contact the City Clerk's Office at 123 Main Street, Pleasanton, CA 94566 or (925) 931-5027 at the earliest possible time. If you need sign language assistance, please provide at least two working days' notice prior to the meeting date.

**MINUTES  
CITY OF PLEASANTON  
COMMITTEE ON ENERGY AND THE ENVIRONMENT  
September 2, 2020**

*This meeting was conducted in accordance with Governor Newsom's Executive Orders N-25-20  
and N-29-20 and N-33-20.*

**CALL TO ORDER**

Vice Chairperson Chang called a teleconference special meeting of the Committee on Energy and the Environment to order at the hour of 5:03 p.m.

**ROLL CALL**

Committee Members Present: Eric Cartwright, Terry Chang, Bruce Daggy, Robert Gan (joined meeting at 5:07 p.m.), Joel Liu

Absent: Chairperson Catherine Brown

**AGENDA AMENDMENTS**

None.

**CONSENT CALENDAR**

1. Approve the regular meeting minutes of August 5, 2020, as submitted.  
*Motion by: Daggy                      Seconded by: Liu*  
*Ayes: Cartwright, Chang, Daggy, Liu*  
*Absent: Brown and Gan*

**MEETING OPEN TO THE PUBLIC**

2. Presentations

None.

3. Public Comment from members of the audience regarding items not listed on the agenda:

None.

**OTHER MATTERS BEFORE THE COMMITTEE**

4. Climate Action Plan (CAP) 2.0 discussion and recommendation on Greenhouse Gas Emission (GHG) reduction target pathways

Staff member Megan Campbell explained that the first element of the CAP 2.0 that the committee will be working on is the Greenhouse Gas (GHG) Emission information, talking about the GHG inventory, forecasting, future emissions and ultimately setting the target pathways. She introduced Andrew Hatt and Ryan Gardner, Climate Action Plan Program Manager from Rincon Consultants.

Mr. Gardner provided an overview of the legislative drivers of the CAP as follows:

- Senate Bill 32 requires a 40% reduction in GHG emissions below the 1990 levels by 2030
- Executive Order B-55-18 established a target neutrality by 2045
- SB379 requires a vulnerability assessment and climate adaptation/resiliency strategies as part of City General Plan updates and Local Hazard Mitigation Plans

He reported the legislative milestones which are important in developing a “qualified” greenhouse gas reduction plan which is defined by section 15183.5 of CEQA Guidelines. He noted that development projects can tier off a qualified GHG reduction plan to streamline CEQA requirements. In addition, showing progress towards State GHG reduction goals is expected to be a mandatory component of CEQA analysis upon publication of the next California Climate Change Scoping Plan.

He reviewed the following CAP Goals:

- Align with California efforts to reduce GHGs and support CEQA streamlining in Pleasanton
- Develop implementable strategies and viable funding plans to achieve or exceed GHG reduction and adaptation goals
- Focus on equity through targeted public outreach and collaboration with disadvantaged communities
- Actively engage and collaborate with the community, City staff, and other decision makers to make progress on climate actions.

He also provided an overview of the CAP Development Process which will include the following: engaging Pleasanton Community and City Staff, reviewing existing measures and conditions, conduct GHG inventory/Forecast and Determine Targets, developing GHG Reduction & Adaptation Strategy, creating Climate Action and Adaptation Plan, and CEQA review and documentation.

Committee member Daggy questioned if there were consequences if cities did not meet the 2020 targets.

Mr. Gardner indicated that cities are not required to have a Climate Action Plan and there are no state requirements to reduce the emissions or targets. He said this is a state level goal and the states are doing their fair share with pieces of legislation to help reduce emissions. During the first round of AB-32 a lot of cities did them and streamlined CEQA off them, but nobody checked if there was success or not. The state has stopped giving GHG reduction thresholds and without those it is hard to complete a CEQA analysis. They are really using that lack of guidance to be the driver for cities to complete Climate Action Plans. It was noted that if cities are using a CEQA document for streamlining and not implementing it, there is potential for litigation.

Committee member Liu inquired on the definition of carbon neutrality.

Mr. Gardner said when talking about carbon neutral that it is not necessarily talking about zero emissions but when you take into account carbon sequestration which is negative emission and added to your emissions they can balance out to a net zero.

Staff Member Mr. Zack Reda asked Mr. Gardner to provide some information of S-03-05.

Mr. Gardener indicated that there was a previous executive order, S-03-05 which was calling for an 80% reduction levels by 2050, but neither one of B-55-18 order has been codified yet or officially adopted by the state as a legislative requirement and there is not a scoping plan beyond SB-32.

Ms. Campbell asked Mr. Gardener if either of those two executive orders were more likely to be adopted over the other.

Mr. Gardner said B-55-18 has superseded S-03-05 and a lot of cities that he's working with and others throughout the state have been moving forward with the idea that carbon neutrality is going to be the new state target by 2045. He said that just before COVID, there was some legislation that was moving forward which would have codified that but was put on pause. He said potentially that legislation would be codified within the next year or so.

Mr. Gardner reviewed the GHG inventory for the City of Pleasanton. He noted that GHG reductions between 2005 and 2017 exceeded 2020 CAP goals.

- Total mass emissions decrease: 28%
- Per capita emissions decrease: 37%
- Population: 15% increase

He reported that the reductions primarily attributed to the following: cleaner fuel mix from PG&E electricity, State legislation, community-wide reductions in waste sent to landfills and off-road vehicle usage.

Mr. Gardener provided an overview of the GHG Inventory Summary of 2017 inventory used as baseline for forecast (588,553 MT CO<sub>2</sub>e as follows: Residential Electricity (3%), Nonresidential Electricity (5%), Direct Access Electricity (2%), Residential Gas (11%), Nonresidential Gas (10%), Passenger On-Road Transportation (34%), Commercial On-Road Transportation (22%), Off-Road Transportation (8%), Waste (5%), Wastewater (less than 1%), and Water (less than 1%)

He said that electricity usage went down 20 % from 2005 to 2017, but emissions went down 60 percent which is attributed to change in the emission factor for PG&E's fuel mix, State legislative goals, SB100 clean electricity goal. Natural gas usage increased 25% from 2005 to 2017 which was attributed to noncommercial went up significantly while residential went down slightly. It was noted that it will become a larger percentage of Pleasanton's total emissions by 2045

He reported on the GHG inventory for transportation as follows:

#### On-Road

- Passenger VMT increased, commercial VMT decreased
- 15 percent reduction in emissions from on-road overall
- Metropolitan Transportation Commission VMT Traffic Model

#### Off-Road

- Emissions calculated for County
- Emissions apportioned to Pleasanton based on changed to population/jobs year-over-year
- Emissions generally outside of City's operational control

## Waste

- Landfilled waste decreased by 15% from 2005 to 2017
- 17% reduction in emissions overall

## Water and Wastewater

- Emission calculated based on process electricity usage
- Usage decreased by 27% and 19 percent overall, respectively
- Decrease in emission factor due to SB 100
- Emissions decreased by 66 % and 24 % overall, respectively

Committee member Gan said that it seems like the emissions are either a direct product or some bi-product of electricity usage as outlined in the slides and that a lot of the decreases were a result of changes in electricity usage. He indicated that the City of Pleasanton is in the process to joining EBCE which will help achieve more carbon free emissions for electricity, and inquired if there were any studies underway to investigate the effect of that, or if it had already been measured, and if the committee would obtain the statistics on the impact of that.

Mr. Gardner said that the emission factors are only factored in with PG&E data from 2017. He indicated that moving forward they would be able to use the EBCE as a measure in the future and with the ability to opt up for renewable electricity there would be a huge opportunity to reduce emissions with a relatively straightforward and cost effective step.

Mr. Reda noted that the City of Pleasanton's electricity will be switched over in April 2021 and Council will be deciding what option to opt in with by the end of the year.

Committee member Daggy said that in terms of stationary sources of air pollution emitters there are only two in the Tri-Valley that are quantitatively significant which are the Altamont and Vasco landfills. He asked if there is anything in the plan for either of these two developments which would be a significant development in the next 10 years to deal with methane emissions.

Mr. Gardner said that SB-1383 will be a huge driver to strive reducing organics in the waste stream by 75% by 2022. He said that most of the methane emissions come from the organics in the landfills.

Staff member Becky Hopkins reported that she is currently working with a consultant on SB-1383 and will be bringing it forward to the City Council late winter for an initial plan for implementation and will likely be folded into the CAP.

Committee member Liu inquired on how the City of Pleasanton's reductions compare with other cities in the Bay Area or overall, in other states.

Mr. Gardner indicated that compared to other states, that California in general has greater reductions as the reductions are driven by state legislation. He said that Livermore has similar reductions and that the systems in Pleasanton are becoming more efficient.

Committee member Cartwright asked if Mr. Gardner could explain how on-road transportation is calculated in terms of determining the traffic levels (i.e. 580/680 freeways, etc.)

Mr. Gardner said a standard origin destination model was used and is typically used for Climate Action Planning. He indicated there is a regional model that they develop, fine-tuned by doing

traffic counts and verifying them. He indicated that is not the best data but the best estimate for the data available for the transportation sector. He said it is pretty accurate overall for a region but not for a specific city. He said if everyone started riding their bikes to work in Pleasanton, the model would not be able to pick that up, however, over time the information will become better with the use of cellular phone and google data. He reported that with origin destination there are four buckets of trips: trips that start and end within Pleasanton, trips that start within Pleasanton and end somewhere else, trips that start somewhere else and end in Pleasanton, and trips of people passing through Pleasanton (via freeways). He said that when people do not get off the freeway they are not counted in the pass through. If someone was driving from Sacramento and stopped in Pleasanton, then Pleasanton accounts for half of the trip and Sacramento account for the other half. Pleasanton obtains 100 % of the trips that stay within the city boundaries. The emissions factors are derived from a statewide model and they look at Department of Motor Vehicle records and all the different types of vehicles on the road currently and they come up with emission factors that reflect the current fleet in each region downscaled to counties.

Vice Chair Chang questioned why there was not a specific category for direct access electricity in the GHG inventory and what the difference is between direct electricity and non-residential electricity.

Mr. Gardner said the non-residential electricity is used to be more accurate. The electricity grid is broken up into different pieces (i.e. California, Arizona/New Mexico) and if you are a direct access customer you are not purchasing your electricity thru PG&E, you are directly purchasing from that larger grid. The larger grid is carrying a higher emission factor, so they apply that higher emission factor to be more conservative and accurate. PG&E has their own specific set of sources where their electricity comes from and they calculate their emission factors on a yearly basis. It is a slightly different source where the electricity is coming from.

Committee member Liu said that based on how the percentage of electricity was calculated, it appears that the main driver is the local utilities and as long as they continue to reduce power plants and use more renewables that the numbers will continue to go down. He indicated that there is not much the City can do to drive the numbers further down.

Mr. Gardner said that electricity emissions are relatively low with 8% of the emissions coming from electricity right now however will go to 0 over time by 2045. He said you will still be left with all the natural gas emissions (22%) and transportation emissions. He noted that with the electricity emissions, the City could opt up to EBCE to carbon neutral next year, but they are really looking at ways to reduce the other sectors where most of the other emissions are coming from.

Vice Chair Chang inquired on what types of vehicles are included in off-road transportation.

Mr. Gardner indicated that off-road includes the following: trains, tractors, oil equipment, construction equipment, etc. He said it is in the technical appendices' if needed. It was also noted that lawn and garden equipment like leaf blowers and mowers are included in these figures as well.

Mr. Gardener provided an overview of the GHG Forecast as follows:

- Forecast demographic data taken from Plan Bay Area – Projections 2040

- Business-as-usual (BAU): expected emissions growth in all sectors based on job and population growth
- Adjusted: Incorporates all state regulations expected to help reduce Pleasanton's emissions through, 2045
- SB 100, Title 24 building efficiency standards, CARB Pavley standards,
- Uncertainty with Federal CAFÉ Standards

Mr. Gardner also reviewed adopting GHG Reduction Targets as follows:

#### Regulatory Context

- Targets developed based on State Goals
- Senate Bill 32 (2016), 40 percent reductions from 1990 levels by 2030.
- Executive Order B-55-18 (2018), carbon neutrality by 2045.
- Carbon neutrality goal not yet codified by legislature, but expected to be
- General understanding that EO B-55-18 carbon neutrality goal supersedes older 80 percent by 2050 goals
- Other jurisdictions are considering/adopting 2045 carbon neutrality goals (Dublin and Livermore)

#### Potential Target pathways:

- Mass emission vs per capita emissions (per capita adds flexibility for future population growth, recommended by CARB's latest scoping plan)
- Long term targets: carbon neutrality by 2045 vs 80 % reduction by 2050

Mr. Gardner said the Rincon recommends a linear pathway to carbon neutrality in 2045 with more stringent 2030 goal, but less emissions reductions after 2030. It spurs upfront actions in the short term, smoother transition to carbon neutrality in the long term.

Mr. Gardner reviewed the recommended target pathway from Rincon vs. minimum CEQA complaint pathway with targets and gap analysis. He provided an extensive overview of the targets and gap analysis.

Ms. Campbell asked if Livermore is looking at a similar pathway as well.

Mr. Gardner said Livermore is considering the 2045 pathways and not 2050. He indicated that they are still determining if they should either go with per capita or mass emissions. He indicated that he could provide an update on the status after the meeting.

Ms. Campbell confirmed that the current CAP uses mass emissions which was noted is standard for cities.

Mr. Gardner explained the differences in per capita and mass emissions.

Mr. Gardner provided an extensive overview of the major strategies for reducing GHG emissions in Pleasanton which includes mobility, carbon sequestration, building and waste. He said the CAP update measures will build upon Pleasanton's existing climate action. The City of Pleasanton's primary climate action documents are the 2012 CAP, 2005-2025 General Plan, and 2018 Bicycle Pedestrian Master Plan. Through these documents, the City has already adopted policies, completed projects, and initiated ongoing efforts to address climate action. The historical focus has been on energy, water, and wastewater to reduce emissions.

Ms. Campbell inquired if the committee was prepared to discuss the potential pathways that Mr. Gardener reviewed and provide a recommendation to the City Council on the preferred pathway. The committee will need to determine if they would prefer mass emissions vs. per capita, and the long-term goal either 2045 vs. 2050 targets and the straight-line pathway which lessens from 2030 to 2045.

Committee member Liu questioned what the penalty is for not meeting the target.

Mr. Gardner said there is no explicit penalty if Pleasanton does not meet the target. If you are using your CAP to streamline CEQA and if Pleasanton is not implementing your plan or putting in a good faith effort to do so, there could be some litigation regarding specific projects.

Ms. Campbell added that the City of Pleasanton is planning for a qualified CAP and using for CEQA streamlining.

Committee member Daggy thanked Mr. Gardener for his presentation and he liked the rationale for 2045 target vs. 2050 target which is a safer way to go in terms of planning. He also agreed with the rationale about the linear target which is somewhat tougher in 2030. He noted that the reason why he agrees is that one of his concerns is that if we go with the less aggressive target, that we will be encouraging the development of stranded assets and higher retrofit costs. People will invest in gas furnaces and it will be put off until December of 2045.

Mr. Gardner indicated that all electrical buildings are cheaper up front and down the line however, it is a huge challenge to figure out how to complete gas to electric retrofits for existing buildings.

Committee member Daggy reported that the State of California recently issued a report on the health and air pollution benefits of building electrification and there is a section of the Dublin 2030 CAP that phrases it very well. He said you could justify the CAP to the public just on the fact that people would be healthier as it is a lot easier to sell the community on the health benefits since climate change is still controversial in this county.

Vice Chair Chang said that although there are not consequences if we do not meet the targets, that the next generation will not be happy, and our health would be at a greater risk.

Committee member Gan agreed with Mr. Daggy's comments and felt that going all in and held to high standards and a more linear aggressive plan was the best option. He also felt that a linear plan would be easier for people to get on board with and encourage people to make the right individual choices.

Committee member Cartwright was in favor of the per capita approach. He felt the City should be aggressive and target 0% emissions. The reason to do it is because it the right thing to do. He favored the linear approach pathway and not waiting until 2030 because then you would have to pay attention to things in greater detail.

MOTION to recommend to City Council the per capita linear pathway to reach carbon neutrality by 2045.

***Motion by: Gan***

***Seconded by: Daggy***

**Ayes:** Cartwright, Chang, Liu



**Absent:** Brown

Ms. Campbell said the next steps are to begin the outreach to the community. Staff is working with the Public Information Officer who is aware of the goals of getting the message out to the public, taking the survey and the project introduction. She is assisting with the messaging on City's social platform. There will also be something in the upcoming Progress City newsletter as well as an insert in an upcoming utility bill among other methods. She has been in communication with Jill Buck from Go Green and local leaders of the 21<sup>st</sup> Century and the youth group will put together a video to do further outreach to the youth in the community. They are giving some trivia questions on the website and some staff videos. The survey is being promoted in a variety of places and the goal is to close the survey at the end of September. There will be another survey later in the process. The first survey was to get the initial feedback on the early big picture items to see where the community stands on these items.

Ms. Campbell reported that the next meeting on October 7<sup>th</sup> will be review of the guiding principles and co-benefits. Over the next two months staff will continue to do community outreach and then ultimately go to the Council for recommendation on the pathways, guiding principles and co-benefits. She noted that the Energy and Environment Committee recommendations will be provided to the Council and they will provide guidance and actions on how to close the gap from the project GHG emission to the targets. The City will be talking to the implementation partners such as PG&E, BART, Zone 7, Pleasanton Garbage Services, other committees, Chamber of Commerce, etc. There will also be a virtual community workshop scheduled. She encouraged people to complete the survey and to pass on the information in the community.

Ms. Hopkins noted the regularly scheduled meeting in September will be cancelled with a special meeting held on October 7<sup>th</sup> in lieu of the September meeting. The regularly scheduled meeting conflicts with the Planning Commission.

Council member Cartwright thanked staff for the comprehensive report and Mr. Gardener on his presentation.

## **MATTERS INITIATED BY COMMITTEE MEMBERS**

Vice Chair Chang reported she recently attended a presentation that Committee Member Daggy spoke on the Tri Valley Air Quality Community Alliance. She thought it would be beneficial for the committee to hear the presentation.

Committee Member Daggy indicated that the presentation is approximately ten minutes and felt it would align with the other agenda topics scheduled for discussion.

Ms. Hopkins indicated that Mr. Reda or Ms. Campbell would reach out to Committee member Daggy to obtain more information on the presentation.

Committee member Liu indicated that Ms. Hopkins had forwarded a link regarding a recent congress panel webinar discussion and he was only able to obtain the question and answer portion. He was interested in hearing the entire discussion.

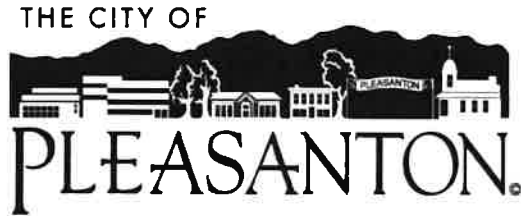
Ms. Hopkins requested that Vice Chair Chang forward her the link and she would forward to the other committee members.

## **ADJOURNMENT**

The meeting was adjourned at 6:18 p.m.

Next special meeting scheduled for October 7, 2020 at 5:00 p.m.

Respectfully Submitted,  
Jennifer Tagalog



## The Committee on Energy and the Environment Meeting

### Agenda Report

October 7, 2020

Item 3

#### **SUBJECT: CLIMATE ACTION PLAN 2.0 DISCUSSION AND RECOMMENDATION ON VISION, GUIDING PRINCIPLES, CO-BENEFITS, AND ACTION PRIORITIZATION CRITERIA**

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##### **SUMMARY**

At the September 2, 2020 Committee on Energy and Environment special meeting, staff provided an update about the Climate Action Plan update (CAP 2.0), which included review and discussion of communitywide greenhouse gas (GHG) emissions and statewide GHG reduction targets. The Committee provided a recommendation to City Council on the preferred GHG emission reduction target pathway. In addition, the Committee will make a recommendation on the vision, guiding principles, co-benefits, and action prioritization criteria, which will be presented to the City Council this fall.

##### **RECOMMENDATION**

Provide a recommendation to City Council on the vision, guiding principles, co-benefits, and action prioritization criteria.

##### **FINANCIAL STATEMENT**

None.

## BACKGROUND

At the August 5, 2020 meeting of the Committee on Energy and Environment, the Committee received and reviewed a series of background documents to inform the City's current context and future policy setting. These documents included:

- **The Baseline Assessment Memorandum** which includes relevant plans, programs, and policies that inform current decisions relating to climate activities
- **The CAP 1.0 Progress Memorandum** which assesses progress implementing the City's 2012 Climate Action Plan actions
- **The Climate Vulnerability Assessment** which anticipates future climate change impacts, and assesses exposure, sensitivity, and adaptive capacity of various sectors.

With that foundational information understood, development of the CAP 2.0 can begin. The first element of the CAP 2.0 was to establish GHG emission reduction targets. This involved reviewing the existing GHG inventory, forecasting future GHG emissions, and then setting the target pathway to reduce emissions. At the September 2, 2020 special meeting, the Committee made a recommendation to City Council on the preferred GHG emission reduction target pathway. The Committee recommended a target of carbon neutrality by 2045 (aligning with Executive Order B-55-18) and a linear trajectory reduction from 2045 to 2020, allowing metered GHG emission reductions over the next 25 years.

The second element of the CAP 2.0 is to establish a vision, guiding principles, co-benefits, and action prioritization criteria that will clarify the process for selecting actions to meet the GHG reduction targets.

## DISCUSSION

### Vision

The vision will be in the introduction of the CAP 2.0 document. It describes what the City is trying to achieve and is intended to be the overarching goal for the document and all sector specific goals must align with the vision. The vision should be broad yet guiding for the document. The consultant team and staff have crafted proposed principles which will comprise the vision. Though the Committee can add or remove principles as it sees fit. The proposed principles of the vision are:

- **Reduce greenhouse gas emissions** to the extent needed to prevent catastrophic impacts of global climate change.
- **Increase holistic sustainability in Pleasanton**, including beneficial environmental, social, and economic conditions for current and future generations.
- **Invest in climate resilience** by supporting regenerative economies and ecosystems, community wealth, and physical and cultural resilience. This long-term intention is enacted through focused and equitable near-term actions that

are flexible to support and accommodate potential changes in technology and policies.

- **Collaborate with efforts and priorities across the City government and Tri-Valley region**, recognizing that climate action must be advanced through integration and cooperation among departments, governments, organizations, and other entities.
- **Position the City of Pleasanton as a sustainability leader**, addressing challenges within the City's control and acknowledging that leading by example is an effective way to encourage others to join.

#### *Vision Discussion Questions*

1. Does the vision section align with the Committee's vision of the outcomes of the CAP 2.0?
2. Are there any vision principles that should be added or removed?

#### Guiding Principles

There are countless actions that can be included in the CAP 2.0, however, some of those actions may not be feasible for Pleasanton. Guiding principles will be used to guide CAP 2.0 action selection and all actions will need to meet the guiding principles. For example, if a selected guiding principle is "evidence based", then an action would not be included in the final CAP 2.0 document if it is not evidence based. The consultant team and staff have prepared suggested guiding principles for the Committee's consideration, though the Committee can add or remove principles as it sees fit. The suggested principles are as follows:

- **Evidence-based** | Select actions based on the best scientific and local knowledge about projected greenhouse gas emissions, climate change, and vulnerability to climate impacts, as well as available evidence of proven impact of actions to reduce emissions and increase climate resilience.
- **Actionable** | Select actions that are as ambitious as possible while being realistic about factors affecting implementation, including: costs involved, available budgets, staffing and resource capacity, local mandates, timeline required, and other relevant factors. Actions should be feasible and focus on tangible steps to move the needle.
- **Accountable** | Select actions that can be transparently evaluated, measured, and reported. Reporting and monitoring will ensure accountability to partners, stakeholders, and community members as well as uphold the principles of Pleasanton's Community of Character.

- **Equitable** | Select actions that account for and seek to reduce inequities impacting disadvantaged and marginalized communities. Actions should ensure equitable and just distribution of risks from climate impacts, as well as costs and benefits of action, across the Pleasanton community.
- **Inclusive** | During planning and implementation phases, select actions that involve diverse perspectives from all Pleasanton communities, including from City departments, community-based organizations, residents, and businesses. Follow best practices for inclusion and accessibility during coordination, collaboration, and engagement with partners and stakeholders to ensure communities are seen and heard.

#### *Guiding Principles Discussion Questions*

1. Does the Committee support the suggested guiding principles?
2. Are there any guiding principles that should be added or removed?

#### Co-Benefits

Co-benefits are specific benefits aside from GHG emission reductions that can be associated with CAP 2.0 actions. It is desirable for actions to have one or more co-benefits, but it is not required. Once the initial list of potential CAP 2.0 actions is prepared based on the guiding principles, co-benefits for each action will be identified. The consultant team and staff prepared a draft list of proposed co-benefits for inclusion in the CAP 2.0. The Committee can add or remove co-benefits as it sees fit. Co-benefits that are suggested for the CAP 2.0 include:

- **Improved habitats and ecosystems** | Actions that minimize heat impacts, store carbon, and increase tree cover can enhance ecosystem resilience, improve habitats, generate cleaner water, and have other positive impacts on natural systems. Oftentimes these actions also beautify natural and public spaces and offer other aesthetic and public health benefits.
- **Improved public health** | Actions that reduce heat impacts, reduce air pollution, or improve water quality can have direct public health benefits. Climate actions can also indirectly support public health, such as by increasing and equitably distributing access to parks and other resources that support healthy lifestyles and recreational opportunities for residents and visitors.
- **Increased resiliency** | Actions to increase energy efficiency, conserve water, improve infrastructure, and minimize heat impacts can increase resiliency of systems and the community to climate change impacts and risks, such as water scarcity and power shutoffs. In addition, actions that engage community members and invest resources in community services can also boost

connections and social cohesion within communities, which in turn supports resilience.

- **Advance equity** | Actions can be implemented in ways that increase equity by fairly distributing social, environmental, and economic benefits and costs across the community.
- **Job creation** | Actions such as local green job training and subsidy programs for energy efficiency upgrades can generate new jobs in Pleasanton.
- **Cost-savings** | Actions to increase energy and water efficiency, reduce waste, and increase resiliency of infrastructure may result in considerable cost savings.
- **Improved mobility and transportation safety** | Actions that reduce GHG emissions from vehicles can also improve public transit reliability and equitable access, as well as expand and enhance walking and biking infrastructure to help residents and shipments move around more easily and safely.

*Co-Benefits Discussion Questions*

3. What are the most effective co-benefits that must be considered during the action setting process?
4. Are there any co-benefits that should be added or removed?

Action Prioritization Criteria

Proposed criteria for prioritizing actions in the CAP 2.0 are noted below. These criteria will be used alongside the guiding principles and co-benefits. As mentioned, the potential CAP 2.0 action list may be extremely long. However, including too many actions in the CAP 2.0 is undesirable for several reasons including resources (e.g., cost and staff time) to complete the actions and feasibility to implement the actions proposed. Preferably, the CAP 2.0 includes a limited quantity of highly impactful actions. The guiding principles will narrow down the potential action list initially, and then the criteria will apply weights to proposed actions and help further narrow down the potential action list and prioritize which actions to include in the CAP 2.0. The consultant team and staff suggest a number of criteria to include, as follows:

<u>Criteria</u>	<u>Related Guiding Principle(s)</u>
<b>Effectiveness</b> , including emissions-reduction and/or resilience-building potential.	<ul style="list-style-type: none"> <li>• Evidence-based</li> <li>• Accountable</li> </ul>
<b>Cost</b> , including affordability and expenditure timeframe for both the City and community.	<ul style="list-style-type: none"> <li>• Actionable</li> </ul>
<b>Realization of co-benefits</b> , including improved public health and job creation.	<ul style="list-style-type: none"> <li>• Equitable</li> </ul>
<b>Equity</b> in the distribution of benefits and consideration of disadvantaged populations.	<ul style="list-style-type: none"> <li>• Equitable</li> </ul>

<b>Feasibility</b> , including degree of City control, regulatory or political constraints, and technological considerations.	<ul style="list-style-type: none"> <li>• Actionable</li> </ul>
<b>Level of support</b> from relevant external partners and the community through coordination, collaboration, and engagement with stakeholders and partners.	<ul style="list-style-type: none"> <li>• Inclusive</li> <li>• Accountable</li> </ul>
<b>Urgency</b> ,* given windows of opportunity in planning and policymaking and the timing of climate impacts.	<ul style="list-style-type: none"> <li>• Actionable</li> </ul>

\*Will be evaluated after actions are prioritized by all other criteria to inform implementation planning.

**Example**

Below are two action examples. While both actions have the same impact, cost/affordability, and co-benefits scores, the second action is substantially more feasible and somewhat more equitable. As a result, the second action received an overall higher score and better achieves the climate action goals.

Action	Priority Score	Impact	Equity	Cost/Affordability	Feasibility	Co-benefits
Advocate for regional congestion pricing authority, with flexibility to dedicate revenues to projects and services that would serve multiple transportation modes and options.	2.6	4	1	4	2	3
Accelerate the implementation of the "Complete Streets" policy: mandate all new transportation and land use projects incorporate infrastructure for bicycles, pedestrians, and mass transit service unless a reasonable exemption is determined by the City Engineer.	3.4	4	2	4	4	3

*Criteria Discussion Questions*

1. What are the most effective criteria that must be considered when weighing actions against one another?
2. Are there any criteria that should be added or removed?



Staff is seeking a recommendation about the CAP 2.0 vision, guiding principles, co-benefits, and criteria to City Council.

Staff's next step is to take the Committee's recommendations to City Council, receive direction, and then begin reviewing reduction goals and actions. Simultaneously, staff will be conducting community outreach around the CAP 2.0.

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