Agenda Report

September 16, 2019

TO: Honorable Mayor and City Council

THROUGH: Municipal Services Committee (September 10, 2019)

FROM: Planning & Community Development Department

SUBJECT: **PASADENA CLIMATE ACTION PLAN (CAP), 2018 ANNUAL REPORT**

RECOMMENDATION:

This report is intended to provide information to the City Council, no action is required.

ADVISORY COMMISSION:

On April 10, 2018, following the adoption of the Pasadena CAP, Planning staff presented to the Environmental Advisory Commission (EAC) the City's overall monitoring and implementation approach towards the CAP. Based on feedback received, on April 10, 2018, Planning staff returned to the EAC with a more detailed implementation plan which prioritized all of the actions contained therein as well as provided an update on the status of each action.

On June 11, 2019, the Planning Department presented to the EAC a draft of the Pasadena CAP 2018 Annual Report (Report). On July 9, 2019, the EAC established a CAP Ad Hoc Committee to review the Report and provide feedback. On August 13, 2019, the EAC formally provided comments on the Report. The two main comments were: (1) the Report should consider catering to a wider audience by providing more background context and information and (2) provide progress notes on each of the implementation actions identified as a near-term priority. In addition, the Ad Hoc Committee also recommended other general revisions for staff's consideration. In response to the recommendations from the EAC, staff has revised the report for an audience that includes the City Council and members of the public, incorporated progress notes for all implementation actions into Appendix A of the Annual Report and made a number of the text revisions submitted by the EAC.

EXECUTIVE SUMMARY:

On March of 2018, the City Council adopted the Pasadena Climate Action Plan (CAP), a long-term plan to reduce the City's greenhouse (GHG) emissions. To evaluate the

effectiveness of the Pasadena CAP, City Council directed staff to (1) monitor the progress made on the measures and actions on a yearly basis and (2) conduct a GHG emission inventory approximately every five years, starting with year 2020. The objective of the annual report is to provide a snapshot of the progress made towards achieving measurable performance indicators and the status of implementation actions while the inventory is intended to provide a more comprehensive assessment of the City's GHG emissions level and determine whether the City is achieving or is expected to achieve its climate change goals. The City Council also charged the EAC with monitoring and advising the City Council on matters related to the Pasadena CAP.

BACKGROUND:

On March 5, 2018, the City Council adopted the Pasadena CAP, a long-term plan to help the City reduce its carbon footprint consistent with statewide targets established by Executive Order (EO) S-3-05, Assembly Bill (AB) 32, and Senate Bill (SB) 32. The Pasadena CAP sets the following GHG emissions reduction goals, as shown in Figure 1.

Figure 1 - Pasadena CAP GHG Emissions Reduction Goals Compared to Statewide Targets

Year	CAP GHG Emissions Reduction Goals (relative to 2009 baseline and statewide targets)	Statewide GHG Emissions Reduction Targets
2020	27% below 2009 levels by 2020 (equivalent to 14% below 1990 levels)	1990 levels by 2020 per AB 32
2030	49% below 2009 levels by 2030 (equivalent to 40% below 1990 levels)	40% below 1990 levels by 2030 per SB 32
2035	59% below 2009 levels by 2035 (equivalent to 59% below 1990 levels)	The state does not have a 2035 target
2050	83% below 2009 levels by 2050 (equivalent to 80% below 1990 levels)	80% below 1990 levels by 2050 per EO S-3-05

The Pasadena CAP centers around five principle strategies aimed specifically to help the City achieve its GHG emissions reduction goals for the years 2020 and 2035. The following summarizes the five strategies:

(1) **Sustainable Mobility and Land Use** – Create an interconnected transportation system and land use pattern that shifts travel from personal automobile to walking, biking, and public transit by supporting new development near transit, improving pedestrian and bicycle infrastructure, enhancing carpool and public

transit services, and expanding the use of electric vehicles and related infrastructure.

(2) **Energy Efficiency and Conservation** – Increase the use of carbon-neutral and renewable energy and minimize energy consumption by enhancing energy performance requirements for new construction, incentivizing energy efficiency retrofits for existing buildings, and improving energy management.

(3) **Water Conservation** – Promote water conservation and efficiency in both indoor and outdoor uses by increasing access to and use of recycled water and improving storm water infiltration.

(4) **Waste Reduction** – Minimize waste by improving waste management and promoting reuse, recycle, recycling, and composting.

(5) **Urban Greening** – Maintain a healthy tree urban forest by preserving greenspace and increasing the number of trees.

The Pasadena CAP includes a number of measures and actions that cumulatively represents how the City will achieve its GHG emissions reduction goals. A total of 27 measures and 142 actions are identified. The measures are intended to define the general direction the City will take to reduce GHG emissions and are either regulatory, incentive-based, or voluntary. Actions are the actual steps the City will take over time to achieve reductions and include a combination of ordinances, policies, programs, and incentives. Important to note that not all measures equate to quantifiable reductions in GHG emissions. For example, the goal of CAP Measure WC-3 to increase storm water capture does not directly yield GHG reductions but is supportive of the overall strategy to promote water conservation and efficiency. On the other hand, there are a number of measures that include performance indicators that equate to quantifiable reductions in emissions. For example, the goal of planting 500 new trees under CAP Measure UG-1 has a GHG reduction potential of 18 MT CO_2e. CAP measures like these are being monitored on a yearly basis.

In addition to the actions that the City will take to reduce GHG emissions, the Pasadena CAP requires new development projects that are subject to the California Environmental Quality Act (CEQA) or utilizing the Class 32 exemption to apply sustainable development actions and/or demonstrate that the project is below the City's service person efficiency threshold or in other words new projects should not be contributing to further emissions.

2018 Annual Report

The Report marks the first annual report since the adoption of the Pasadena CAP and focuses on the progress made towards achieving the 2020 GHG emissions reduction goal. In preparation of the Report, the Planning Department coordinated with Pasadena Water and Power (PWP), Public Works (PW), and Transportation (DOT) to gather and

collect data on the various performance indicators and actions that each Department is responsible for implementing. Each City Department provided progress notes for near-term implementation actions and prioritized each action based on their existing work program and priorities.

The Report identifies the status of 13 performance indicators and whether those indicators will likely be achieved by the year 2020. The City has made significant progress towards the 2020 targets: two performance indicators have been achieved, eight are likely to be achieved, while three cannot be determined at this time. The City experienced a 6.4% reduction in water consumption per capita, exceeding the requirements set forth by SB X7-7 (CAP Measure WC-1). The City's energy portfolio consists of 35% renewable sources with a strong likelihood of achieving the 40% renewable portfolio standard (RPS) goal under CAP Measure E-5. In addition, the target under CAP Measure E-4 has been reached as the City reduced approximately 55,000,000 kWh in fossil-fueled energy supply from 2013 levels. The City is also on its way to achieving the various transportation mode share targets, with nearly 6% of residents utilizing public transit and 7% carpooling. Moreover, the City is expected to attain the goal of planting 500 new trees prior to the target year with 347 new public trees already planted in 2018 (CAP Measure UG-2).

While a majority of the performance indicators are likely to be achieved, there are three that are undetermined and need further evaluation:

- CAP Measure T-1: The goal of acquiring 400 bike share bicycles and installing one bike share station per square mile is currently being evaluated. In 2017, the City partnered with Metro's bike share program and installed 31 bike share stations and acquired 375 bicycles. Due to low ridership and associated costs for maintenance, the City terminated its agreement with Metro and staff is currently evaluating alternatives used by other municipalities that employ vendors from the private sector.

- CAP Measure WR-1: The goal of achieving a 75% diversion rate is a challenge for Pasadena and other cities. Changes to international policies are affecting the flow of recyclable materials and the larger recycling market. Since there are limited markets for the recycling commodities generated by the City, Pasadena is experiencing a lower diversion rate and might be unable to meet the 75% diversion goal by 2020. PW will focus on raising recycling awareness through education and outreach to help increase the City's diversion rate.

- CAP Measure WR-3: The goal of reducing organic waste by 50% below 2014 levels is still to be determined. In 2018, 264.31 tons of organic waste was recycled through City managed programs but the percent diversion rate is unavailable. Per Senate Bill 1383, the State will provide guidance for determining the percent diversion rate for organics.

The Report also highlights key actions or programs implemented by various City Departments. These actions and programs are not tied to a quantitative GHG reduction potential but support each strategy's overall goal. For example, the CAP's 2020 GHG reduction strategy will focus reductions on energy measures. As a result, the City has targeted its efforts in the expansion of electric vehicles (EV) and infrastructure. As a municipality, the City has replaced 38 city vehicles with EVs and plans to install more than 120 new EV chargers. Power Up Pasadena, a campaign to encourage the adoption of EVs, has led to more than $88,000 worth of EV rebates for residential and commercial customers. The City is committed to improving its energy sources and has terminated its natural gas contract with the Intermountain Power Plant, becoming one of the first public utilities to meet Senate Bill 100's goal of 60% RPS by 2030, and established a long-term goal of a 100% carbon neutral power portfolio. Although the Report highlights key actions, Appendix A is attached to provide the status of each implementation action identified as a priority in the near term (refer to Appendix A for more information).

Overall, the Pasadena CAP represents the City's best attempt to respond to the challenges of climate change at the time of preparation. The Planning Department recognizes that the field of climate action planning is rapidly evolving – over the next decade, new information, GHG reduction methods, and legislation are likely to develop. Also, public opinion and acceptance of the need to address climate change will likely influence public policy and further regulation. As such, it may become necessary to modify or update the Pasadena CAP to account for these changes.

ENVIRONMENTAL DETERMINATION:

This report is for information only, no action is proposed that would be subject to environmental review.

FISCAL IMPACT:

This report is for information only and will not result in any fiscal impact.

Respectfully submitted,

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Attachments: (2)

Attachment A - Pasadena Climate Action Plan, 2018 Annual Report
Attachment B - Appendix A - Status of Near Term Implementation Actions