



RIVERSIDE PUBLIC UTILITIES

Board Memorandum

BOARD OF PUBLIC UTILITIES

DATE: SEPTEMBER 4, 2015

ITEM NO: 9

File ID – 15-2812 – D

SUBJECT: RIVERSIDE RESTORATIVE GROWTHPRINT CLIMATE ACTION PLAN/ ECONOMIC PROSPERITY ACTION PLAN (RRG-CAP/EPAP)

ISSUE:

The issue for the Board of Public Utilities is to receive an update on the Riverside Restorative Growthprint - Climate Action Plan/Economic Prosperity Action Plan.

RECOMMENDATION:

That the Board of Public Utilities receive this update on the Riverside Restorative Growthprint (RRG), including the Economic Prosperity Action Plan (RRG-EPAP) and Climate Action Plan (RRG-CAP).

BACKGROUND:

Riverside Public Utilities, working with The Green Accountability Performance (GAP) Committee, the group responsible for implementing the City's Green Action Plan, served as the primary technical working group for the RRG-CAP. RPU plays a significant role in climate protection activities primarily through its operations, services, and a renewable portfolio standard calling for 33% renewable energy by 2020 and 50% by 2030. Low carbon electricity along with RPU programs/incentives to improve energy efficiency in existing buildings and residential homes benefits all ratepayers by making the City more competitive in terms of economic development and growth, and environmental leadership. The GAP Committee met quarterly over the course of a year to discuss the RRG-CAP and provide feedback, predominantly on the reduction measures. In addition, the City conducted community outreach that included public presentations and meetings with residents and stakeholders during the plan development and decision-making process.

Over the past decade, the City of Riverside has progressively demonstrated its commitment to environmental quality, equity and opportunity, and economic prosperity for all. This commitment is evident in the City policies and programs that support a transition to a sustainable low-carbon economy and reduce the City's overall environmental impact. The City's efforts to reduce its environmental impacts began in 2005 with the creation of the Clean & Green Taskforce, whose mission was to develop a policy statement that would highlight Riverside's need for sustainable practices. The task force responded with the 2007 Sustainability Policy Statement (SPS), a seminal document with eight categories: Save Water, Keep it Clean, Make it Solar, Make it Shady, Clean the Air, Save Fuel, Make it Smart and Build Green. Later that year the SPS was officially adopted by the City Council. The SPS subsequently gave way to the task force's Green Action Plan, a robust strategy designed to show city officials and residents how to "go green" in the areas of Energy, Greenhouse Gas (GHG) Emissions, Waste, Urban Design, Urban Nature, Transportation and Water. This important work led to the formation of the Green Accountability Performance (GAP) Committee, a group dedicated to ensuring the successful implementation of the Green Action Plan.

In 2012 the Southern California Association of Government (SCAG) adopted a comprehensive regional plan known as the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is a State-mandated plan, with the SCS focused on reducing GHG emissions from cars and light trucks at the local level through integrated transportation, land use, housing and environmental planning. Subsequent to the RTP/SCS adoption, SCAG created a grant program to implement projects and plans that implement the RTP/SCS goals and make dynamic changes in transportation and sustainability at the local level. In 2013, the City was awarded a SCAG grant to prepare a climate action plan (CAP) and integrate it

with local economic development programs. This effort, initiated in early 2014, was titled the Riverside Restorative Growthprint (RRG), and as envisioned, consists of two integrated plans: the Climate Action Plan (RRG-CAP) and the Economic Prosperity Action Plan (RRG-EPAP). Both plans work together as a single unified effort to spur entrepreneurship and smart growth while meeting the City's GHG emission reduction goals.

PROJECT DESCRIPTION:

Economic Prosperity Action Plan (RRG-EPAP)

The RRG-EPAP is a comprehensive plan that integrates economic development activities with the GHG reduction measures listed in the RRG-CAP. RPU's commercial and residential programs, which include economic development rates for new or expanding businesses, grants to attract or support clean-tech businesses, and energy / water savings programs to reduce costs and support economic growth activity across the city. The RRG-EPAP focuses on the areas of GHG reductions that have the greatest potential to spur economic development and inspire entrepreneurship. To provide focus and direction, the RRG-EPAP includes a list of the "Top 10 Entrepreneurial Opportunity Areas" associated with GHG emission reductions in Riverside. This "Top 10" list is the backbone of the plan, and provides a starting-point for engaging the community, both locally and globally.

The feedback provided through the outreach and stakeholder engagement process was synthesized into five overarching strategies. These strategies are aimed at facilitating smart growth development and stimulating more sustainable infrastructure investment. Each strategy also includes Entrepreneurial Opportunity Areas (EOA's) that further these goals.

The five smart growth strategies include:

1. Placemaking
2. RRG Policy Lens
3. Smart Growth Infrastructure
4. Community Connections
5. Future Leaders

Along with the five smart growth strategies listed above, the EPAP outlines a 4-step action plan to jumpstart the project planning process and to maintain stakeholder engagement and outreach activities. In addition to developing action plans for each smart growth area and associated EOAs, the RRG-EPAP calls for the development of a comprehensive incentive package to further attract and support local clean-tech businesses. The RRG-EPAP compares business incentive programs that the City offers with those offered by other leading California cities and provides recommendations for additional incentive programs that will encourage sustainable and clean-tech businesses to relocate to or expand operations in Riverside.

Climate Action Plan (RRG-CAP)

In 2014 Riverside was one of twelve cities that collaborated with the Western Riverside Council of Governments (WRCOG) on the Subregional Climate Action Plan (Subregional CAP). The Subregional CAP set forth emissions reduction targets, emissions reduction measures, and action steps that assist WRCOG communities in achieving consistency with California's Global Warming Solutions Act of 2006 (AB 32). AB 32 is State legislation that requires a statewide reduction of GHG emissions to 1990 levels, by 2020. The Subregional CAP includes 36 reduction measures that guide cities in their effort to meet the State's mandate. The WRCOG Subregional CAP serves as the starting point for the City's RRG-CAP, which expands on the subregional measures, and provides a path for the City to meet GHG reduction goals through the year 2035.

The RRG-CAP prioritizes policies that will enable the City to meet the GHG reductions targets identified by State initiatives AB 32 and SB 375, as well as Executive Orders S-3-05 and B-30-15. To create policies and actionable programs that comply with the State's targets, the City must identify and categorize existing GHG emissions levels, and then quantify emission reductions that can be achieved through the actionable programs. As such, the RRG-CAP includes a baseline year (2007) GHG inventory for local government operations, and for the community as a whole; it then forecasts emissions for 2020 and 2035 and establishes emission reduction targets consistent with state policy. The City's baseline year (2007) GHG inventory (community as a whole) is 3,024,066 metric tons (MT) of carbon dioxide equivalent (CO₂e). The City's 2020

Target is 2,224,908 MT CO₂e per year (26.4% below the 2007 baseline), and the 2035 Target is 1,542,274 MT CO₂e per year (49% below the 2007 baseline). Through stakeholder engagement and cost-benefit analysis, the RRG-CAP resulted in strategies, measures, and actions for reducing emissions that are aligned with the City's planning priorities, and its vision of a future economy based on "clean, green businesses and business practices."

Emissions Reduction Measures – In order to reduce GHG emissions and achieve established targets, the RRG-CAP contains Federal, State and regional local GHG reduction measures organized into four primary sectors: energy, transportation and land use, water and solid waste. Through state and regional measures that are implemented at the subregional level, the City anticipates significant reductions from the City's 2020 and 2035 "business as usual" (BAU) emissions forecasts (949,572 MTCO₂e and 1,398,918 MTCO₂e, respectively). Through locally-implemented measures, the City anticipates reductions of 189,399 MTCO₂e and 275,273 MTCO₂e from the City's 2020 and 2035 BAU emissions forecasts, respectively.

Successful implementation of the RRG-CAP will enable the City to surpass its community-wide GHG emissions target for 2020. However, more aggressive action by the City, the WRCOG Subregion and the State is needed to reach the 2035 target. In addition to the measures in the RRG-CAP, reductions of nearly half a million metric tons of CO₂e will be needed to close the gap. The measures outlined in the RRG-CAP are sufficient to keep the City on track with meeting its long-term GHG reduction goal until approximately 2026. After that point, a gap emerges between needed reductions and expected reductions, which steadily grow until reaching a deficit of approximately 446,740 MT CO₂e by 2035.

Chapter 4 of the RRG-CAP discusses the potential for existing and future state legislation to reduce emissions beyond 2026, which could allow the City to achieve the 2035 target. This Chapter also shows how the 2035 reduction gap can be closed with two conceptual scenarios, which combine more aggressive state and local actions. These aggressive efforts focus on four strategies, as follows:

- Reducing vehicle miles travelled (VMT)
- Low-carbon fuels and vehicles (e.g., biofuels; electric vehicles)
- Low-carbon electricity (e.g., renewables)
- Energy efficiency

Achieving the City's 2035 target will largely depend on State action, along with the City's continued and gradual intensification of the policies and measures presently outlined in the RRG-CAP.

Public Outreach and Engagement – On June 18, 2015 the City Planning Commission reviewed and recommended approval of the Riverside Restorative Growthprint, including the Economic Prosperity Action Plan and Climate Action Plan. On July 15, 2015 The Green Accountability Performance Committee provided comments on the Riverside Restorative Growthprint, including the Economic Prosperity Action Plan and Climate Action Plan.

On August 6, 2015 the Utility Services/Land Use/Energy Development Committee recommended that the City Council approve the Riverside Restorative Growthprint, including the Economic Prosperity Action Plan and Climate Action Plan.

FISCAL IMPACT:

There is no fiscal impact associated with the preparation and adoption of the RRG-CAP/EPAP, as the funding for this plan was provided through a sustainability grant awarded by the Southern California Association of Governments on September 27, 2013.

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Attachments:

June, 2015 Public Review Draft of the Riverside Restorative Growthprint – Economic Prosperity Action Plan and Climate Action Plan (RRG-EPAP/CAP)