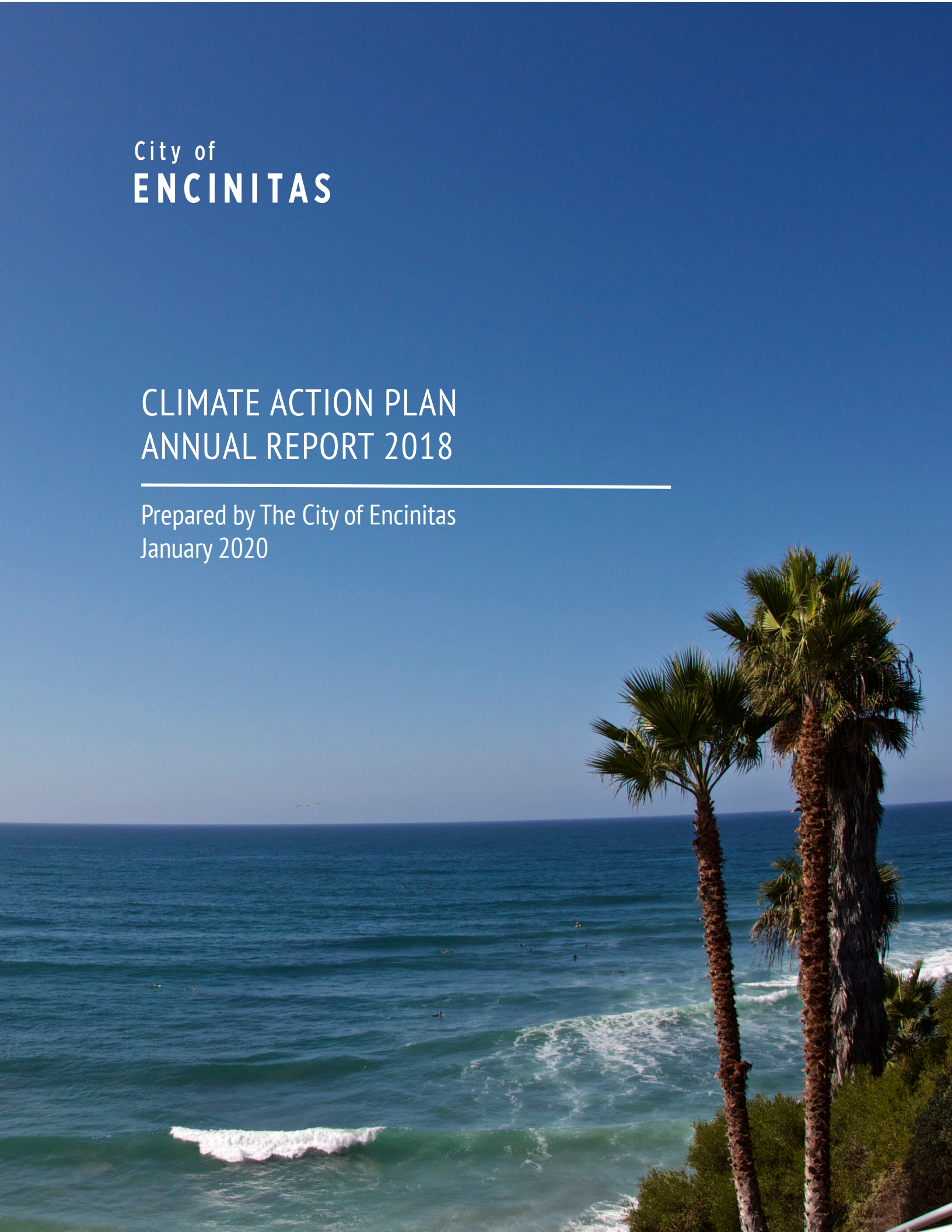
City of
ENCINITAS

CLIMATE ACTION PLAN ANNUAL REPORT 2018

Prepared by The City of Encinitas
January 2020



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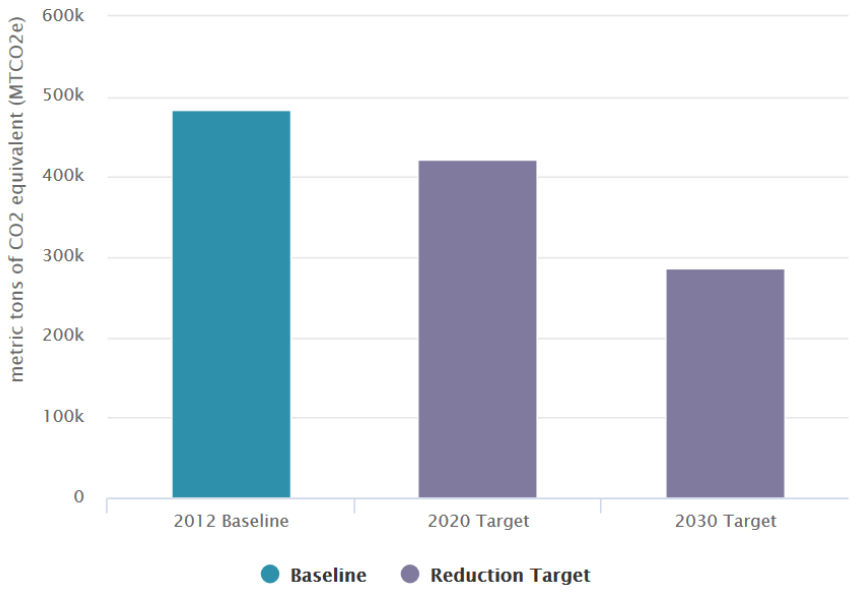
Executive Summary

The City of Encinitas is actively engaged in addressing climate change and reducing greenhouse gas (GHG) emissions, evident through the adoption of a comprehensive updated Climate Action Plan (CAP) on January 17, 2018 and the City's commitment to implementation of the CAP throughout 2018 and 2019.

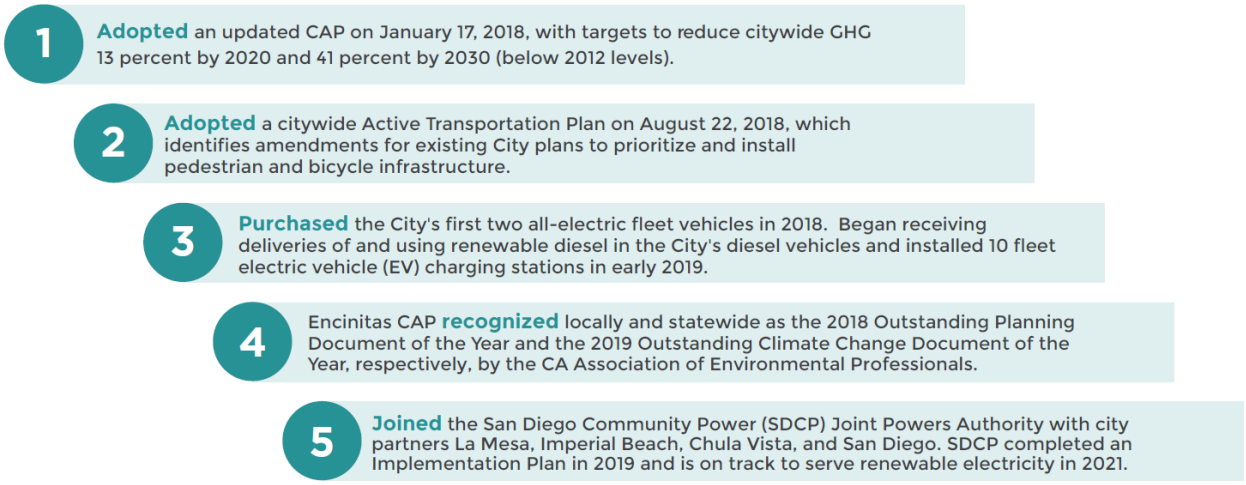
The 2018 CAP built upon the 2011 CAP and is consistent with regional and statewide guidelines on climate action planning. The 2018 CAP included a GHG emissions inventory which quantified major sources of emissions and found that 483,773 metric tons of carbon dioxide equivalent ($MTCO_2e$) were emitted in 2012. The seven major emissions sectors identified were on-road transportation, electricity, natural gas, solid waste, water, off-road transportation, and wastewater. The inventory provided a baseline in which to project emissions trends and set reduction targets consistent with Assembly Bill (AB) 32 and the associated statewide Scoping Plan. Through the CAP the City aims to achieve citywide GHG emissions reductions of 13 percent below 2012 levels by 2020 and 41 percent below 2012 levels by 2030. This equates to reducing emissions by 53,232 $MTCO_2e$ by 2020 and 197,724 $MTCO_2e$ by 2030 (See Figure 1). The City's CAP also set specific strategies, goals, actions, supporting measures and adaptation strategies. Each action has a numeric performance metric and associated GHG emissions reduction target which, when added together, will enable the City to achieve its overall 2020 and 2030 targets. The actions were developed to address both community and municipal GHG emissions emitting activities. In total the CAP includes nineteen (19) specific City actions that each have numeric performance metrics and associated GHG emission reduction estimates.

Figure 1. Greenhouse Gas Emissions Reduction Targets



In addition to the updated CAP, the City also developed a complimentary CAP Implementation Plan with input from the key City staff. The plan outlines how the City will implement the CAP actions, supporting measures and adaptation strategies. The implementation plan takes into consideration the operational and capital resources needed for implementation as well as timing, phasing, and monitoring of progress.

RECENT ACCOMPLISHMENTS



To track and share implementation progress with the public, the CAP calls for annual monitoring and reporting. The CAP implementation plan outlines how this will be accomplished. This first Annual Monitoring Report (Annual Report) summarizes progress toward overall GHG reduction targets and evaluates progress made on implementing each of the 19 City actions. This Annual Report includes data tracked through 2018 and additional notable City actions that occurred in 2019.

City staff from multiple departments began implementing the CAP actions immediately after the CAP was adopted, based on the schedule outlined in the CAP Implementation Plan. Many City actions were slated to begin implementation in 2018. Of the 19 City actions, four (4) have been completed, fourteen (14) are in progress, and one (1) is awaiting resources. One of the most notable actions in which the City made significant progress was the launch of a Community Choice Energy Program. Since the adoption of the CAP, the City completed a CCE Feasibility Study, completed a Governance Analysis Report, and decided to join a regional CCE JPA along with the Cities of San Diego, Chula Vista, Imperial Beach, and La Mesa, called San Diego Community Power (SDCP). SDCP has held three board meetings and adopted an implementation plan that was submitted to the California Public Utilities Commission in December of 2019, setting the stage for the new CCE to begin serving electricity to customers in 2021. The graphic above describes a few of the City's major recent accomplishments related to actions the City committed to in the CAP. More information regarding the City's progress on City actions can be found in Chapter 3: Progress by CAP Strategy

Included in this Annual Report is an updated GHG emissions inventory for the City, completed with support from SANDAG. Using the best and most currently available data and modeling technology, this inventory estimated citywide GHG emissions in the City of Encinitas to be 390,600 MTCO2e in 2016 which is 19% lower than emissions estimated in 2012, the baseline year. More information regarding the City's latest GHG emissions inventory can be found in Chapter 1: Greenhouse Gas Inventory.

This Annual Report evaluates whether the City is on track to meet the 2020 GHG emissions reduction target and provides an early look at the City's trend toward the 2030 emissions target. The Annual Report also highlights the progress made on individual City actions and, where possible, data and graphs are presented to demonstrate progress. It is important to

note that, while the data presented may be used as an early indicator of progress, multiple years of monitoring data is needed to develop long-term trends in GHG emissions and provide an accurate understanding of the overall impact that City efforts have achieved.

Chapter 1: Greenhouse Gas Inventory

The community's contribution to global climate change can be accounted for by measuring the greenhouse gas emissions generated within the City. Greenhouse gas inventories are conducted to determine the amount and sources of emissions produced in a community. Inventories play an essential role in the climate action planning process and allow the City to track progress on its ambitious climate goals.

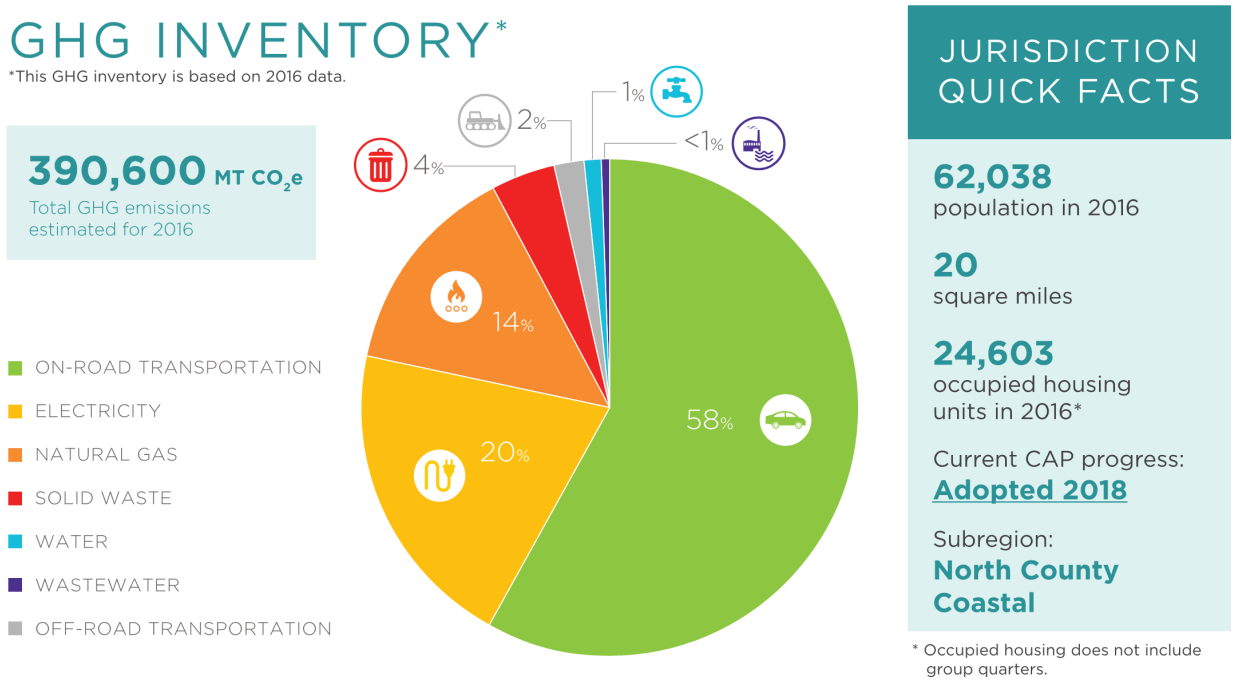
Greenhouse Gas Inventory

The primary greenhouse gases (GHGs) emitted in the City of Encinitas include carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). Each GHG has varying levels of potency in the atmosphere, therefore, to simplify the discussion and comparison of emissions, the CAP uses a measurement referred to as carbon dioxide equivalent (CO_2e), measured in metric tons (MT).

Completing greenhouse gas inventories is essential to achieving the main objective of the CAP, which is to meet targeted reductions in emissions by 2020 and 2030. GHG inventories are conducted periodically to provide a snapshot of emissions in a given year and help to develop emissions trends over time. The City's baseline inventory completed for the updated CAP estimated GHG emissions from sources in Encinitas to be 483,773 $MTCO_2e$ in 2012.

With support from the Energy Policy Initiatives Center (EPIC), SANDAG completed an updated GHG emissions inventories for several cities in the San Diego region in 2018, including the City of Encinitas. Using the best and most currently available data and modeling methods, citywide GHG emissions in the City of Encinitas were determined to be 390,600 $MTCO_2e$ in 2016 which is 19% lower than emissions calculated in 2012, the City's baseline year. The SANDAG greenhouse gas inventory for the City of Encinitas is provided below (See Figure 2).

Figure 2. 2016 Greenhouse Gas Inventory Prepared by SANDAG

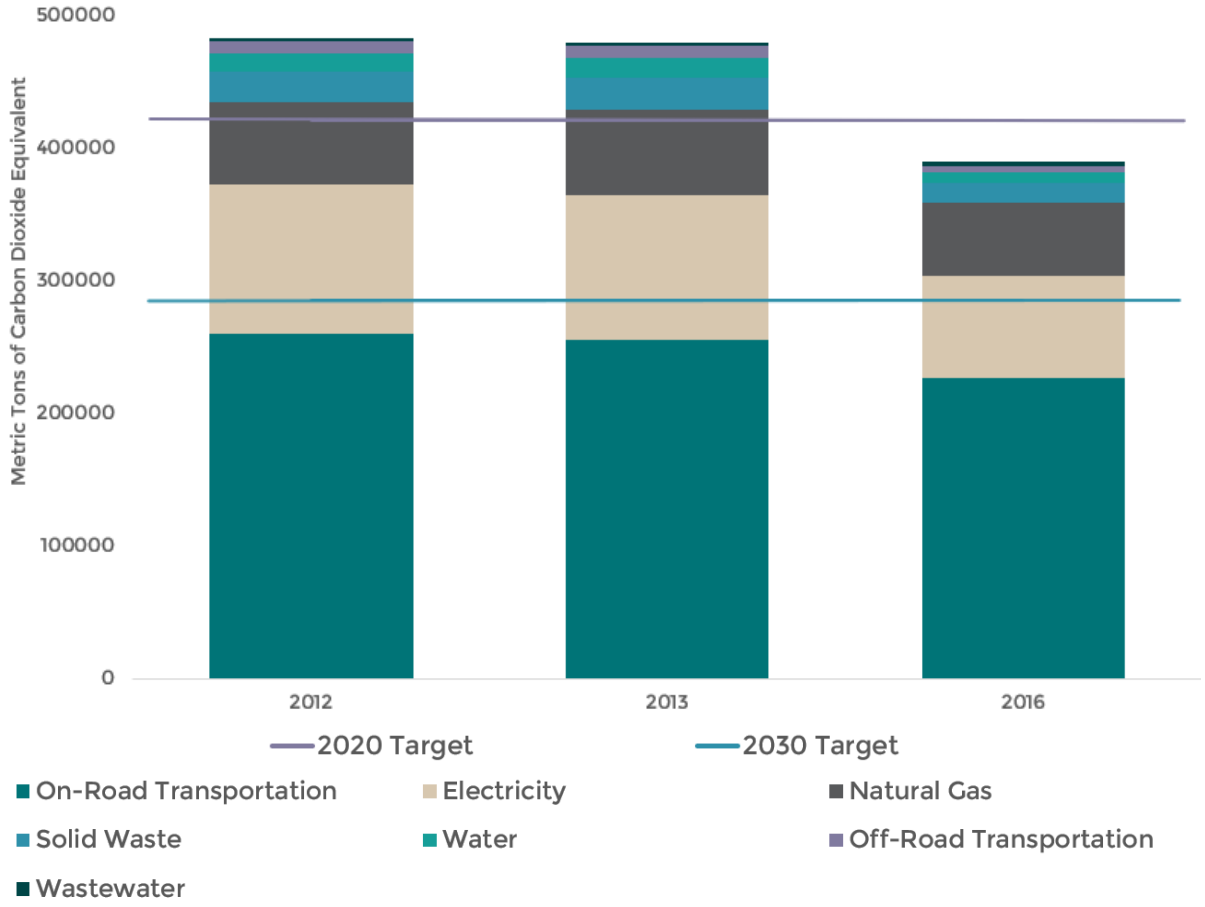


GHG emissions are calculated by multiplying activity data (e.g., kilowatt-hours of electricity, tons of solid waste) by an emission factor (e.g., pounds of carbon dioxide per unit of electricity). Running these calculations involves, among other things, a sophisticated regional transportation model using citywide and regional data. Measuring emissions from transportation is one of the most challenging sectors to evaluate. As climate science continues to advance and improve in this area, emissions calculation methodologies will

vary from year to year, making direct comparisons difficult. Annual GHG inventories are best compared by evaluating the general trends in data over time.

As seen in Figure 3, GHG emissions in the City have decreased since 2012. Emissions went down by 1% in 2013 and 19% in 2016 from the 2012 baseline level. The next GHG inventory is planned to be completed by SANDAG in two years and will provide more trend analysis. In the meantime, the City will continue to implement CAP actions and supporting measures according to the timeline laid out by the Implementation Plan.

Figure 3. Greenhouse Gas Emissions Inventories by Year



Chapter 2: CAP Implementation Progress

When the CAP was updated in 2018, the City also developed a comprehensive CAP Implementation Plan which outlines how the city will implement CAP actions and monitor progress. Implementation of certain actions required the City to develop and implement new ordinances, programs, and projects, or modify existing ones. This involved careful consideration of the operational and capital resources needed, as well as timing, phasing, and monitoring of implementation.

CAP Implementation Progress Summary

In this section, the City's progress on each action is summarized with a brief description, implementation timeline, the current status of implementation, and the co-benefits that will be realized when the action is implemented. Below, Tables 1 and 2, provide a definition of the status icon and co-benefits that are found in the progress summary tables.

Since the completion of the City's updated Climate Action Plan (CAP), City staff has tracked progress on the implementation of each of the nineteen actions established in the CAP. The City's strategy for implementing and monitoring these actions was laid out in the CAP Implementation Plan, which was produced concurrently with the completion of the 2018 CAP. In the CAP Implementation Plan the anticipated level of resources, staffing, and time required to implement each action was given careful consideration.

The information that will be found in the progress summary tables and subsequent overview of each of the CAP strategy sections represents progress tracked through 2018, plus some notable 2019 milestones.

Table 1. Definitions of Status Icons

Status Icon	Definition
	**Awaiting Resources** – The "Awaiting Resources" symbol indicates that the proposed action in the CAP has not yet been allocated a necessary resource, such as funding, to implement the project or program. Although the City has not started the project, the project is still expected to be completed given the timeline.
	**In-Progress –** The "In-Progress" symbol indicates that the City is in the process of implementing the action. The stages of implementation vary amongst actions, depending on the significance and amount of resources required to complete the project. Find a detailed explanation of the City's progress on specific actions in the second component of the CAP Implementation Progress section.
	**Completed** – The "completed" symbol indicates that the City has fully implemented and completed the action it set out to achieve. This does not mean that the emissions reductions are complete for the action, rather the City has taken the necessary action to begin reducing emissions throughout the community.

Table 2. Co-Benefits Legend

Co-Benefits					
					
Air Quality	Cost Savings	Resilience	Water Quality	Public Health	Green Jobs

BUILDING EFFICIENCY

Goal 1.1 Reduce Building Energy Consumption

Action	Description	Timeline	Status	Co Benefits
BE-1	**Require Energy Audits of Existing Residential Units** Require all existing residential residential units that seek building permits for modifications, alterations, and additions to perform energy audits.	Within 5 Years		
BE-2	**Require New Single-Family Homes to Install Solar Water Heaters** Require all new single-family homes to install solar water heaters or other efficiency technology.	Within 5 Years		
BE-3	**Adopt Higher Energy Efficiency Standards for Commercial Buildings** Require 1) all new commercial buildings, including commercial portion of mixed-use projects, and 2) commercial building modifications, alterations, and additions with an area larger than 10,000 square feet to meet the California Green Building Standards Code Nonresidential Tier 1 Voluntary Measures.	Within 5 Years		
BE-4	**Require Commercial Buildings to Energy Efficient Solar Water Heaters** Require 1) all new commercial buildings, including the commercial portion of mixed-use projects, 2) commercial building modifications, alterations, and additions with an area larger than 10,000 sq. ft, to install solar water heaters or other efficiency technology.	Within 5 Years		

Goal 1.2 Reduce Municipal Operation Energy Consumption

Action	Description	Timeline	Status	Co Benefits
MBE-1	**Continue Implementation of Energy Efficient Projects in Municipal Facilities** Reduce municipal energy use below 2012 baseline energy use.	Within 10 Years		

RENEWABLE ENERGY

Goal 2.1 Achieve 100% Renewable Electricity Supply in Homes and Businesses

Action	Description	Timeline	Status	Co Benefits
RE-1	**Establish a Community Choice Energy Program** Present to City Council for consideration a Community Choice Energy program that increases renewable electricity supply.	Within 10 Years		
RE-2	**Require New Homes to install Solar Photovoltaic (PV) Systems** Require: 1) New single-family homes to install at least 1.5 W solar per square feet or minimum 2 kW per home, and 2) New multi-family homes to install at least 1 W solar per square feet or minimum 1 kW per unit.	Within 5 Years		
RE-3	**Require Commercial Buildings to install Solar Photovoltaic Systems** Require installation of at least 2 W per sq. ft. of building area on 1) all new commercial buildings, including the commercial portion of mixed-use projects, and 2) commercial building modifications, alterations, and additions with square footage larger than 10,000 sq. ft.	Within 5 Years		

Goal 2.2 Increase Renewable Electricity Supply in Municipal Operations

Action	Description	Timeline	Status	Co Benefits
MRE-1	**Supply Municipal Facilities with Onsite Renewable Energy** Supply municipal facilities with onsite renewable energy to achieve "Net Zero Electricity" municipal operations.	Within 5 Years		

WATER EFFICIENCY

Goal 3.1 Reduce Citywide Potable Water Consumption

Action	Description	Timeline	Status	Co Benefits
WE-1	**Regularly Conduct Water Rate Studies and Implement Approved Water Rates** Implement approved water rates based on studies for San Dieguito Water District and Olivenhain Municipal Water District to promote water conservation.	Completed/ On-Going		

CLEAN AND EFFICIENT TRANSPORTATION

Goal 4.1 Reduce Vehicle Miles Traveled

Action	Description	Timeline	Status	Co Benefits
CET-1	**Complete and Implement the Citywide Active Transportation Plan** Complete Citywide Active Transportation Plan and implement projects outlined in plan.	10 years		
CET-2	**Implement a Local Shuttle System** Implement local shuttle system to serve local schools, transit stations and first-last mile connection.	Within 10 Years		

Goal 4.2 Reduce On-road Fuel Use

Action	Description	Timeline	Status	Co Benefits
CET-3	**Improve Traffic Flow** Improve traffic flow by retiming traffic signals and installing roundabout at intersections in the City.	Within 10 Years		

Goal 4.3 Increase Use of Alternative Fuels

Action	Description	Timeline	Status	Co Benefits
CET-4	**Require Residential Electric Vehicle Charging Stations** Require new residential units to install EVCS equipment. Single family units, install complete 40-Amp electrical circuit (EV Ready). Multi-Family units, install EVCS equipment at 5% of the total number of parking spaces.	Completed/ On-Going		
CET-5	**Require Commercial Electric Vehicle Charging Stations** Require installation of EVCS at 8% of the total number of parking spaces at all new commercial buildings, including the commercial portion of mixed-use projects, and commercial building modifications, alterations, and additions with square footage larger than 10,000 sq. ft.	Completed/ On-Going		
MCET-1	**Transition to Zero Emission Vehicle (ZEV) Municipal Fleet** Develop a municipal fleet replacement plan to 1) convert gasoline-fueled cars and light-duty trucks to Zero Emission Vehicles, including all-electric vehicles or other ZEV technology by 2030, and 2) convert to renewable diesel for all diesel-fueled heavy-duty trucks by 2020.	Within 5 Years		

REDUCE OFF-ROAD EQUIPMENT

Goal 5.1 Reduce Off-Road Fuel Use

Action	Description	Timeline	Status	Co Benefits
OR-1	**Adopt a Leaf Blower Ordinance to Limit Use of 2-stroke Leaf Blowers** Prohibit 2-stroke leaf blowers and implement the phase-out of leaf blower emissions.	Completed/ On-Going		

ZERO WASTE

Goal 6.1 Divert Solid Waste

Action	Description	Timeline	Status	Co Benefits
ZW-1	**Implement a Zero Waste Program** Implement a Zero Waste Program to reduce waste disposal from residents and businesses in the community.	Within 10 Years		

CARBON SEQUESTRATION

Goal 7.1 Increase Urban Tree Cover

Action	Description	Timeline	Status	Co Benefits
CS-1	**Develop and Implement an Urban Tree Planting Program** Develop and implement an Urban Tree Planting Program, including standards to right-size trees and minimize pruning and irrigation needs, to promote increased carbon sequestration by trees within the community.	Within 5 Years		

Building Efficiency

The Building Efficiency strategy of the City's CAP aims to cut back on emissions by increasing the energy efficiency of residential and commercial buildings and reducing energy use in municipal facilities.

Implementation of the Building Efficiency strategy is estimated to reduce the City's GHG emissions by 940 metric tons of carbon dioxide equivalent ($MTCO_2e$) by 2020 and 4,400 $MTCO_2e$ by 2030.

Building Efficiency

Action BE-1 Require Energy Audits of Existing Residential Units In-Progress

This action proposes that City Council adopt an ordinance requiring residential remodels to consider installing certain energy efficiency upgrades as part of their project. The ordinance is anticipated to be approved by City Council and take effect in 2020.

Action BE-2 Require New Single-Family Homes to Install Solar Water Heaters In-Progress

This action proposes that City Council adopt an ordinance requiring new single-family homes undergoing renovations to install solar water heaters or other efficiency technology. The ordinance is anticipated to be approved by City Council and take effect in 2020.

Action BE-3 Adopt Higher Energy Efficiency Standards for Commercial Buildings In-Progress

This action proposes that City Council adopt an ordinance requiring energy efficiency standards for commercial buildings. The ordinance is anticipated to be approved by City Council and take effect in 2020.

Action BE-4 Require Commercial Buildings to Install Solar Water Heaters In-Progress

This action proposes that City Council adopt an ordinance requiring certain commercial spaces undergoing renovations to install solar water heaters or other efficiency technology. The ordinance is anticipated to be approved by City Council and take effect in 2020.

Action MBE-1 Continue Implementation of Energy Efficient Projects in Municipal Facilities In-Progress

How You Can Help

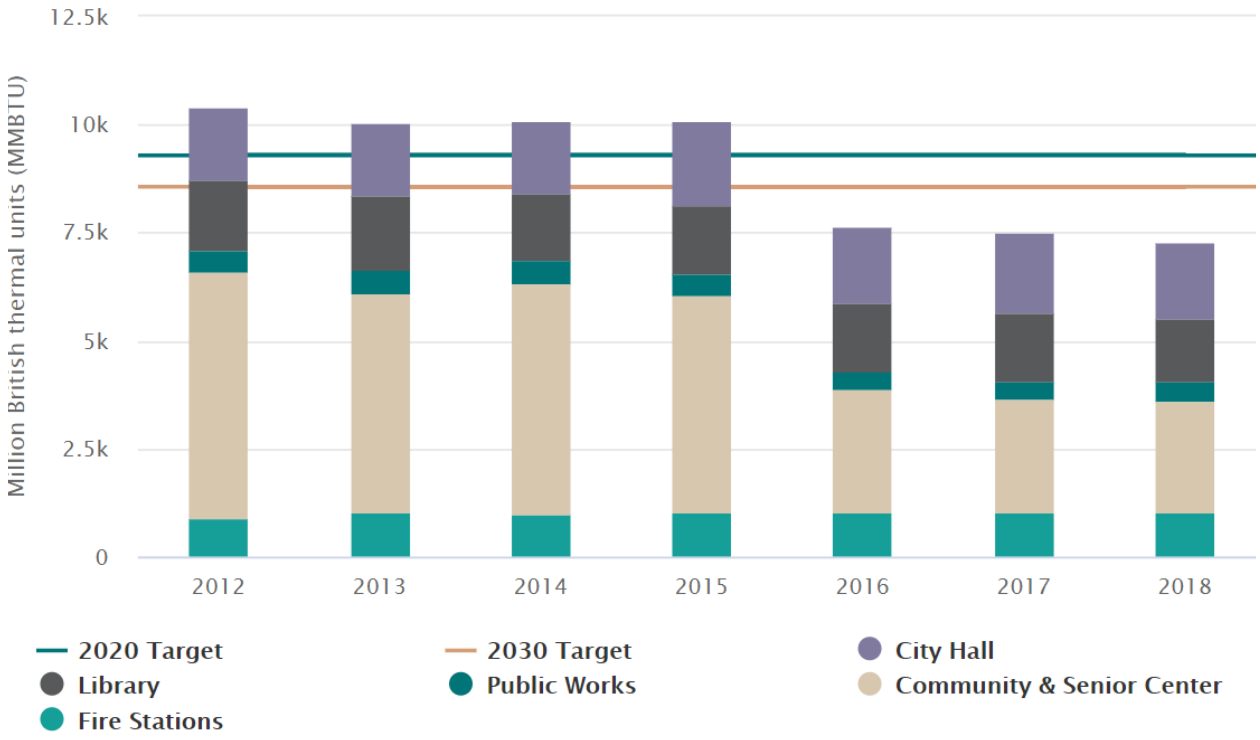
Save $$$ by using energy during off peak hours

The City's CAP established a goal of reducing municipal energy consumption below 2012 baseline energy use by 7.5% by 2020 and 15% by 2030.

Figure 4 presents municipal energy consumption by facility from 2012 to 2018. Since 2012, the City has seen an 11.3% reduction in energy use as a result of various energy efficiency upgrades, including more efficient lighting, upgrades to heating and air conditioning systems and others.

In 2019, the City initiated an evaluation of all major municipal facilities and identified additional cost-effective upgrades that could be implemented to further reduce energy use. The proposed options will be presented to City Council for review and approval in 2020. Project completion is anticipated twelve to eighteen months thereafter.

Figure 4. Municipal Facilities Energy Consumption



Renewable Energy

The Renewable Energy strategy in the City's CAP aims to increase supply and access to renewable energy for existing and new residences, commercial properties, and municipal facilities. Transitioning from fossil fuels to renewable energy sources like solar and wind will improve air quality and reduce pollution, including greenhouse gas (GHG) emissions.

Implementation of these measures is estimated to reduce the City's GHG emissions by 430 metric tons of carbon dioxide equivalent ($MTCO_2e$) by 2020 and 45,000 $MTCO_2e$ by 2030.

Renewable Energy

Action RE-1 Establish a Community Choice Energy Program

In-Progress

One of the key goals of the City's Climate Action Plan is to launch a Community Choice Energy (CCE) program that serves 100% renewable electricity to customers by 2030. CCE programs are not-for-profit, locally controlled energy agencies that purchase electrical power on behalf of residents and businesses.

In partnership with other North County cities in 2019, the City of Encinitas completed a Technical Feasibility Study and Governance Analysis Report to assess the feasibility of establishing a CCE program and determine the optimal government partnership. On August 21, 2019, after over three years of study, Encinitas City Council opted to join a regional CCE program led by the City of San Diego, along with the cities of Chula Vista, La Mesa, and Imperial Beach. The new agency is called San Diego Community Power (SDCP). The regional CCE partners submitted an Implementation Plan to the California Public Utilities Commission in December 2019 in order to begin serving power in 2021.

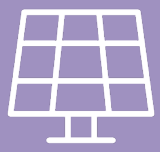
In 2018, SDG&E delivered about 45 percent of its power from renewable sources. The regional CCE is anticipated to provide at least 50% of its electricity from renewable resources when the program launches in 2021, allow customers to opt up to 100% renewable energy at any time, and increase the overall renewable content as the CCE program matures.

Action RE-2 Require New Homes to Install Solar Photovoltaic Systems

In-Progress

To reduce greenhouse gas emissions from residential electricity use, the City is drafting an ordinance to require solar photovoltaic (PV) installations as part of new single-family and multi-family home construction. Once in place, these requirements will support the City's Climate Action Plan (CAP) goal to install 400 kilowatts (kW) and 1,000 kW of additional residential solar by 2020 and 2030 on new construction, respectively. After City Council adopts the ordinance, staff with begin tracking progress towards these targets.

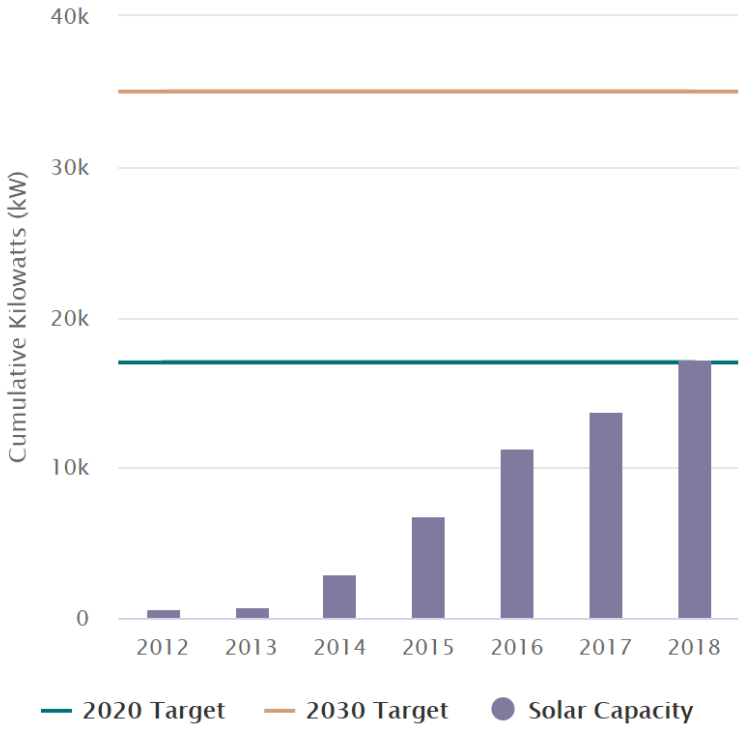
How You Can Help



Go solar at your home or business

Over the past several years, many residents have voluntarily installed solar panels on their homes. Residential solar PV systems typically range in size from 5 to 20 kW per home. Between 2012 and 2018, a cumulative total of 17,214 kW of solar was installed on 2,743 homes in Encinitas (See Figure 5). According to the City's CAP, future voluntary solar PV installations plus installations that will be required by the new ordinance are expected to achieve 17,000 kW of community-wide residential solar PV capacity by 2020 and 35,000 kW by 2030.

Figure 5. Residential Solar Photovoltaic Capacity



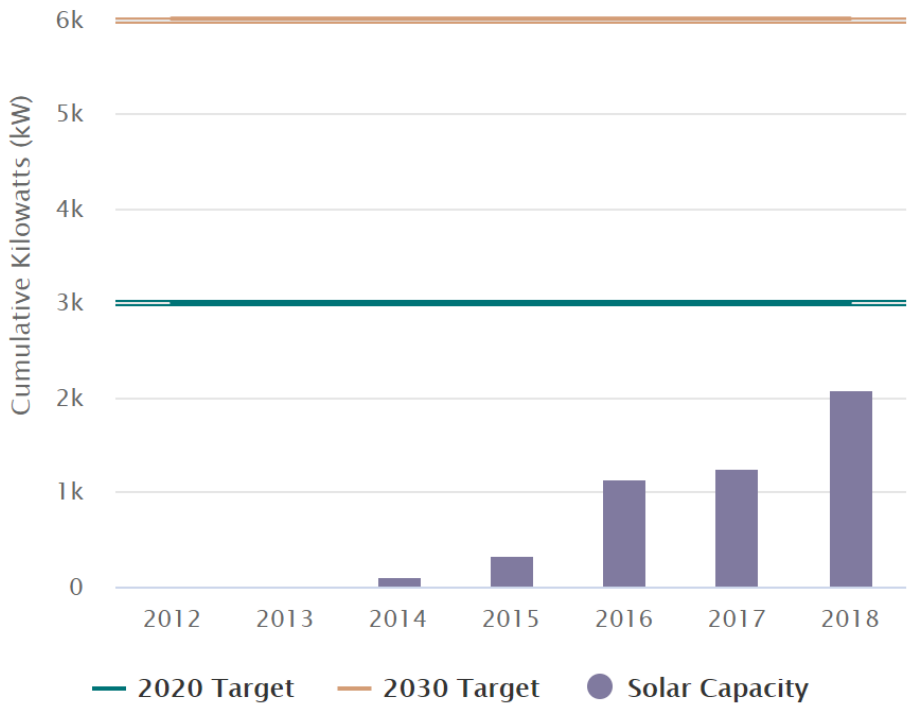
Action RE-3 Require Commercial Buildings to Install Solar Photovoltaic Systems

In-Progress

To reduce greenhouse gas emissions from commercial electricity use, the City is drafting an ordinance to require solar photovoltaic (PV) systems to be installed as part of all new commercial buildings and remodeled commercial buildings of a significant size. Once in place, these requirements will support the City's Climate Action Plan goal to install 200 kW and 8000 kW of commercial solar by 2020 and 2030 on new construction, respectively. After City Council adopts the ordinance, staff will begin tracking progress towards these targets.

Some commercial properties have already voluntarily installed solar. Between 2012 and 2018, a cumulative total of 2080 kW of solar was installed at 85 commercial properties in Encinitas (See Figure 6). According to the City's CAP, future voluntary solar PV installations plus installations that will be required by the new ordinance are expected to achieve 3,000 kW of community-wide commercial solar PV capacity by 2020 and 6,000 kW by 2030.

Figure 6. Commercial Solar Photovoltaic Capacity



Action MRE-1 Supply Municipal Facilities with On-site Renewable Energy

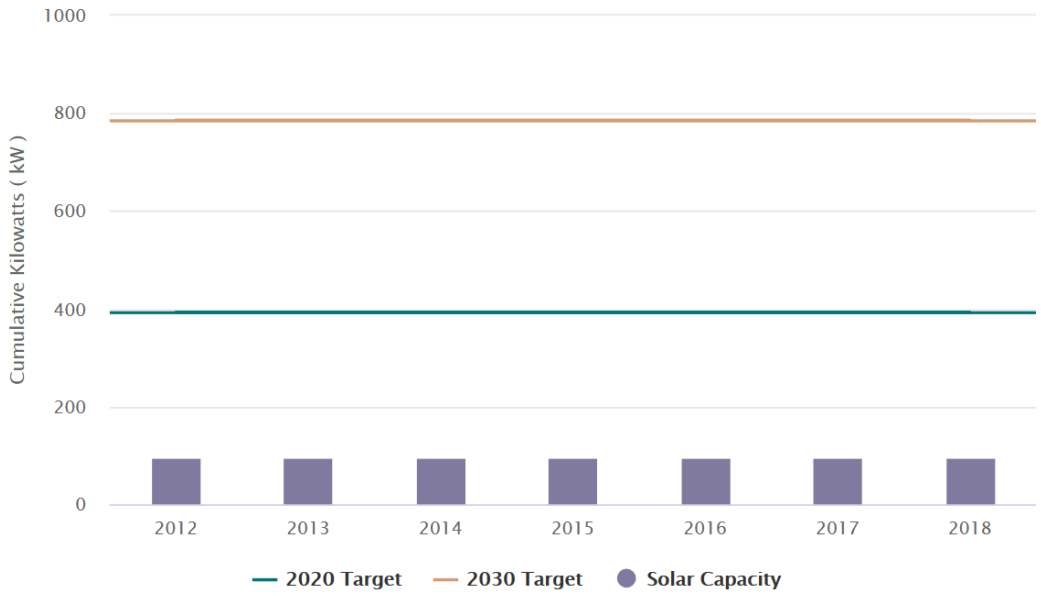
In-Progress

The City's Climate Action Plan (CAP) set an ambitious goal of supplying all municipal facilities with enough on-site renewable energy to achieve "Net Zero Electricity." This means that municipal buildings would generate as much electricity as they consume. The City aims to supply 50% of its municipal energy needs from renewable sources by 2020 and 100% by 2030.

In 2008, the City installed a 96 kW solar PV system at City Hall (See Figure 7). The system generates approximately 150 MWh of electricity annually. This is a good start, but a lot more solar power is needed to achieve the CAP goal.

In 2019, the City hired an energy consultant to design and install solar PV systems at the Encinitas Community & Senior Center, the Public Works building on Calle Magdalena, the Encinitas Public Library, and additional solar panels at City Hall as part of a "paid-through-savings" program. In total, the project will increase to City's solar capacity to approximately 600 kW. The project also includes energy efficiency upgrades to major municipal buildings and extensive streetlight retrofits. City Council is scheduled to consider the proposed project options in 2020.

Figure 7. Municipal Solar Photovoltaic Capacity



Water Efficiency

The Water Efficiency strategy of the City's Climate Action Plan aims to reduce greenhouse gas emissions by encouraging the community to conserve water in their homes and businesses. Clean water is an essential but limited resource that is expected to be strained even further through projected drought conditions in a changing climate. We can reduce GHGs and enhance our resilience by ensuring water is used in the most efficient way possible.

Implementation of water conservation measures is estimated to reduce GHG emissions by 712 metric tons of carbon dioxide equivalent (MT-CO_2e) by 2020 and 735 MTCO_2e by 2030.

Water Efficiency

Action WE-1 Regularly Conduct Water Rate Studies and Implement Approved Water Rates

Completed

The City's Climate Action Plan (CAP) set a goal of reducing water consumption in Encinitas by approximately 5 gallons per capita per day (GPCD) by 2020 and another 5 GPCD by 2030. This equates to a reduction of 258 million gallons by 2020 and 266 million gallons by 2030. The energy used to treat and deliver water creates greenhouse gas (GHG) emissions. Reducing water use thereby reduces energy use.

The City's two water districts, San Dieguito Water District (SDWD) and Olivenhain Municipal Water District (OMWD), regularly conduct water rate studies and adjust rates based on the cost to supply water and the cost of operations. It is anticipated that future water rate structures will incentivize residents to reduce water use. Both water districts also offer various public education and incentive programs to encourage water conservation efforts.

How You Can Help

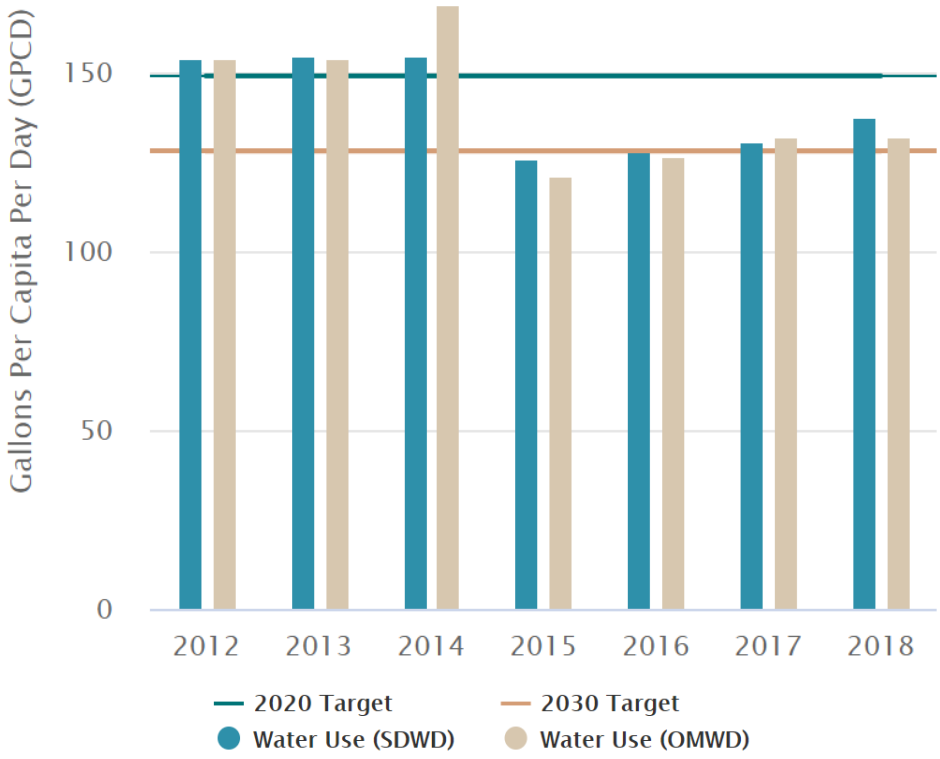
Plant native and drought tolerant landscaping

Encinitans will need to cut water use by an average of five gallons per day to meet the CAP's water reduction goals. For context, standard shower heads use 2.5 gallons of water per minute and older toilets use as much as 6 gallons per flush. To reduce water use, consider decreasing outdoor irrigation, taking shorter showers, or investing in WaterSense products, like low-flow shower heads and toilets.

During the most recent drought, Encinitans were able to reduce water consumption by 20%. In 2018, average water use by SDWD customers was 138 GPCD, which is a reduction of 16 GPCD from 2012 levels. Figure 8 depicts average water consumption for both SDWD and OMWD from 2012 to 2018.

Our water use has varied over the years, but overall, Encinitas residents tend to use more than the average American. According to the United States Geological Survey (USGS), the national average for water use was 83 GPCD in 2015. Encinitas' higher water use could be a result of southern California's dry climate and the increased need for landscape irrigation. In southern California, outdoor irrigation accounts for about two-thirds of water usage.

Figure 8. Encinitas Resident Water Consumption



Clean and Efficient Transportation

The Clean and Efficient Transportation strategy of the Climate Action Plan (CAP) leverages smart land use planning and other initiatives to encourage people to take transit, carpool, walk, or bike rather than drive alone. This strategy also includes initiatives meant to boost the use of electric and alternative fueled vehicles when driving is necessary. Achieving greenhouse gas (GHG) emission reductions from this strategy involves coordination with, and participation from, local and regional transportation and planning agencies as well as residents and businesses.

Implementation of the Clean and Efficient Transportation strategy is estimated to reduce the City's GHG emissions 4,500 metric tons of carbon dioxide equivalent ($MTCO_2e$) by 2020 and 6,500 $MTCO_2e$ by 2030.

Clean and Efficient Transportation

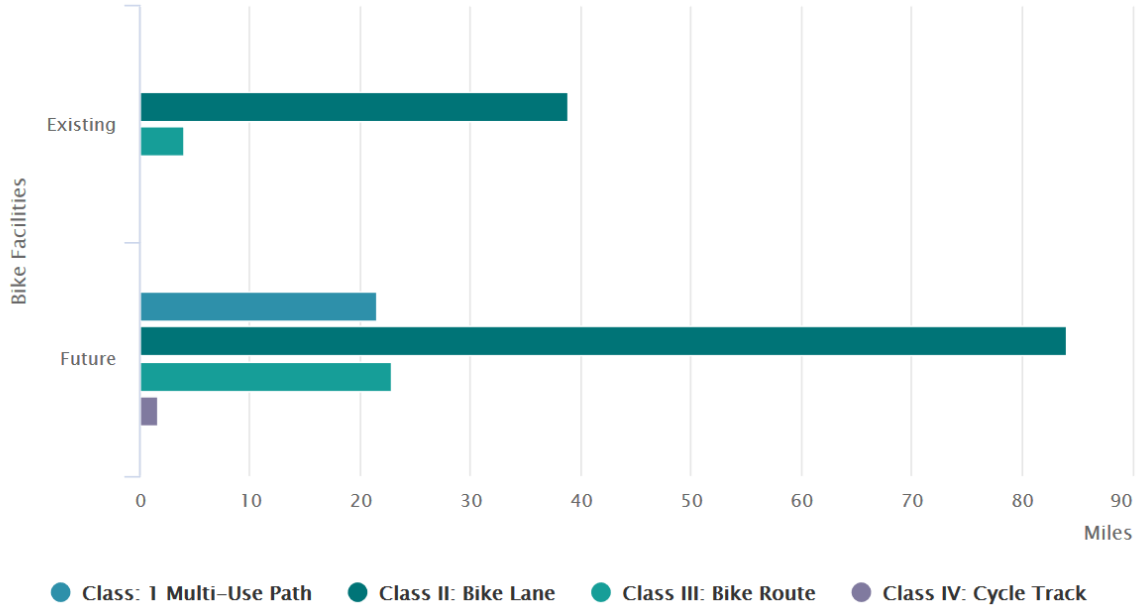
CET-1 Complete and Implement the Citywide Active Transportation Plan

In-Progress

The City's Climate Action Plan (CAP) established a goal of completing and implementing a citywide Active Transportation Plan. An Active Transportation Plan addresses local and regional bike and pedestrian travel by establishing proposed biking and walking facilities and improvements to multi-modal connections to public transit.

The City completed and adopted its Active Transportation Plan (ATP) on August 22, 2018. Figure 9 quantifies the existing bike infrastructure in the City and the miles of bike facilities proposed by the Active Transportation Plan. After adoption of the ATP in 2018, the City initiated implementation of several of the low-cost bike and pedestrian projects proposed in the plan. In 2019, after multiple attempts to acquire grant funding to prepare an ATP Implementation Plan, the City allocated funds to complete the analysis needed to estimate changes in vehicle miles traveled, establish mode shift targets, and project greenhouse gas emissions reductions based on future implementation of the ATP. Once this work is complete, ATP projects will be prioritized and incorporated into the City's Capital Improvement Plan.

Figure 9. Existing and Proposed Bike Facilities



CET-2 Implement a Local Shuttle System

Awaiting Resources

The City's CAP estimated that adding new local transit options could save an estimated 365,000 vehicle miles traveled in 2020 and 875,000 vehicle miles traveled in 2030. This would result in an estimated greenhouse gas emissions reduction of approximately 100 $MTCO_2e$ and 200 $MTCO_2e$, respectively.

In 2014, the City completed a Transit Feasibility Study that recommended implementing new

local transit routes to serve the Highway 101 corridor, education facilities in the city, and the Encinitas COASTER station. The City is currently exploring potentially viable public transit options, including rideshare programs that may be served by neighborhood electric vehicles. Funding for a local shuttle system will be considered by Council in future budget years.

CET-3 Improve Traffic Flow

In-Progress

Vehicle fuel usage is another way to measure how transportation impacts the climate. Reducing road congestion and improving traffic flow can lead to reductions in vehicle fuel use and greenhouse gas emissions. The City's Climate Action Plan (CAP) identified two ways to reduce fuel use: re-timing traffic signals and installing roundabouts. Efficient signal timing and roundabouts reduce vehicle stops and starts, improve vehicle stacking time, and reduce idle time, collectively contributing to reduced fuel use and reduced greenhouse gas emissions.

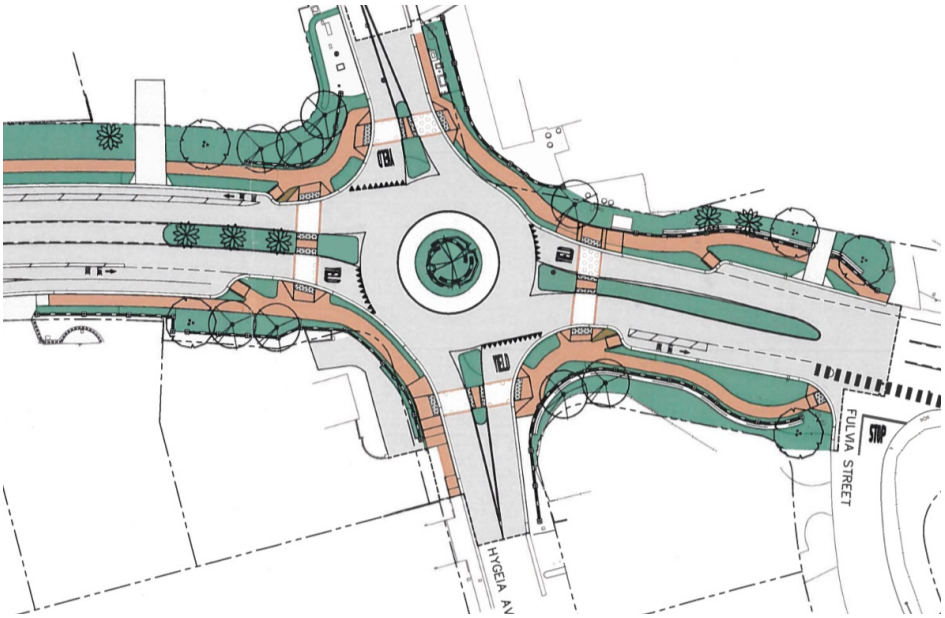
How You Can Help

Chose an alternative to driving alone

By 2020, the CAP aims to re-time 60 traffic signals and install three roundabouts. By 2030, the CAP aims to install an additional four roundabouts to improve traffic flow. This would reduce greenhouse gas emissions by approximately 3,700 $MTCO_2e$ and 2,800 $MTCO_2e$, respectively.

Designs are currently in development for five new roundabouts, one at Leucadia Blvd and Hygeia Ave (see Figure 10) and four along North Coast Highway 101. A citywide traffic re-timing study is also underway and will focus on improving traffic flow through the City's main thoroughfare by adjusting traffic light timing. In early 2019, the City secured a grant to add a series of signal modifications that will reduce delay times and improve traffic efficiency.

Figure 10. Roundabout at Leucadia Blvd and Hygeia Ave



CET-4 Require Residential Electric Vehicle Charging Stations

Completed

To increase electric vehicle (EV) adoption by residents, the City's Climate Action Plan (CAP) proposed enacting local building codes that will require new single-family homes to install electrical equipment capable of handling an EV charger, making the home "EV Ready," and new multi-family homes to install EV charging stations (EVCS) at 15% of the parking spaces in the complex. In November 2019, City Council considered and adopted an ordinance enacting these new regulations, effective January 1, 2020.

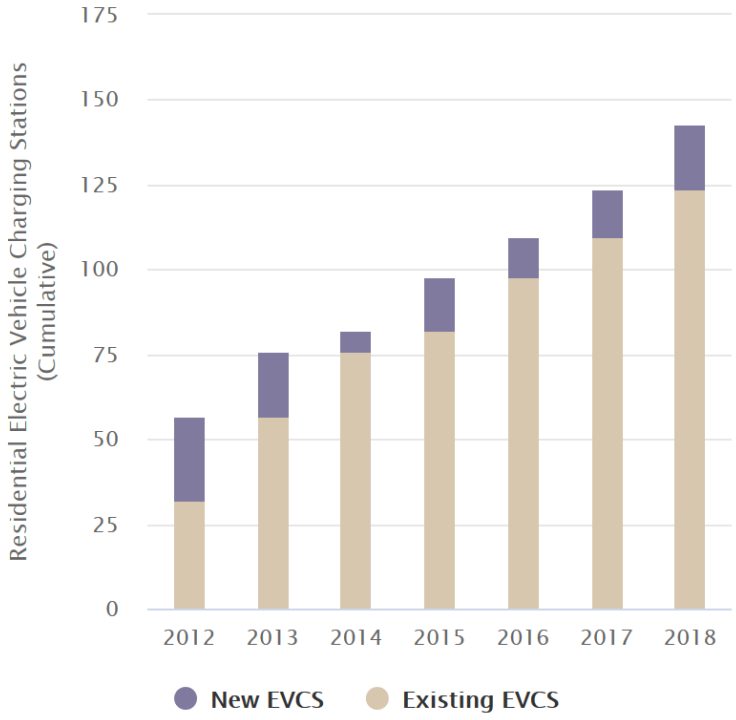
As a result of these new codes, the CAP estimates that 65 EVCS will be installed by 2020 and 370 EVCS will be installed by 2030 at new residential developments. Meeting these goals will decrease greenhouse gas (GHG) emissions by approximately 200 $MTCO_2e$ by 2020 and 1,400 $MTCO_2e$ by 2030. Now that the ordinance is in place, staff with begin tracking the City's progress towards these targets.

Meanwhile, some homeowners have voluntarily installed electric vehicle charging stations at homes throughout Encinitas. According to building permit data, 143 EVCS were installed at residential properties from 2012 to 2018. Figure 11 shows EVCS installations at residential properties from 2012-2018.

CET-5 Require Commercial Electric Vehicle Charging Stations

To increase electric vehicle (EV) adoption by residents, the City's Climate Action Plan (CAP) proposed enacting local building codes requiring the installation of EV charging stations at 8% of the total number of parking spaces at commercial developments. This new requirement would apply to all new commercial developments (including the commercial portion of mixed-use projects) and commercial building modifications, alterations, and

Figure 11. Residential Electric Vehicle Charging Stations



additions that are 10,000 square feet or greater. In November 2019, City Council considered and adopted an ordinance enacting these new regulations, effective January 1, 2020.

As a result of these new codes, the CAP estimates that 150 EVCS will be installed by 2020 and 490 EVCS will be installed by 2030 at new commercial developments. Meeting these goals will decrease greenhouse gas (GHG) emissions by approximately 200 $MTCO_2e$ by 2020 and 1,800 $MTCO_2e$ by 2030. Now that the ordinance is in place, staff with begin tracking the City's progress towards these targets.

MCET-1 Transition to a Zero Emission Municipal Fleet

In-Progress

In 2019, the City's municipal fleet included 4 all-electric vehicles (EV), 3 plug-in hybrids, and 9 hybrid vehicles. EVs make up almost 30 percent of the light duty fleet - the portion of the fleet that may have EV alternatives available in the market. In accordance with the City's Preliminary Zero Emission Vehicle (ZEV) Fleet Conversion Plan, completed in 2018, City vehicles are annually evaluated, and vehicle replacements are budgeted and scheduled as needed. Whenever possible, EVs are selected as replacement vehicles in the light-duty class.

The City also tracks fleet gasoline use and, since 2012, there has been a 37% decrease in gasoline use (See Figure 12). In 2018, to support the transition to electric vehicles, the City installed 10 electric vehicle charging stations at the Public Works Yard through SDG&E's Power Your Drive program. More charging stations are planned for installation at City Hall, the Community & Senior Center, and the library.

In November 2018, the City began receiving deliveries of renewable diesel fuel for municipal fleet use. Renewable diesel is made from products that would otherwise be wasted, such as natural fats, vegetable oils and greases, as opposed to conventional diesel which is derived from extracted petroleum. The renewable diesel is chemically similar to conventional diesel but generates fewer emissions and other harmful substances when burned.

All City fleet diesel-fueled vehicles, including pickups, dump trucks, fire trucks and stationary generators, now fuel up on renewable diesel whenever possible. The City tracks diesel use and, since 2012, there has been a 32% percent decrease in use of conventional diesel fuel, partially due to an increase in use of renewable diesel (see Figure 13).

Figure 12. Municipal Gasoline Consumption

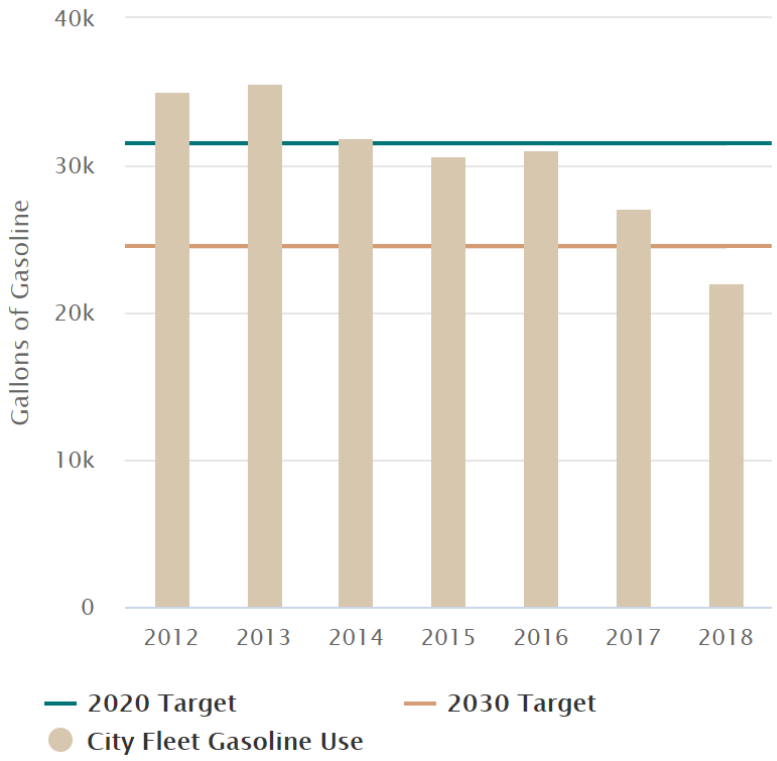
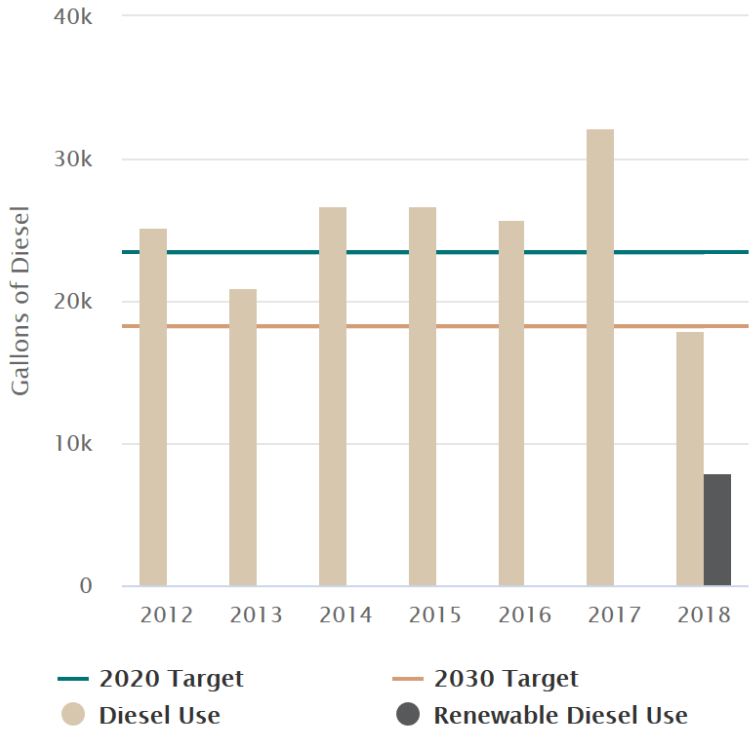


Figure 13. Municipal Diesel Consumption



Off-Road Equipment

The Off-Road Equipment strategy of the City's CAP aims to cut back on emissions by prohibiting the use of gas-powered two-stroke leaf blowers. Transitioning away from fossil fuel powered landscape equipment will decrease greenhouse gas emissions, reduce noise from yard care activities, reduce air particulates and debris, and prevent many other harmful emissions from polluting the air.

Implementation of this strategy is estimated to reduce the City's greenhouse gas emissions by 130 metric tons of carbon dioxide equivalent ($MTCO_2e$) by 2020 and 140 $MTCO_2e$ by 2030.

Off-Road Equipment

Action OR-1 Adopt a Leaf Blower Ordinance to Limit Use of 2-stroke Leaf Blowers

Completed

The City's Climate Action Plan (CAP) set a goal to reduce greenhouse gas emissions by phasing out the use of gas-powered two-stroke engine leaf blowers throughout the City of Encinitas. According to the California Air Resources Board, two-stroke leaf blowers are among the top four most used types of off-road equipment.

The CAP estimated that 20% of the emissions from lawn and garden equipment could be attributed to two-stroke leaf blowers and that phasing out the use of these leaf blowers would reduce the City's greenhouse gas emissions by approximately 130 $MTCO_2e$ by 2020 and 140 $MTCO_2e$ by 2030. In addition to greenhouse gas emissions, two-stroke engine leaf blowers are known to emit a number of other harmful air pollutants because a portion of the fuel does not undergo complete combustion during operation.

Alternatives to gas-powered leaf blowers include electric and battery powered leaf blowers, human-powered equipment, and preventing the need for equipment through smart landscaping and planning. These alternative options generate less noise and emit little to no harmful air pollutants.

How You Can Help

Switch to an electric or battery powered leaf blower

In August 2019, City Council adopted Ordinance No. 2019-06, prohibiting the use or operation of any leaf blower powered by a gasoline combustion engine (two-stroke or four-stroke) within City limits. Additionally, the ordinance regulates the permitted hours of operation of all leaf blowers and prohibits leaf blowers from depositing waste (leaves, debris, etc.) onto a neighboring property, street, sidewalk, gutter, or storm drain. The ordinance will take full effect on January 20, 2020. Residents may apply for a rebate to replace their gas-powered leaf blower by completing the Electric or Battery Powered Leaf Blower Rebate Application, which can be found on the City's website.

Zero Waste

The Zero Waste strategy in the City's CAP aims to reduce the amount of waste sent to local landfills. Methane, a greenhouse gas (GHG), is emitted when waste, primarily organic materials, are improperly decomposed in landfills. Methane is about 40 times more potent than carbon dioxide. Successful implementation of this strategy depends on the expansion of recycling and composting programs and participation from City residents and businesses to reduce waste and increase diversion.

Implementation of the Zero Waste strategy is estimated to reduce the City's GHG emissions by 2,830 metric tons of carbon dioxide equivalent ($MTCO_2e$) by 2020 and 11,921 $MTCO_2e$ by 2030.

Zero Waste

Action ZW-1 Implement a Zero Waste Program

In-Progress

The City's Climate Action Plan (CAP) aims to divert 65% of the City's solid waste from the landfill by 2020 and divert 80% of waste by 2030. This is equivalent to reducing our waste generation rates to 5.3 pound per person per day (lbs/person/day) by 2012 and 3 lbs/person/day by 2030, respectively. If these goals are achieved, the CAP estimated this would result in a greenhouse gas reduction of approximately 2,800 $MTCO_2e$ and 12,000 $MTCO_2e$, respectively.

To achieve these diversion rates, the City's is implementing a Zero Waste Program that promotes waste prevention, recycling, and diversion of organic waste. To accomplish this, the City works closely with EDCO, our contracted waste hauler. EDCO leverages green technologies, such as a state-of-the-art Resource Recovery Facility that properly sorts the City's co-mingled recycling waste.

The City also offers workshops, educational programs, and other services to support waste reduction in partnership with local organizations, such as the Solana Center for Environmental Innovation, I Love a Clean San Diego, and Encinitas schools. Some of the many City-funded initiatives include a compost bin subsidy program and an annual Zero Waste Fair. To learn more about the City's Zero Waste programs, visit the City's website. The City also supports at-home management of organics waste (yard waste and food scraps) through educational workshops and subsidies to purchase compost and worm bins. Yard waste is also collected curbside by EDCO and processed into usable mulch.

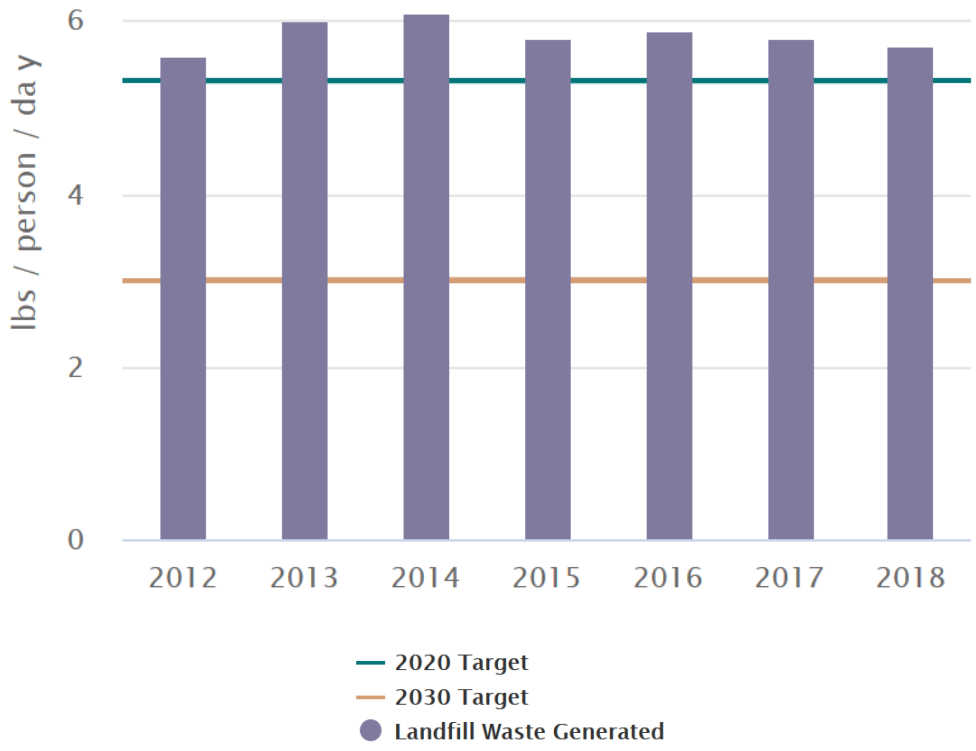
How You Can Help

Start a compost or worm bin

Regional efforts are underway to enable large-scale, co-mingled yard and food waste collection to be processed at a future anaerobic digestion facility. Anaerobic digesters use microorganisms to breakdown material into "digestate" and renewable natural gas (RNG) in an air-tight environment that eliminates the release of methane. Digestate is an end product rich in nutrients that can be used as fertilizer for crops. RNG can be used to fuel trucks or for energy, displacing the need for fossil fuel.

Figure 14 shows that according to CalRecycle, since 2012 the amount of waste generated by the City of Encinitas has fluctuated between 5.6 and 6.1 lbs/person/day.

Figure 14. Encinitas Waste Generation



Carbon Sequestration

The Carbon Sequestration strategy in the City's Climate Action Plan aims to facilitate the process of removing carbon dioxide (CO2), a greenhouse gas, from the atmosphere through natural or artificial processes. An important way our community can improve its carbon sequestration potential is by increasing the number of trees planted and by maintaining a healthy urban tree canopy.

Implementation of the Carbon Sequestration strategy is estimated to reduce the City's GHG emissions by 5 metric tons of carbon dioxide equivalent ($MTCO_2e$) by 2020 and 23 $MTCO_2e$ by 2030.

Carbon Sequestration

Action CS-1 Develop and Implement an Urban Tree Planting Program

In-Progress

The City of Encinitas maintains a thriving urban forest that includes trees along city streets and trees in city parks. New trees are continually being added to the City's urban forest and established City trees are maintained regularly. In addition to carbon sequestration, trees provide many benefits to our community by improving water quality, reducing storm water runoff, regulating temperature, reducing energy use in buildings, cleaning the air, enhancing property values, supporting human health, and providing wildlife habitat.

The City recognizes our urban forest as one of the City's greatest natural resources. City leaders and staff have made our trees a priority and they are dedicated to the continued planting, protection and maintenance of Encinitas' urban forest. The Public Works and Parks and Recreation Departments have an established Urban Forest Management Program (UFMP) which closely follows the City's UFMP Administrative Manual. In 2018, the City hired a City Arborist to support the UFMP and oversee the care of the City's trees.

The City tracks the number of net new City trees added to the City's tree inventory each year. The total number of net new trees is equal to the number of new trees planted minus the number of trees lost annually. Tree removal is avoided whenever possible; however, tree removal may be necessary when a tree cannot recover from disease or poses a risk to public safety.

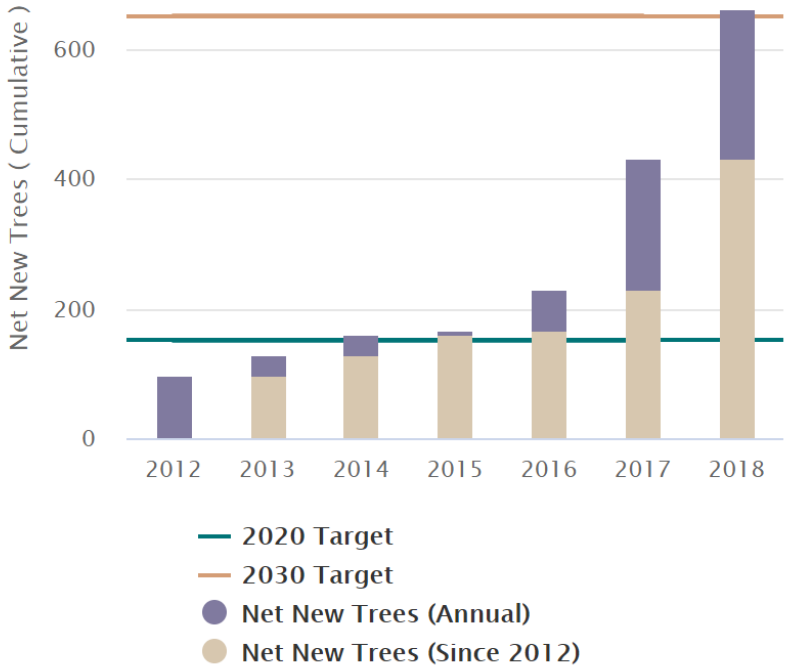
City trees include trees in the public right of way, typically along streets and sidewalks, and trees growing in City parks. The City's Climate Action Plan set a goal of planting 150 net new City trees by 2020 and 650 net new City trees by 2030, which is an average of 50 net new trees planted per year.

In 2018, the City's urban forest included 14,800 City trees in the public right of way. Trees in the right of way are proactively cared for and maintained by the City's Public Works Department. Trees in the City's numerous parks are maintained by the City's Parks and Recreation Department. Between 2013 and 2018, the City planted a total of 662 net new trees, averaging about 94 net new trees planted per year (See Figure 15). These trees were planted in the City's right of way and within City parks.

How You Can Help

Plant a tree on your property

Figure 15. Cumulative City Trees Planted



Chapter 4: Social Equity and Green Jobs

To successfully implement the CAP, economic and equity factors must be taken into consideration. The City's CAP focuses on social equity and green jobs to address these in relation to CAP implementation.

The City continues to manage existing programs and pursue new programs to promote social equity and green jobs. The following section provides information related to the City's recently adopted Housing Element and Accessory Dwelling Unit Program and covers the on-going Section 8 Housing and Community Development Block Grant programs. The section also highlights the equitable roll out of the recently adopted Leaf Blower Ordinance, the opportunity for green jobs with the establishment of a community choice energy program, and discusses other ways that the implementation of the City's CAP will increase green jobs and contribute to a more socially equitable community.

Social Equity

The impacts of climate change will affect different members of the community in different ways and to varying degrees. Addressing equity in the implementation of greenhouse gas reducing actions ensures the just distribution of the benefits of climate protection efforts. Social equity is a broad subject that reaches beyond the capacity of the Climate Action Plan (CAP), therefore, the City continues to address equity in a holistic manner through the City's General Plan and across multiple departments. The following section summarizes the City's progress on addressing social equity through various well established and new programs and initiatives.

On March 13, 2019, City Council approved the 2013-2021 Housing Element, which addresses local affordable housing needs. The new Housing Element includes policies for new housing construction, rehabilitation, and conservation of the existing affordable housing stock. The Housing Element includes strategies and programs focusing on housing affordability, substandard housing rehabilitation, existing demand for new housing, eliminating housing development constraints, and maintaining an adequate supply of rental housing. The new plan also identified sites in the City that are suitable for lower income housing that will be up-zoned to 30 units per acre, such as providing seniors with housing options to downsize and move into areas with easy access to services, transportation, amenities, and pedestrian and bike-friendly communities.

Upon completing the Housing Element update in 2019, in accordance with the Environmental Assessment, the City initiated an update to the CAP to incorporate the new residential zoning, recalculate citywide vehicle miles traveled, and add any necessary GHG reduction measures. This CAP update will be completed by November 2020, concurrent with mitigation requirements.

The City also recently made changes to the accessory dwelling unit (ADU) policy, which promotes the development of more affordable housing in the community. An ADU, also known as a "mother-in-law suite" or "granny flat," is an attached or detached residential dwelling units, on the same lot as an existing single-family dwelling unit which is zoned for single-family or multifamily use, that provides complete independent living facilities. ADUs provide housing opportunities within existing neighborhoods, creating housing that is already connected to the local character and infrastructure. The additional units help diversify the market for renters while proving supplemental income for homeowners, and thus increasing affordability throughout Encinitas.

In January 2019, the city launched a Permit-Ready Accessory Dwelling Unit (PRADU) Program which encourages the construction of ADUs by offering property owners a selection of pre-approved ADU building plans that can be downloaded from the City's web-page. The program assists property owners in creating ADUs by providing customizable plans, expediting the process, and reducing preconstruction fees. The program also helps the city meet strategic plan goals by providing diverse housing options throughout the city.

On August 21, 2019, Council adopted a progressive new Leaf Blower Ordinance that prohibits the use of all gas-powered leaf blowers citywide by January 2020. During consideration and adoption of the ordinance, the City conducted public outreach in both English and Spanish, knowing that many landscapers that operate in the City are predominantly Spanish speaking. In conjunction with the adoption of the leaf blower ordinance, Council created a rebate program for residents and businesses to facilitate a more affordable and equitable transition to electric powered leaf blowers. Residents are eligible for rebates up to 40% of

the purchase price and not exceeding $100 per person. Commercial Operators are eligible for rebates up to 40 percent of the purchase price and not exceeding $200 per operator.

The City continues to address equity in community planning though existing housing programs including the Section 8 Housing Program and the Community Development Block Grant Program. Since 1995 the City of Encinitas Housing Authority (EHA) has operated a Section 8 Rental Assistance Program. The Section 8 program offers financial rental assistance to very low-income Encinitas households through a voucher-based program. The program is very popular with an ongoing wait list. Since 2011, the City has managed a Community Development Block Grant (CDBG) Program. The program facilitates the administration of federal funding for housing related projects and create a suitable living environment, to provide decent housing, or to create economic opportunities for low-to-moderate-income households and communities.

In support of the CAP, the City is an active member of the North Coast Energy Action Collaborative, which promotes energy savings for local businesses, including small businesses, and seeks to work together on other equity-related programs. Over the past three years, the group has come together quarterly to share ideas and knowledge. Together the Collaborative has disseminated information on regionally available energy efficiency programs and brought these programs into our local North County coastal communities, including electric vehicle charging programs, climate adaptation programs, mobility and alternative transportation programs.

Green Jobs

The City fosters a need for green jobs in our local community and around the region through the implementation of the City's CAP and through the implementation of other various programs and partnerships. As the City continues to complete CAP actions and track progress, the creation of green jobs will be more closely analyzed. The following section provides some examples of the City's work that supports and promotes green jobs.

Development and completion of many of the CAP actions will create a need for more green jobs in Encinitas. For example, once the new building ordinances are in place, workers in the development and construction industry with technical knowledge and skills in solar photovoltaic systems, electric vehicles and alternative water heating will be required. Similarly, the City's Water Efficient Landscape Regulations (EMC 23.26) and the water districts' on-going water conservation programs foster a need of businesses specialized in green landscape design and installation.

The City's Economic Development program directly supports the growth of green jobs through targeted workshops and trainings. In December 2019, the City hosted a Green Business Solutions Workshop with assistance from local industry experts at I Love a Clean San Diego. At the workshop, participants from diverse business types received information on the best practices to improve office sustainability and collaborated on ways to overcome

challenges to implementing green initiatives in the workplace.

The City also provides support to its four economic development organizations, Cardiff 101, Encinitas 101, Leucadia 101, and the Encinitas Chamber of Commerce. These organizations are the heart of the City's business community and are encouraged to participate in implementation of the CAP. In 2018 and 2019, through the City Cultural Tourism Committee, members of the economic development organizations supported the City's development of a north county bikeshare program. The bikeshare program is expected to launch in 2020 and add several green jobs to the region while promoting alternative transportation.

On September 18, 2019, City Council voted unanimously to form a Community Choice Energy program (CCE) called San Diego Community Power (SDCP). SDCP will be the second largest CCE program of the 19 CCE programs currently serving power in California. To begin serving power, the agency must hire staff and consultants to accomplish many clean energy related tasks. SDCP expects to spend $5 million over the next year and a half staffing its agency and hiring consultants. SDCP is expected to begin delivering electricity in 2021 at a cost 2-4% lower that San Diego Gas and Electric rates and with a renewable energy proportion of at least 50%. The cost savings is expected to be a significant economic investment for the region, that could promote consumer spending and jobs growth. The increase in renewable electricity proportion over SDG&E's current proportion is expected to increase the regional demand for renewable energy supplies and drive further development of the resource which will require expansion of jobs in the renewable energy field. Once SDCP is established, the agency will begin to develop programs that promote renewable energy and greenhouse gas reduction, both locally and regionally. Progress of the SDCP in green jobs development will be reported in more detail in future CAP Annual Reports.

The City is also a member of several sustainability organizations around the region including CleanTech, the Climate Collaborative, and the San Diego Green Business Network. The City is on the board of the San Elijo JPA and Encina Wastewater Authority, both creating green jobs through their wastewater and water recycling services. Additionally, the City is on the board of the San Diego County Water Authority and the Santa Fe Irrigation District, both involved in the sustainable management of water resources, bringing green, environmental service jobs to Encinitas residents and residents of surrounding cities.

Many of the City's Council members serve on influential regional boards and commissions and actively seek to pursue the development of CAP related initiatives and local green jobs. For example, Mayor Catherine Blakespear serves as the Vice Chair on the SANDAG Board of Directors and as a board member on the Regional Solid Waste Association. Council Member Tony Kranz is the Board Chair for the North County Transit District and Council Member Joe Mosca was recently selected to serve as Board Chair for San Diego Community Power. The City will continue to leverage these partnerships and leadership roles to promote and encourage green jobs development.

Conclusion

This first Climate Action Plan (CAP) Annual Monitoring Report (Annual Report) summarizes the City's progress toward overall greenhouse gas (GHG) reduction targets and evaluates progress made on implementing each of the 19 City actions established in the 2018 CAP. This Annual Report covers progress made since implementation began in early 2018, upon completion of the updated CAP, and includes data tracked through the end of 2018, plus additional notable City actions that occurred in 2019.

Of the 19 City actions, four (4) have been completed, fourteen (14) are in progress, and one (1) is awaiting resources. Moving forward, staff will produce reports annually, presenting the most recent available data. Staff will continue to work and coordinate with consultants, SANDAG, and other regional and business partners to further CAP implementation and continue to lower GHG emissions. Currently, the City is on-track with CAP implementation and expects to meet its citywide GHG emissions reduction targets of 13 percent below 2012 levels by 2020 and 41 percent below 2012 levels by 2030.

In Encinitas, some of the implications of climate change are already evident and will increasingly become a challenge the community must overcome. The community faces rising sea levels, increased drought risk, and increased vulnerability of bluffs and beaches. Apart from mitigating GHG emissions, the City also strives to strengthen the community's resiliency against climate change. The climate challenge poses a unique opportunity to develop a more sustainable, healthy, and equitable Encinitas community driven by the strategies in the Climate Action Plan. The City, with support from community members, local businesses, and regional partners, will continue to pursue emissions reductions goals and improve the well-being of Encinitas residents now and into the future.

Addendum - March 5, 2020

The following changes were made to the Climate Action Plan Annual Report 2018 on March 5, 2020.

On page 28 in the Clean and Efficient Transportation section, the second paragraph previously read:

"The City completed and adopted its Active Transportation Plan on August 22, 2018. In 2018, implementation of the cost-effective projects was initiated and major projects will be incorporated into the City's Capital Improvement Plan based on project priority in future years. Concurrently, now that the Active Transportation Plan is complete, the CAP will be updated with targets to reduce vehicle miles traveled, encourage mode shift, and cut greenhouse gas emissions. Figure 9 quantifies the existing bike infrastructure in the City and the miles of bike facilities proposed by the Active Transportation Plan."

The paragraph now reads:

"The City completed and adopted its Active Transportation Plan (ATP) on August 22, 2018. Figure 9 quantifies the existing bike infrastructure in the City and the miles of bike facilities proposed by the Active Transportation Plan. After adoption of the ATP in 2018, the City initiated implementation of several of the low-cost bike and pedestrian projects proposed in the plan. In 2019, after multiple attempts to acquire grant funding to prepare an ATP Implementation Plan, the City allocated funds to complete the analysis needed to estimate changes in vehicle miles traveled, establish mode shift targets, and project greenhouse gas emissions reductions based on future implementation of the ATP. Once this work is complete, ATP projects will be prioritized and incorporated into the City's Capital Improvement Plan."

The following textual changes were made to provide further detail on the implementation progress of the City's Active Transportation Plan.

On page 42, a third paragraph was added to the Social Equity section which reads:

"Upon completing the Housing Element update in 2019, in accordance with the Environmental Assessment, the City initiated an update to the CAP to incorporate the new residential zoning, recalculate citywide vehicle miles traveled, and add any necessary GHG reduction measures. This CAP update will be completed by November 2020, concurrent with mitigation requirements."

The following text was added to inform about the status of the City's Housing Element and identify when the CAP will be updated. The CAP update will include additions and necessary changes as a result of the Housing Element.

Addendum - February 3, 2021

The following changes were made to the Climate Action Plan Annual Report 2018 on February 3, 2021.

On the title page, the name of the report previously read “CAP Annual Report 2019”. The name now reads “CAP Annual Report 2018”. This change was applied throughout the rest of the document for consistency.

This change was implemented to clarify that the 2018 Annual Report covers data from 2018, and that it is the City’s performance within that year that is analyzed in this report.