T&E AGENDA: 10-05-2020
ITEM: d(2)

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: Kerrie Romanow

SUBJECT: CLIMATE SMART SAN JOSÉ PLAN SEMI-ANNUAL UPDATE

DATE: September 16, 2020

Approved

Date 9/25/20

RECOMMENDATION

Accept this update on Climate Smart San José activities and recommend this item for full Council consideration at the November 17, 2020 City Council meeting.

OUTCOME

Provide a semi-annual update to the City Council on key activities completed and underway to implement Climate Smart San José (Climate Smart).

EXECUTIVE SUMMARY

The Climate Smart San José plan ("Climate Smart") was approved by City Council in February 2018 and includes goals and milestones that align with the 2016 Paris Agreement, designed to prevent the rise in global temperatures from rising more than 2°C. Climate Smart is focused on achieving greenhouse gas (GHG) reductions in three primary categories: energy, water, and mobility. This report to Committee and Council is the fifth since the plan's adoption and highlights the many areas of progress achieved since the last report in Summer 2020. It also includes the 2018 Municipal Facilities Greenhouse Gas Inventory (Attachment A).

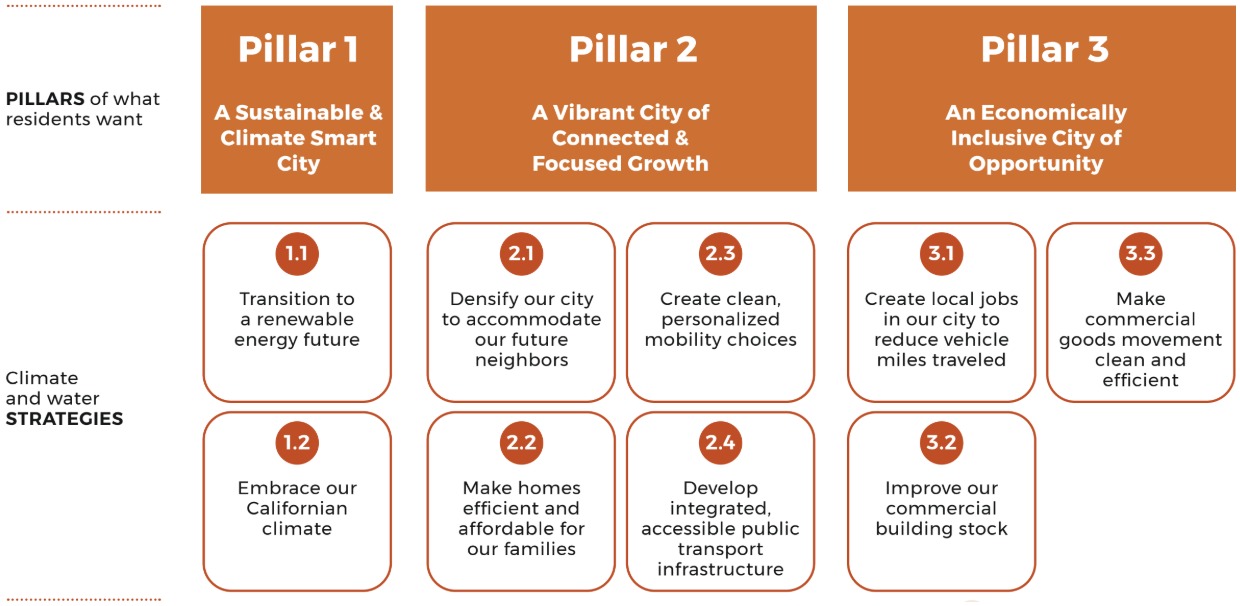
Climate change continues unabated, even as the City's resources are overwhelmingly occupied by the COVID-19 pandemic and are clearly evidenced by another devastating fire season in California. Despite this backdrop, and even acknowledging the temporary reprieve in vehicle-related emissions, due to Shelter In Place, significant work towards shifting our transportation modes away from single occupancy vehicles is underway, and combined with the City's leading edge building electrification ordinances and programs, the City's efforts to combat global warming continue to progress towards our Climate Smart goals.

BACKGROUND

The climate challenges of this century directly affect the quality of life of all residents in San José. Over the past two years, across California, the United States, and worldwide, there have been more frequent and disruptive flooding events, degraded air quality from massive wildfires, and record-breaking extreme heat events. San José has been no stranger to such occurrences. Now, in addition to the response needed to address the significant, long-term threat of climate change, San José faces the urgent and immediate impacts of the COVID-19 pandemic. The two crises are not without their parallels, and the City's climate objectives should be identified as pathways towards creating a healthier city that is more resilient in the aftermath of a crisis like the COVID-19 outbreak.

Adopted in February 2018, Climate Smart is a data-driven plan with specific goals to reduce climate change through greenhouse gas (GHG) reduction strategies organized in three pillars with nine associated strategies, as depicted in Figure 1.

Figure 1: Climate Smart San José Framework



A technical working group and executive steering committee, consisting of various City departments under the leadership of the Environmental Services Department (ESD), coordinate the City's climate action efforts. The technical working group and steering committee meet monthly to develop opportunities for departments to work together, as well as to identify areas that require broad coordination and/or alignment on fundamental policy decisions related to the implementation of Climate Smart.

ANALYSIS

Community Outreach Activities

Community outreach opportunities during this reporting period have been necessarily limited by the COVID-19 pandemic. Despite that, staff members from multiple departments have continued to find innovative ways to support Climate Smart objectives and to implement climate actions.

Climate Smart Challenge Platform

Through funding generously contributed through the American Cities Climate Challenge (ACCC), the City was able to contract with Community Climate Solutions on development of a San José-customized web platform that guides residents through over 60 potential actions they can take to lower their carbon footprint. Actions range from things as simple as choosing "Total Green" through San José Clean Energy to something more capital-intensive like purchasing an Electric Vehicle, and can be sorted by ease of implementation, energy cost savings, or pounds of CO2-e removed from the atmosphere. Additional funding from the Silicon Valley Energy Watch program allowed for additional customization and translation of the Challenge site into Spanish and Vietnamese. The Climate Smart Challenge site is located at: https://climatesmartsjchallenge.org/.

The Climate Smart program staff members continue to engage stakeholders and community members in the implementation of the Climate Smart San José goals, and in the last six months, the following outreach activities were planned or conducted:

- Planned several events that were disrupted by the COVID-19 pandemic. Staff will continue to focus efforts on digital campaigns such as use of webinars, social media, and targeted email communication until social gatherings are risk-free.
- Opened the 2nd annual Climate Smart Champion Awards to recognize outstanding efforts by individuals and organizations in 2019 that align with the goals of Climate Smart San José. The awards presentation was subsequently postponed to coincide with submission of this staff report.
- Created Earth Day 2020, a webpage dedicated to celebrating the 50th anniversary of Earth Day. Staff shared tips, resources and fun at-home activities for residents to save energy, conserve water, and recycle right. Activities included participating in the Climate Smart Challenge, trilingual environmental activity books for children, word searches, crosswords and bingo. In addition to getting 500+ webpage views, staff also promoted climate friendly ways to celebrate Earth Day on social media reaching more than 7,000 residents. Events and public celebrations were cancelled because of the shelter-in-place orders.
- Deployed social media campaigns and shared more than 25 posts on Environmental Services Department and San José Clean Energy's Facebook, Instagram, and Twitter platforms to highlight program successes and campaigns for Earth Day, urban heat island impacts, health benefits of home electrification and renewable energy, Climate Smart Challenge, Building Performance Leaders (BPL), release of the City's municipal greenhouse gas inventory, and recognition for becoming a top performer as US Environmental Protection Agency's Green Power Partner in Local Government.

- Hosted nine trainings and workshops related to energy efficiency and zero-net carbon (ZNC) for buildings, including K-12 schools and homes. Additionally, staff promoted eleven partner trainings to our community on these topics. The meetings were attended by residents, building operators, school staff, developers, consultants, manufacturers, nonprofits and local utility providers.
- Presented to the Building Owner and Manager's Association (BOMA) on the Energy and Water Building Performance Ordinance (BPO) in March 2020 to increase ordinance visibility and engage with the building owner community.
- Partnered with Mothers Out Front (MOF) to enroll and engage participants in the Climate Smart Challenge platform. This has resulted in more than 13 webinars conducted to promote the platform and its use. Of these 13, two were given in Spanish and one was given in Vietnamese. As of August 18, 2020, there are 409 participants in the program. Participants have completed more than 360 climate actions that have resulted in more than $17,228 saved, 61 tons of CO2 reduction and 94,786 gallons of water saved. The platform was also translated to Vietnamese as of March 2020 and is also available in Spanish and English.
- Utilized the Climate Smart Challenge platform in the BPL program to support behavior change among participants and their employees. Participating BPL organizations have committed to running at least one at-home employee engagement campaign, lasting a minimum of three weeks, and have been encouraged to utilize the CCS platform for their campaigns. Currently, ESD is running a campaign with their employees and has 18 employees signed up. High performers can earn "badges" by hitting different CO2 reduction targets and will be recognized among the organization via email and/or newsletter. Participants will also have an opportunity to win raffle prizes. The San José Airport's Planning and Development Division and the City's Public Works Department are also working on developing and implementing campaigns with their employees. Staff will treat these "mini campaigns" as pilots and discuss the potential to run a City Hall wide campaign in the future.
- Promoted Drive Electric San José, a discount program with five local dealerships offering extra discounts on seven electric vehicle (EV) models starting on August 1 through October 31, 2020. Outreach tactics included developing a trilingual webpage and EV buyer's guide, social media posts (Facebook, Twitter, Instagram and Nextdoor), a messaging toolkit for Council Offices and partners, and a marketing toolkit to 20+ local and regional co-marketing partners.
- Promoted the DriveForward EV Financial Empowerment program, a series of virtual workshops and one-on-one counseling to help low to moderate income individuals to purchase a new or used electric vehicle (EV). Outreach tactics included developing a trilingual landing page, social media posts (Facebook, Twitter, Instagram and Nextdoor), messaging toolkit for Council Offices and partners, and a marketing toolkit to local CBO partners, a series of radio public service announcements (PSAs) on local Vietnamese and Spanish radio stations, and advertisements shared through Spotify.
- Partnering with other local government agencies, electricity providers, and the Building Decarbonization Coalition (BDC) to promote the "Switch is On," a campaign to encourage adoption of home electrification technologies. Planning began in May 2020 and the campaign will launch in November 2020. BDC is developing a multi-lingual website and ad collateral, including digital advertisements and videos, with input from partner agencies.

Other key outreach activities proposed for the near future include: a partnership with Peninsula Family Services to provide Electric Vehicle purchasing and leasing counseling to low-income

and non-English speaking communities; Climate Smart and San José Clean Energy's continued engagement activities; the Community Climate Solutions web platform and associated Climate Leaders Program for tracking individual contributions to GHG reductions; and, a focused residential engagement project with Mothers Out Front to reach at least 600 households within the City's diverse communities and low and modest-income families.

In addition to overarching Climate Smart community engagement, the City made progress on the Climate Smart San José City Action Plans. There is still a long journey ahead in order to implement the full City Action Plan and meet Climate Smart goals through 2050, but there is also a clear, ongoing commitment by the City Council and City staff to make progress in the near-term towards long-term success. The following are key initiatives arranged by the plan's core pillars and are representative of the extensive and commendable actions that various City departments are taking to bring the near- and long-term Climate Smart goals to a reality.

Climate Smart Pillar 1: A Sustainable & Climate Smart City

San José Clean Energy

San José Clean Energy (SJCE) initiated service in September 2018 to municipal accounts and expanded in February 2019 to serve most residents and businesses. SJCE now serves more than 330,000 customers in the City of San José and is the largest single-jurisdiction Community Choice Energy program in operation. Their peak demand served is approximately one (1) gigawatt (GW). SJCE's default GreenSource service is now 45 percent renewable and 86 percent carbon-free, and their TotalGreen service is 100 percent renewable. Nearly 1,500 residential and commercial customers have upgraded to TotalGreen. Customers opting out of the program for full PG&E service represent less than two percent of the customers who have been enrolled. To date SJCE has enrolled half of the approximately 20,000 residential and small commercial net energy metering (NEM; typically, rooftop solar) customers. It represents the final enrollment of customers for SJCE and will be conducted in four quarterly installments, concluding January 2021.

After paying off start-up costs and building an operational reserve, SJCE can reinvest operational surpluses back into the community through lower rates and local programs that further reduce GHG emissions and promote equity. Programs that promote adoption of electric vehicles, fuel switching, electricity demand reduction, and energy efficiency can help meet Climate Smart goals.

SJCE presented its first iteration of the program roadmap to the T&E committee on March 2, 2020. The presentation included a proposed program selection framework, as well as potential near-term and future programs once operational reserve target levels are reached.

SJCE noted that it will take several years to build a sufficient operating reserve. SJCE has a goal of building an operating reserve that includes 120 days of operating expenses by 2023. Community Choice Aggregation entities such as SJCE face significant regulatory challenges and risks, including: increasing investor-owned utility exit fees, expansion of direct access, which

could reduce the number of commercial customers served by SJCE, and central buyer initiatives that would limit SJCE's procurement autonomy and ability to control costs. These challenges could delay SJCE's ability to fund a sufficient operating reserve and the funding of customer programs.

In the meantime, SJCE proposed to pursue three near-term programs that leverage external money from state-level agencies. These programs include Energy Efficiency programs funded through the CPUC-administered Public Purpose Program charge, the CPUC-administered Disadvantaged Community Green Tariff program, and the **California Electric Vehicle Infrastructure Project** (CALeVIP). The latter two programs are discussed in more detail below.

SJCE recommends continuing to improve SJCE's overall portfolio mix to prioritize development of new renewable and battery storage resources as the most impactful way to meet the Climate Smart Pillar 1 goals and transition to a renewable energy future. In order to make more meaningful emissions reductions, SJCE recommends prioritizing long-term procurement of renewable resources overachieving the Climate Smart goal of making GreenSource 100% carbon neutral by 2021. SJCE also recommends focusing on electrification incentives as an important goal to reduce carbon emissions. SJCE's program roadmap will focus on electrifying transportation and buildings as the main priorities to meet the Climate Smart goals.

One GW Solar City
San José Clean Energy is focused on supporting the One GW Solar City strategy with three parallel initiatives.

1. Promote existing programs available to San José residents
2. Provide education and support to San José residents on home solar systems
3. Develop programs for SJCE customers

Promote Existing Programs

Disadvantaged Community Single-Family Affordable Solar Home (DAC-SASH)
The California Public Utilities Commission (CPUC), following up on the Single Family Affordable Solar Homes (SASH) program, has created and funded a successor program, DAC-SASH, to provide up-front financial incentives for solar installations on homes owned by low income residents in disadvantaged communities (DAC). SJCE has partnered with Grid Alternatives, the local administrator, to spur greater use of this program by San José residents.

Solar on Multifamily Affordable Housing (SOMAH)
The SOMAH program is overseen by the CPUC and provides financial incentives for installing photovoltaic (PV) energy systems on multifamily affordable housing in California. The Center for Sustainable Energy (the program administrator for CALeVIP) has been selected as the program administrator for SOMAH.

SJCE will explore a co-marketing partnership with CSE to promote SOMAH in San José, similar to the partnership done thus far with Grid Alternatives for the DAC-SASH program.

Bay Area SunShares
A current group buy program, Bay Area SunShares, offers discounts through selected solar providers for residents living in the nine Bay Area counties. In 2019, San José Clean Energy promoted the program to customers through social media and SJCE's website. SJCE plans to promote the program's 2020 campaign, which is more heavily focused on pairing solar with battery storage for resiliency, through social media, SJCE's website, and targeted mailers and emails to residents living in predicted PG&E power shutoff areas.

Customer Education

SJCE Webpage
In 2019 SJCE launched a "Going Solar" webpage to educate residents and customers on the process and important steps to consider in installing rooftop solar. SJCE will continually refine and update the webpage to ensure it serves as a reliable source of information to the community.

SJCE Programs

Community Solar Program
As part of its suite of programs focusing on expanding solar in DAC's, the CPUC has created a community solar program for residents in DAC's, the DAC-Green Tariff (DAC-GT) program. The program is CPUC funded and helps to provide discounts of up to 20% to low income residents living in DAC's. The program's aim is also to provide low income residents who do not own their home and thus do not qualify for the DAC-SASH program to gain access to community solar. SJCE plans to bring a recommendation to Council for a decision on applying to the CPUC for funds to administer this program for SJCE customers in 2020.

Solar Loan Program
Public Works is investigating a Bay Area Air Quality Management District (BAAQMD) loan program for storage and solar projects. BAAQMD's Climate Tech Finance program offers subsidized financing for public and private facilities to adopt emerging technologies that reduce GHG emissions.

SolSmart
SolSmart, a U.S. Department of Energy Solar Energy Technologies Office program, recognizes and rewards cities, counties, and small towns for making it faster, easier, and more affordable to go solar. The certification process reviews ease of permitting, public reporting of solar statistics and goals as well as community engagement efforts on solar. The City received the SolSmart Gold designation in 2019, based on its efforts. The Gold designation provides the City with up to 100 hours of free solar-related technical assistance from a team of providers including the National Renewable Energy Laboratory and the Solar Foundation as well as

recognition on their website including basic listings, placement on their map, possibility of a "spotlight" write-up, and additional awards. Staff are currently exploring opportunities for use of the technical assistance.

Building Electrification Reach Code

In September and October 2019, Council approved: a building reach code for all new construction which encourages all-electric buildings and requires increased electric vehicle charging infrastructure (EVCI) and solar-readiness; a natural gas prohibition ordinance effecting low-rise residential buildings; and, a municipal all-electric building policy – all of which went into effect on January 1, 2020. Below is an update on additional follow up requested by City Council:

- Analysis as to whether or not we should require electrification for all wood frame construction up to seven stories: Staff presented its analysis at the June 9, 2020 City Council meeting, which included a recommendation to expand the natural gas prohibition to all new construction, with some exemptions allowed, and Council directed staff to bring back a draft expanded electrification ordinance in September 2020. Return with the expanded ordinance has been pushed back until November 2020, due to publishing delays with California Energy Commission's Cost Effectiveness Guidelines.
- Update on funding, financing, and partnership opportunities that would offset the cost for solar and battery storage and/or electric vehicle charging infrastructure in new affordable housing construction, offset the cost of electric appliances, and an inventory of current electrification programs offered by CCAs in California: Since the adoption of the Reach Code, the City has become a member of the CAL-eVIP program, which provides rebate dollars for the installation of electric vehicle charging infrastructure. An inventory of electrification programs available through CCAs in California will be provided in the Community Energy Department's Program Roadmap presentation to the Transportation & Environment Committee on October 5, 2020.

The Building Reach Code team created the new building requirements mentioned above to further building electrification and was recognized regionally when they were nominated and received the SPUR impact award for 2020. The award recognizes the team's work and the ultimate adoption of the ordinance that the City hopes will eliminate an estimated 897,000 tons of greenhouse gas (equivalent to 1.7 trillion car miles driven) over the next 50 years.

Energy Resiliency

The City has entered into a Memorandum of Understanding with the Urban Land Institute (ULI) to evaluate how the public and private sector can work together to unlock the benefits of the integration of renewable energy generation and storage in affordable multi-family housing developments to meet carbon mitigation goals, increase the financial viability of new projects, improve social equity outcomes, and improve resiliency for existing buildings during Public Safety Power Shut-downs (PSPS).

ULI received grant funding from the Kresge Foundation to form an Advisory Services Panel (ASP). The ASP is a panel composed of members who collectively have a varied and broad

experience and knowledge applicable to the particular problem stated above and are recognized by their peers in their field of expertise as having sufficient reputation and experience to provide unbiased input into the recommendations the City will receive.

The ASP was initially scheduled to convene in June 2020 but was put on hold until the panel and work can be safely assembled, currently anticipated to be Spring 2021. As a way of initiating the work and refining the ASP's scope, ULI will convene a virtual half-day Project Advisory Service (PAS) in October 2020 to begin reviewing building and demographic data developed through the ACCC partnership by the Building Electrification Initiative.

The City recently used a similar model, known as a Technical Advisory Panel (TAP), through the American Cities Climate Challenge, to make recommendations on proposed updates to the City's parking policy.

Municipal Facilities

Voter approval of Measure T (The Disaster Preparedness, Public Safety and Infrastructure Bond) in November 2018 is allowing the Departments of Transportation (DOT) and Public Works (DPW) to implement additional conversions of the City's remaining outdoor lighting inventory to LEDs. Under an agreement with PG&E, the City's remaining streetlight inventory of 37,000 lights will be completely converted by 2021. All City park and trail lighting will be converted by 2024. LED lighting and controls upgrades will capture additional energy savings and GHG reductions.

The DPW continues to support renewable energy generation and energy efficiency throughout the municipal portfolio. The City's current solar portfolio spans 37 sites with a total generation capacity of 6.5 megawatts (MW) of clean energy. The last substantial increase to this portfolio occurred in fiscal year 2016-2017, when seven additional municipal sites totaling 1.3MW became operational. The DPW goal to expand municipal solar directly supports the One GW Solar City goal as well as the Climate Smart San José City action to evaluate solar feasibility for all municipal buildings and install where possible.

Additional solar installations can be delivered via capital improvement project improvements and/or through a power purchase agreement (PPA). Capital projects would require one-time and ongoing funding, but the City would own the systems, energy savings, and renewable energy credits. In a PPA agreement scenario, the City would essentially transfer these benefits to a third-party company that owns the system in exchange for the City's payment over time of the capital costs instead of the upfront payment of these costs.

There is a current need for funding to implement the solar analyses at municipal facilities called for in Climate Smart San José. Funding is also needed to install monitoring at the seven arrays owned by the City. While not funded in the FY20-21 budget, in FY 19-20 it was discovered that the array located at Camden Community Center was not performing as expected. The issue, caused by two faulty inverters, cost the City over $160,000 (estimated) in additional energy costs. These costs could have been mostly avoided by having a monitoring system online and

highlights the deficiency of not properly funding the ongoing operations and maintenance of infrastructure.

Energy efficiency principles have been incorporated into existing workflows and programs. Upgrade work to more efficient equipment continues through the Deferred Maintenance Infrastructure Backlog (DMIB) program. As projects from the DMIB are funded through individual budget proposals, future replacement work will utilize energy efficient equivalent units. Municipal compliance with the City's Building Performance Ordinance may necessitate more comprehensive budget proposals, furthering the efficiency of this program as well as the municipal portfolio as poor performers are identified and improved.

Design for new City facilities, such as Fire Station No. 37 and No. 20, will incorporate Zero Net Carbon (ZNC) technologies and will be evaluated for battery backup-ready systems to support the City's resiliency goals. The relatively small footprint for these facilities may not lend themselves for the installation of photovoltaic panels to offset their total energy consumption; however, the design teams are developing plans to include as much on-site solar panel coverage as possible.

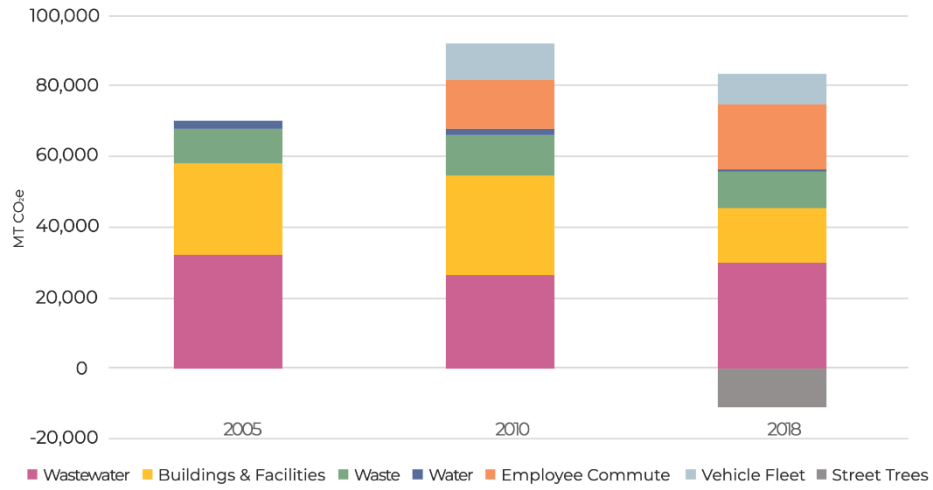
Staff continues to explore technology with vendor entities and research grant and financing opportunities. In addition to pursing opportunities such as these, a comprehensive strategy and accompanying funding mechanism are needed to implement a holistic program for the entire portfolio as well as traditional efficiency measures. This includes conducting solar feasibility studies, constructing additional systems, procuring solar monitoring and operations and maintenance services, retrofitting additional interior and exterior lighting, and additional actions to move the existing municipal portfolio toward ZNC in a significant way.

2018 Municipal GHG Inventory

In collaboration with ICLEI – Local Governments for Sustainability, staff completed the GHG emissions inventory for municipal facilities and operations for CY 2018 that was in progress at the time of the spring 2020 Climate Smart update. The inventory report is provided with this memo and is publicly available on the Climate Smart dashboard website (https://data.prospectsv.org/city-govt-ghg-emissions/) and is included with this report as Attachment A.

Final results indicate that in 2018, municipal facilities and operations captured in the inventory emitted a net total of 72,090 MT CO_2e (metric tons of carbon dioxide equivalent – the amount of carbon dioxide that would cause the same amount of global warming as all the GHGs emitted). This is about one percent of all citywide emissions. The largest source of emissions was wastewater treatment (29,601 MT CO_2e); the next largest emissions source was employee commuting (18,376 MT CO_2e). A full breakdown is provided in Figure 2, along with breakdowns of the previous 2005 and 2010 municipal GHG emissions inventories.

Figure 2: Comparison of municipal GHG emissions in 2005, 2010, and 2018. Note: There are no orange or light blue bars for 2005 because data were not available to calculate emissions from employee commutes or the City vehicle fleet.



A possible next step is to create a local government climate action plan including both emission reduction targets and specific, quantified strategies to meet those targets. Although reducing municipal GHG emissions would have only a small direct impact on citywide GHG emissions, it would also indirectly impact citywide emissions by:

- Leading by example
- Supporting the local green economy, and
- Building City knowledge of emission-reducing strategies.

Emission reduction strategies the City can still consider include:

- Switching to 100% carbon-neutral electricity from SJCE for all City operations
- Re-integration of landfill gas at the Wastewater Facility
- Further fuel switching/electrification of both buildings and vehicles
- Further improvements to building energy efficiency (especially for poor-performing buildings identified through the Energy and Water Building Performance Ordinance), and
- Programs to encourage employees to commute by alternative modes or telecommuting.

It would also be worthwhile to consider strategies that can both reduce emissions and improve resilience to future climate risks, such as installing battery storage or microgrids for critical City facilities and adding to San José's urban tree canopy.

Climate Smart San José Phase II – Natural and Working Lands (NWL) Analysis
In July 2019, the City executed a MOU with the Santa Clara Valley Open Space Authority (OSA) for project funds totaling $180,000 and awarded a contract for consulting services to Cascadia Partners, LLC, in January 2020 worth $160,000; leaving $20,000 for ESD staff funds. The final scope of work will include the development of a spatially derived tool (e.g., a modeling

platform) and a formal report, which can be incorporated into Climate Smart, that evaluates how NWL land use changes and enhancements may impact San José's net GHG emissions profile, environmental goals, and GHG reduction targets.

In November 2019, staff initiated a Project Management Team (PMT) consisting of key OSA contacts, Cascadia Partners project team, and City department stakeholders from ESD, Planning, Building and Code Enforcement (PBCE), Department of Transportation (DOT), and the Mayor's Office. Technical Advisory Committee (TAC) meetings have also informed project outcomes and modeling platforms, scenarios, strategies, and metrics. TAC memberships consists of 30 NWL experts from local and statewide agencies such as the County of Santa Clara Office of Sustainability, Midpeninsula Regional Open Space District, and California Air Resources Board; research organizations such as Stanford University and the San Francisco Estuary Institute, and NGOs, such as the Nature Conservancy and Conservation Lands Network.

Project metrics will include quantitative categories such as: carbon sequestration, greenhouse gas emitted, VMT, conserved versus built acreage, equity, or other co-benefits. Strategies represent management actions that potentially enhance GHG sequestration or co-benefits, such as carbon farming or urban forestry.

Next steps include finalizing modelling inputs, testing, and reporting. The tool and final analysis report are expected to be completed by December 2020, and the Climate Smart element recommendations in early first quarter 2021.

Climate Smart San José Phase II – Zero Waste Element
The 2019-2020 Adopted Operating Budget added a one-time non-personal/equipment funding of $500,000 in the Integrated Waste Management Fund for consultant services to develop a new Zero Waste element for Climate Smart San José plan, and to revise the Zero Waste Strategic Plan. This effort was combined to form what will be the Climate Smart San José - Zero Waste Element, which will account for the City's net GHG emissions resulting from the solid waste sector, assess and reevaluate the prioritization of the City's zero waste strategies, and address critical solid waste management challenges. A consultant request for proposals (RFP) was posted in August 2019, and a contract was awarded to Abbe & Associates LLC from Alameda, California in October 2019, and the agreement was executed on January 21, 2020. The anticipated completion date for the Zero Waste Element is early 2021.

<u>Climate Smart Pillar 2: A Vibrant City of Connected & Focused Growth</u>

Transportation Access and Mobility Plan
The Access & Mobility Plan is a citywide strategic implementation plan for the City's ambitious transportation goals. The Plan will ultimately deliver the framework, strategies, organizational changes, and analytic tools to focus the City's efforts on the most effective and efficient actions to meet adopted goals and reduce GHG emissions by moving away from single-occupancy vehicle trips. The Plan will create a flexible framework that operationalizes the City's goals and

equity considerations into implementation strategies that can be adjusted as conditions change and as new data becomes available.

The Plan is being developed in three phases that will ultimately shape how DOT is structured, the workflow it uses to prioritize projects, and what projects are recommended to be included in the five-year Capital Improvement Program. Staff has completed Phase 1 under the direction of a cross-departmental and cross-institutional steering committee. In this phase, staff brought together the wide-ranging City transportation policy goals into a set of Transportation Directives, including a set of draft Key Performance Indicators (KPIs) that will drive the development of strategies and analytics in Phases 2 and 3.

Staff has completed the RFP for the Access & Mobility Plan effort and selected a consultant team lead by ARUP. Contract negotiations have been completed. The effort officially kicked off at the beginning of April 2020. The Transportation Directives and KPIs document can be found on the Plan's website: https://www.sanjoseca.gov/your-government/departments-offices/transportation/planning-policies/san-jos-access-and-mobility-plan.

Shared Micro-Mobility Ordinance

The City of San José continues to engage with the private sector to expand Shared Micro Mobility (SMM) options for San José residents and visitors, namely through bike share and shared electric scooters (e-scooters). In response to e-scooters that began appearing in San José in February 2018, the City adopted a micro-mobility ordinance in December 2018 that permits, monitors, and evaluates shared micro-mobility service operators throughout the city. Pre-COVID, the City had 5,850 permitted e-scooters on its streets operated by five companies. Today, we have 2,450 permitted e-scooters operated by the same number of companies. A full information memo on the status of e-scooter operations – including the status of sidewalk prevention technology and responses to COVID-19 – was posted in June 2020. In addition, San José already has a robust bike-share program, Bay Wheels, operated by Lyft, which has grown to 82 active stations and 1,750 bikes – 1,000 manual, station-based bikes and 750 e-assist bikes that can be docked or locked to any bike rack. During the first three months of calendar 2020, Bay Wheels averaged more than 1,000 trips per weekday in San José. These two synergistic programs, e-scooter and bikes (electric and traditional) result in more climate-friendly options for getting around San José. People have taken approximately three million trips on these services in San José to date, saving the equivalent of nearly three million vehicle-miles traveled.

Bikeway and Street Safety Improvements

The Department of Transportation leverages its annual pavement maintenance program to install bikeways and pedestrian safety measures on city-owned streets. This accelerates the City's efforts to realize its 2009 Bike Plan goal to create a 400-mile bike network as well as safety goals contained in the City's Vision Zero Action Plan. There are currently 392 miles of on-street bike infrastructure in the city, which will increase to 408 miles by the end of the calendar year. The majority of the City's bikeways are painted lanes that run alongside travel lanes. However, DOT increasingly utilizes "quick-build" materials to create protected bike lanes, which encourage

people of all ages and abilities to bike more. This targeted approach helps the City progress towards its mode shift goal of 15% of trips made by bike in 2040.

Increasing High Density Housing

The City continues to implement major strategies and goals of the Envision San Jose 2040 General Plan to facilitate high density housing in identified growth areas. The General Plan Four-Year Review Task Force process was initiated in fall 2019, and staff and the Task Force are considering several General Plan policy changes that would facilitate higher density housing in areas near transit and/or other services, which are specific Climate Smart metrics. This includes exploring a policy framework and future actions to allow single-family parcels to redevelop to 2-4 units proximate to transit-oriented urban villages, shifting of residential growth capacity to Downtown, the creation of new urban villages, and allowing limited housing in neighborhood business districts. The General Plan Four-Year Review project schedule has been impacted due to the COVID-19 pandemic, and the City Council is now anticipated to consider these policy recommendations in spring 2021. Additionally, preparation of urban village plans for the Berryessa BART Urban Village and N. 1st Street Urban Village are underway and are anticipated to be considered by City Council for adoption in fall 2020 for Berryessa BART and fall 2021 for N 1st Street.

Parking Management and Pricing

The City is reevaluating its car parking policies to advance the Climate Smart Plan, ACCC, and Envision San José 2040 General Plan transportation and land use goals. At present, minimum parking requirements are based on the type and scale of activity, to ensure sufficient parking. The current parking requirements are not always consistent with community goals, including increasing fairness and housing affordability, reducing traffic congestion and GHG emissions, designing more attractive and lively neighborhoods, and development of urban villages. In addition, excessive and inflexible parking requirements can negatively affect urban housing and commercial affordability.

Through the American Cities Climate Challenge (ACCC), the city has partnered with Urban Land Institute (ULI), and Nelson Nygaard to comprehensively evaluate and update parking requirements for new development, particularly in the downtown and other areas around transit. The process will engage technical experts in parking policy to help develop broad project objectives and provide guidance on this complex issue.

The parking strategy benefits from a broad range of community and stakeholder input. The ULI Technical Assistance Panel presentation to the Planning Commission at the end of January 2020 marked the beginning of public engagement for the revision of the parking requirements in the Zoning Code. Public engagement is ongoing and expected to continue into summer of 2021. City staff is currently working with SPUR (focusing on the downtown) and Greenbelt Alliance (assisting with the rest of the city) with public engagement efforts. Along with Greenbelt Alliance, City staff has presented before a number of existing community groups (such as the District 6 Leadership Group), with a focus on educating the public on the rationale for considering changes to the City's parking policies. Though the engagement effort has been

hampered by the COVID-19 pandemic, staff is exploring alternative strategies that would allow continued outreach. As part of the outreach and education process, SPUR and Greenbelt Alliance hosted online forums, including "What Happens When You Eliminate Parking?", held by SPUR on May 21 and "Parking Reform for Climate Smart Cities," held by Greenbelt Alliance on June 4. Staff will continue to coordinate with SPUR and Greenbelt Alliance to determine when future forums will be held to ensure robust public engagement. Currently an online forum titled "Value Driven Transportation Pricing" is tentatively scheduled by SPUR to be held in September 2020.

In addition to community and stakeholder input, staff is currently researching potential policy options with support from Nelson Nygaard. The focus of research is best practices in parking and Transportation Demand Management (TDM) measures for new development.

Electric Mobility Roadmap
On January 14, 2020, the City Council accepted San José Electric Mobility Roadmap, a two-year plan to accelerate the electrification of transportation in the city. The Roadmap's action items grouped into four categories: 1) electric vehicle charging infrastructure, 2) fleet, 3) personally owned vehicles, and 4) shared mobility. Currently, the DPW is filling infrastructure gaps identified in the Roadmap through PG&E's Electric Vehicle Charger Network program (more details below) and is exploring means to continue that work with a proposal to the Silicon Valley CALeVIP program later this fall. DPW is developing a strategy for the Council to convert the remainder of the City's fleet to electric vehicles. DOT is also working with ACCC to design the regulatory framework for an e-shared mobility program.

EV Charge Points
DPW and DOT have been working with PG&E to install 172 charge points for EVs through the company's Electric Vehicle Charging Network program. The program pays for all costs associated with upgrading the electrical system to power the chargers and a portion of the cost to purchase the chargers. The chargers will be installed at four City facilities: Happy Hollow Park and Zoo, two lots at Police Headquarters, Mabury Service Yard and the South Service Yard. They will be available for use by the City's fleet, its employees and in most cases the public. Construction was expected to begin in late August 2020, but pandemic-related delays have extended that timeline to January 2021. Electrify America, a subsidiary of Volkswagen, has three active clusters of electric vehicle chargers in the City: Bank of America Financial Center on Bernal Road, the Plaza Shopping Center and Princeton Plaza Mall. All sites offer three fast chargers and one Level 2 charger. The company has indicated that it plans to install more charging clusters in other locations in San José in the next year and a half. Details on those projects have not yet been made public.

Drive Electric San José - Electric Vehicle Discount Program
With support through the American Cities Climate Challenge, the City has developed *Drive Electric San José*, an electric vehicle public outreach and limited-time dealership discount program to significantly increase the number of electric vehicles on the road over the next

several years. *Drive Electric San José* is a part of San José's new Electric Mobility Roadmap, adopted in January 2020, a plan to reduce greenhouse gas emissions in the transportation sector, of which passenger vehicles are one of the single largest contributors. Less than one percent of passenger vehicles on California roads are electric, even though the state has invested in EV production and charging stations. Studies show this is because the number of car-owning households that are aware of electric vehicles is not growing quickly enough. Other challenges include low numbers of workplace and residential charging stations and the relatively high cost of electric vehicles, which may keep them out of reach for many households. In response to these challenges, DOT has partnered with Capitol Chevrolet, Capitol Hyundai, Capitol Kia, Premier Nissan of Stevens Creek, and Stevens Creek Kia to offer extra discounts of up to $3,000 on seven electric vehicle models, available August 1 to October 31, 2020, which customers can stack on top of local, state, and federal rebates for up to $13,000 in savings. Targeted public education and awareness about electric vehicles is the other large focus of the program. Building on the one-stop-shop electric vehicle website page developed by San José Clean Energy, DOT worked with members of SJCE to develop and translate a new webpage, www.sanjosecleanenergy.org/drive-electric, an EV buyer's guide, flyers, and banners for participating dealerships, as well as a marketing toolkit for local co-marketing partners, CBOs and City Council offices.

DriveForward EV Financial Assistance Program

To help low- and moderate-income residents buy a new or used EV, the City of San José has partnered with Peninsula Family Service to launch the DriveForward EV Financial Assistance Program (www.sanjosecleanenergy.org/drive-electric/#financing). Together, the agencies will host three 90-minute virtual workshops, accessible online and by phone on Saturday, August 29 (hosted in English) from 10 a.m.- 12 p.m., Saturday, September 26 (hosted in Spanish) from 10 a.m. to 12 p.m., and Saturday, October 10 (hosted in English and Vietnamese) from 10 a.m. to 12 p.m. Free one-on-one financial counseling by phone or Zoom is also available for individuals unable to attend the workshops. Participants will learn how to leverage $5,000 - $9,500 in additional state incentives for a down payment on an electric vehicle, where to find affordable vehicle loans, how to take advantage of state and federal rebates, and useful tips for potential EV owners. In addition, participants can learn about Peninsula Family Service's programs and resources for financial empowerment outside of purchasing an electric vehicle. Financial education topics include credit, budgeting, and money management. These are invaluable resources that can help our community members facing job insecurity and financial hardship, as well as anyone looking to improve their financial education.

SJCE Electric Vehicle Webpage

In late 2019, SJCE launched a webpage to educate and promote EV's to San José residents. The webpage aims to present available EV rebates and incentives simply, provide a shopping and comparison tool, and inform on EV charging. In 2020, SJCE will continuously refine and improve the website as information and the EV market evolves.

One-Way Vehicle Sharing

As Council directed when it accepted the *Electric Mobility Roadmap*, staff has developed draft terms and conditions for allowing one-way vehicle (car and/or moped) sharing services in the city. The conditions address shared vehicles parking in residential permit zones and include a potential fee structure that incentivizes electric vehicles. It also requires service providers to offer discounted memberships to individuals at or below 200% of the federal poverty level; includes communities of concern in their home zone; and provides outreach and marketing materials in Spanish and Vietnamese, and to tenants in multi-family housing. Due to COVID-19, the City was unable to complete its community engagement efforts and report back to Council by June 2020, as originally planned. The ordinance is scheduled to be heard by Council in mid-November.

Between May 7 and August 18, the City made presentations about the proposed shared vehicle terms and conditions to 11 neighborhood/advocacy groups. The groups were in neighborhoods within or immediately outside the initial service area proposed by Revel, an electric shared moped service. The company has expressed interest in expanding to San José in the fall. A total of 86 people attended those meetings. The presentations included information about one-way car and moped sharing services, the value of such services, and the rules the City was considering to govern the operation of such services. The City answered questions and sought input from attendees on the proposal. Staff plans to continue its outreach through September. Residents can read a brief summary of the program and register their opinions about the proposed service via a six-question survey.

Ride-Hailing Electrification

The City had originally planned to work with the ACCC on laying the regulatory framework for an electric one-way carshare service. But, after talking to service providers and industry experts, it became clear that without significant subsidies, providers were unwilling to commit to electric vehicles given their higher cost, quick depreciation, and limited access to chargers. Staff intends to continue to pursue means to realize this goal. But, given the ACCC's near-term focus, DOT and ACCC switched focus to electrifying ride-hailing services, such as Uber and Lyft.

Staff is working with Forth, one of ACCC's technical advisors, to identify ways the City can encourage more ride-hailing drivers to switch from gas-powered vehicles to electric ones. In May, the City and Forth organized a San José-area ride-hailing driver focus group to better understand the barriers drivers face to switch to electric vehicles. We also spoke with drivers who had already made the switch to learn why they did so and what challenges, if any, they faced. The focus group identified three major barriers for drivers switching to EVs:

1. The cost to get into an EV
2. The cost of charging, and
3. Access to charging.

In July, Forth and the City convened a Ride-Hailing Electrification Working Group comprising EV charging companies, ride-hailing and food-delivery companies, public agencies (CARB,

MTC, VTA, and BAAQMD) as well as one ride-hailing driver, to discuss ways we might collaborate to reduce these barriers. A second working group meeting is planned for this fall.

California Electric Vehicle Infrastructure Project (CALeVIP)
On December 16, 2020, SJCE will launch CALeVIP as part of a joint project with Peninsula Clean Energy, Silicon Valley Clean Energy, City of Palo Alto Utilities, and Silicon Valley Power. CALeVIP is a California Energy Commission (CEC) co-funded rebate program for Level 2 and Direct Current Fast Charging infrastructure. The CEC will contribute $10 million while SJCE contributes $4 million to the total pool of $14 million rebate funds for the City of San José. The program will be administered by the Center for Sustainable Energy. Rebates can go to projects located at workplaces, multi-unit dwellings, public agencies, shopping centers, and other locations for public charging. A minimum of 25% of the funds will be allocated to installations in low income communities and DACs, and there are additional incentives for installations in those areas. In mid-September, the Center for Sustainable Energy will launch a webpage with program details so applicants can prepare. SJCE has spent the summer conducting direct outreach to properties in disadvantaged and low-income communities.

Climate Smart Pillar 3: An Economically Inclusive City of Opportunity

Building Energy & Water Performance Ordinance
On December 11, 2018, San José City Council approved the Energy and Water Building Performance Ordinance (BPO). This ordinance requires large commercial and multifamily buildings 20,000 square feet (sq. ft.) and above to track and benchmark their energy and water use with the U.S. Environmental Protection Agency's ENERGY STAR Portfolio Manager® (ESPM) platform and report this data to the City of San José on an annual basis. The first reporting deadline was May 1, 2019 for buildings 50,000 sq. ft. and larger, and the first reporting deadline for buildings 20,000 sq. ft. was July 1, 2020 (delayed due to COVID-19 pandemic). The City will make a subset of reported data publicly available. On a rolling five-year cycle, starting in 2021, buildings will also have to complete one of the two "Beyond Benchmarking Pathways" through which they will have to either 1) demonstrate high performance or performance improvement; or 2) complete an audit, building re-tuning, or targeted efficiency actions with the goal of improving their performance.

In 2020, due to the COVID-19 pandemic and associated building vacancies, staff experienced difficulties in contacting covered buildings' owners to notify them of their reporting and invoicing requirements. In efforts to increase compliance, staff performed outreach to all buildings affected by the ordinance, provided technical assistance via a Benchmarking Help Desk, and extended the compliance deadline by 60 days to July 1, 2020. As of August 2020, 954 benchmarking reports had been received, 300 extensions, and 226 exemptions, for an overall reporting rate of 62%. An overall compliance rate for reporting accuracy cannot be determined at this time. Staff is working to reconcile data quality issues and resolve data gaps in the covered buildings list. ESD continues to accept reports on a rolling basis and to review received reports for data quality.

Beginning in 2020, ESD began implementing a benchmarking report submission fee to fund program implementation; this fee was set at $150 and will be adjusted annually based on program cost recovery. To date, staff collected benchmarking fees from 1,231 accounts, representing an overall 72% invoicing compliance rate, when accounting for exemptions and extensions. Staff continues to accept invoice payments and is working to reconcile non-communicative accounts.

Beyond Benchmarking Pathway characterization requires three years of accurate benchmarking data. Due to building vacancies and/or irregular energy usage patterns caused by the COVID-19 pandemic, data quality for the 2020 reporting year is expected to be insufficient for determining and recommending performance pathways. Therefore, staff will submit a request to Council in Q4 2020 to delay onset of Beyond Benchmarking requirements by one year to start in 2022.

ESD is also implementing a Building Performance Leaders program, in conjunction with ACCC commitments, which will now run from November 2019 through December 2020. The goal of the Challenge is to provide direct assistance to buildings impacted by the BPO, in order to help them reduce their energy and water consumption in advance of the Beyond Benchmarking Pathway requirements, although properties not affected by the BPO are welcome to join too. The BPL has 19 participating buildings totaling nearly 3 million square feet of infrastructure. Participants include Adobe, Evergreen Valley High School, Mineta San José International Airport, San José City Hall, San José State University, and 488 Almaden, which houses Oracle and PwC.

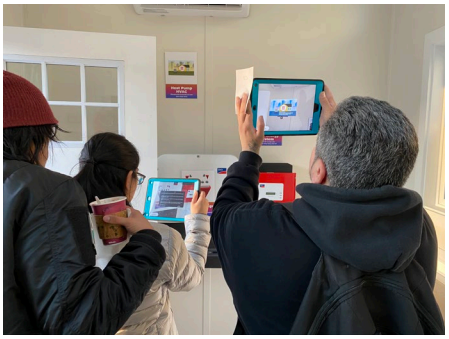
Urban Sustainability Director's Network's (USDN) Equity Leaders Program
With funding from USDN and the Energy Foundation, San José was selected as one of seven cities to host a USDN Equity, Diversity, and Inclusion (EDI) fellow. The part-time fellow will apply an equity lens to Climate Smart San José initiatives by reviewing local government equity best practices, assessing existing community engagement initiatives, and developing a climate equity narrative. The fellow will start in the fall of 2020 and will complete the fellowship in early 2021.

Urban Heat Island Mapping
The City of San José can expect to see an increased number of high heat days ($\geq 97^{o}$ F) by mid-century as one the impacts of global climate change. Urban Heat Island effects are caused by excessive hardscape, lack of street trees, and proximity to thoroughfares, and can contribute to higher daytime temperatures at the neighborhood scale, reduced nighttime cooling, and higher air-pollution levels. These, in turn, can contribute to heat-related deaths and heat-related illnesses such as general discomfort, respiratory difficulties, heat cramps, heat exhaustion, and non-fatal heat stroke.

This past August, the City collaborated with Santa Clara University to conduct an Urban Heat Island mapping campaign for the cities of San José and Santa Clara, funded by an Urban Heat Island mapping grant from the National Oceanic and Atmospheric Administration (NOAA), and the National Integrated Heat Health Information System. Heat mapping was conducted on

August 26 by community volunteers who drove along designated routes with sensors provided by the grant program. The data gathered will be used to build detailed urban heat island maps which can be used to target future heat mitigation work.

Zero Net Carbon Demonstration Project



The ZNC building demonstration project (ZNC demo) is on-hold for community events since March 2020 due to COVID-19. The ZNC demo is a mobile, 18 feet by 8 feet trailer that features 17 ZNC and energy efficient technologies (pictured right). Since soft launching in May 2019, the ZNC demo has been to five events with approximately 320 residents engaged. An augmented reality (AR) component was added to the ZNC demo and debuted at Christmas in the Park in December 2019 for residents to better understand the energy and carbon savings associated with upgrading to the technologies featured in the ZNC demo. The AR application allows residents to use a smartphone application that superimposes trivia questions, images, videos, and other computer-generated objects onto the technologies featured in the ZNC demo. For events that cannot physically accommodate the ZNC demo, a virtual reality app (VR), was created for users to explore a virtual ZNC home with a similar user experience as the AR component. The VR application was debuted at the Bay Area Home Electrification Expo in October 2019 and will be accessible to anyone with an Oculus Go headset.

Heat Pump Water Heater Rebate Program

Electrify San José (www.sjenvironment.org/electrifysanjose), a residential heat pump water heater rebate program, was soft-launched on July 1, 2019. With funding available from the Bay Area Air Quality Management District (BAAQMD) Climate Protection Grant, the program provides rebates of up to $4,500 to households who upgrade from a natural gas water heater to an electric heat pump water heater. Low-income households currently enrolled in the California Alternate Rates for Energy (CARE) or Family Electric Rate Assistance (FERA) programs are eligible for additional rebate amounts of up to $6,000. The program currently has $89,000 in reserved rebates and has paid out $109,500 to customers. To date, 32 projects have been completed with 21 projects expected to be completed by the end of the 2020 calendar year. BAAQMD is planning to extend the City's grant term through April 30, 2021.

ZNC Educational Video

City staff continued to utilize the informational video completed in the Summer of 2019 (www.sjenvironment.org/zncbuildings) that explains ZNC building components and benefits to the community. This tool was integrated into other energy efficiency, electrification, and carbon-free energy programming, including the Bay Area Home Electrification Expo, Climate Smart Youth Leaders pilot, and youth library programming. Local jurisdictions and partner organizations such as Mothers Out Front and the City of Alameda inserted their own logo and

URL and distributed the video to their communities under their own brand. Staff is promoting the ZNC video through the ZNC buildings webpage. Residents that complete the survey will receive two free LED light bulbs as an incentive. This also supports the BAAQMD grant goals.

Energy Trainings
Between May 2020 and August 2020, City staff hosted nine no-cost energy trainings to 631attendees and promoted eleven partner trainings that reached 1,023 attendees. Energy trainings are geared towards key audiences including building professionals, real estate professionals, homeowners, renters, and PBCE staff. These trainings are intended to educate the public on effective energy conservation strategies, increase market demand for cutting-edge energy efficiency technologies, and improve awareness of local and state energy policies which impact local building requirements and building operations. A list of all upcoming trainings is available at www.sjenvironment.org/energytrainings.

Resources and Performance Tracking

Staffing Focused on Climate Smart Implementation
San José's Climate Advisor, housed in ESD and funded by the National Resources Defense Council, will help to facilitate Climate Smart ACCC initiatives for the remainder of calendar year 2020. Term-limited staff support for Climate Smart and ACCC initiatives within the Environmental Services, Transportation, and Planning, Building and Code Enforcement Departments has been extended, at minimum, through the end of FY 20-21. Maintaining City staffing support will be critical to fully leverage the momentum gained on Climate Smart objectives through the City's participation in the ACCC program.

Funding
While focusing on the delivery of quality work products under current grants, City staff continues to closely track and discuss, as part of the Climate Smart technical working group meetings, available grant opportunities to ensure coordinated and timely grant applications.

Climate SmartDashboard
Development of the Climate Smart dashboard (online and publicly available at http://dashboard.climatesmartsj.org/) has continued since the last Climate Smart update to Council, with the following major updates:

(1) An additional metric, Household Energy Use, has been added.
(2) A new page has been added with the newly completed 2018 Municipal GHG Inventory and all previous municipal GHG inventories.

Staff has developed a strategy for adding data on the remaining Climate Smart metrics to the dashboard and is in the process of implementing that strategy. The timeline for dashboard development has been delayed by staff reassignment to the COVID-19 Emergency Operations Center from April to July 2020, but an additional two to four metrics are expected to be added to the dashboard by the end of 2020.

Communitywide Inventory

Staff has begun collecting and analyzing data for the next communitywide GHG inventory, for 2019. Preliminary data for building energy use show a 5% decrease in emissions from electricity and a 1% increase in emissions from natural gas since 2017. These add up to a 1% decrease in GHG emissions from building energy use overall since 2017.

External Reporting

Climate Smart staff is responsible for annual reporting to the American Council for an Energy Efficient Economy (ACEEE), the Carbon Disclosure Project (CDP), the EPA Green Power Partnership, the Global Covenant of Mayors (GCoM), and Shining Cities. Since the last Climate Smart update, 2020 reports have been submitted to CDP, the EPA Green Power Partnership, and GCoM.

The Shining Cities 2019 report (available at https://environmentamerica.org/feature/ame/shining-cities-2019) recognizes San José as one of the country's top solar cities – third in the nation for solar capacity per capita and fifth in the nation for total installed solar capacity. The most recent EPA Green Power Partnership rankings recognize San José as ninth among U.S. local governments in green power usage (https://www.epa.gov/greenpower/green-power-partnership-top-30-local-government), and hundredth among all Green Power Partners (https://www.epa.gov/greenpower/green-power-partnership-national-top-100). The 2019 ACEEE report and ranking is expected to be released later this year.

CONCLUSION

Progress on a multitude of Climate Smart objectives, as evidenced by this report, continues to be significant, despite the limitations imposed by the pandemic. The City has adopted landmark and award-winning ordinances in the 2018 Building Performance Ordinance (existing buildings) and 2019 Reach Code and Natural Gas Prohibition (new construction). Critical attention to the City's transportation-related emissions sector, the City's largest GHG contributor, is well underway and will maximize the potential of electrification, automation, remote work, and shared mobility to achieve the City's environmental and transportation goals. The intersection of climate work and equity present a strong opportunity to help our communities most adversely affected by climate change transition to a clean energy economy and enjoy the public health benefits that come from moving away from fossil fuels.

EVALUATION AND FOLLOW-UP

Staff will provide progress updates to T&E and City Council on Climate Smart San José activities on a semi-annual basis.

CLIMATE SMART SAN JOSE

The recommendation in this memo aligns with one or more Climate Smart San José energy, water, or mobility goals.

PUBLIC OUTREACH

This memorandum will be posted on the City's website for the October 5, 2020 T&E Agenda as well as on the November 17, 2020 City Council's Agenda website.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office, the Department of Transportation, Department of Community Energy, Housing Department, Public Works, the Office of Economic Development, and Planning, Building and Code Enforcement.

COMMISSION RECOMMENDATION/INPUT

No commission recommendation or input is associated with this action.

FISCAL/POLICY ALIGNMENT

Climate Smart San José activities align with the Climate Smart San José strategies and the City's Envision 2040 General Plan approved by City Council.

CEQA

Staff Reports, Assessments, Annual Reports, and Informational Memos that involve no approvals of any City action. Public Project number PP17-009

/s/
KERRIE ROMANOW
Director, Environmental Services

For questions, please contact Ken Davies, Deputy Director, at (408) 975-2587.

Attachment A: 2018 Municipal Facilities GHG Inventory