

Draft Prioritized CAAP Actions (29) and Progress Report **October 27, 2021**

The City of Davis 2020-2040 Climate Action and Adaptation Plan (CAAP) process has identified and prioritized 29 draft actions that it is recommending for the City of Davis to take to achieve the City's goal of becoming carbon neutral by 2040 and to combat climate change.

Commissioners and community members are invited to participate in a community workshop on Nov. 10 at 5 p.m. on Zoom to weigh in on the prioritized actions.

A CAAP companion community forum website at has been created so that the public can learn more about the prioritized draft actions and can provide feedback and opinions there as well. Workshop attendees are encouraged to visit the companion website before the Nov. 10 workshop, at: <https://www.daviscaap.com/>

The draft actions are listed by sector and specific goal area below. Each of these actions will be developed further with 'Action Implementation Roadmaps', which will be part of the CAAP document, and will identify the city key staff responsible, more detailed action steps, progress and measurement metrics, budget and funding sources, greenhouse gas emission reduction projections and other factors. Additional actions from the original list compiled from community input will also be included in the CAAP with less detail, so that they can be raised to 'priority' level when appropriate.

Note that City staff and the City Attorney's office are reviewing each of these actions to address legality, complexity and other issues. There is no guarantee that because an action is prioritized now, that it will be legally within the City's power to adopt as part of the CAAP document. Some measures may require language changes, and/or lobbying at the State level to change legal requirements in order to consider for inclusion.

We have also identified 'implementation considerations' for many of the actions, based on review from key stakeholders, such as the Natural Resources Commission and other commission CAAP liaisons. These will be included as comments from staff on the companion website linked above.

Each action is identified with either an (M), a mitigation action—reducing greenhouse gases, or an (A), an Adaptation action—responding to climate risk.

A. BUILDING ENERGY AND DESIGN

Transition to high efficiency, zero carbon homes and buildings

A.1 Adopt requirements for electrification of all building systems that require permits at end of useful life and/or at time of remodel, including space and water heating/cooling equipment and major appliances, and include specific provisions for low-income and vulnerable populations. (M)

Implementation considerations: This may include possible limitations or exemptions, such as for large scale commercial properties or other building types.

A.2 Research and develop an ordinance requiring building energy-efficiency upgrades and electric (or other non-fossil fuel) equipment replacement at time of sale for residential and commercial properties with a defined implementation schedule for ordinance requirements, and include specific provisions for low-income and vulnerable populations. (M)

Implementation considerations: This action is aimed at reducing carbon in the existing built environment, and may include a planned roll-out over a specific time frame that considers legal requirements and elements such as reasonable increased costs to property owners and tenants, City staffing capacity and expertise to ensure implementation. This action would be implemented through the City's existing resale program.

A.3 Modify rental license program to include minimum energy efficiency and cooling/ventilation requirements (M) (A)

Implementation considerations: This action must be within the provisions of State reach code cost efficiency requirements. Consider potential incentives and financial support; provide education for energy efficiency to renters, landlords and contractors; address rental cost increases and include specific provisions for low-income or vulnerable populations.

A.4 Continue to update the City's residential and non-residential reach codes to require all-electric new construction and renovations and increase electric vehicle charging infrastructure requirements; adopt a requirement that all new municipal building construction must be all-electric. (M)

Implementation considerations: This action is aimed at reducing carbon in new construction and issuing no new permits for natural gas hookups. Inclusion of EV infrastructure requirements shall be based on updated EV Infrastructure Plan (see Item B.1)

A.5 Partner with Valley Clean Energy to invest in community solar energy and provide solar battery storage, encourage all subscribers to enroll in the UltraGreen option (100% renewable energy), and develop financing/incentive options that would support building energy efficiency improvements and electrification. (M)

A.6 Establish a carbon mitigation fund to collect voluntary and/or mandatory payments to mitigate local emissions activities, with collected funds used to support a range of local climate change-related projects. (M)

Implementation considerations: This action is aimed at providing a funding structure to support projects in the community that reduce GHG emissions. This

may include partnering with other regional agencies, and/or the Air Quality Management District. Creation of this fund will require a management structure.

A.7 Switch from fossil gas to electricity, renewable hydrogen, or other non-fossil renewables in all existing city facilities, and include a provision that the City shall upgrade to UltraGreen with Valley Clean Energy for all municipal accounts. (M)

Expand local renewable energy development and storage

A.8 Incentivize the creation of community microgrids, community battery "co-ops", and the networking of local energy sources to support resiliency hubs that remain in operation during a power grid outage. (M) (A)

B. TRANSPORTATION & LAND USE

Adopt zero emissions vehicles and equipment to reduce fossil fuel use

B.1 Update and implement the Davis Electric Vehicle Charging Plan (2017) to determine public and private charging infrastructure needs, time frame, and implementation approach to enable all vehicles to go electric. (M)

Implementation considerations: This action is aimed at addressing planning considerations for accelerating vehicle electrification, as well as a plan to implement these recommendations.

B.2 Develop an aggressive plan to transition the municipal vehicle fleet to alternative fuels (e.g., electric, battery electric vehicle, hydrogen). (M)

Implementation considerations This action includes Davis Community Transit vehicles but may exclude exempt vehicles as determined by the City Manager (such as fire engines or other emergency/specialty vehicles)

Increase opportunities for active mobility in the community

B.3 Develop an Action Advisory Committee to address 'last mile' transportation needs with specific provisions for low-income or vulnerable populations; include specific action recommendations, such as developing a shared electric micromobility program and charging plan, considering a pedi-cab service program, providing additional resources for the Safe Routes to School program, or other actions. (M)

Implementation considerations: This action is intended to address the issue of 95% of our transportation emissions created by vehicle trips that start or end outside of Davis with transportation solutions that can be used by residents, students, employees and visitors. 'Shared electric micromobility program' includes bicycles, scooters, trailers and emerging opportunities for micromobility. Although a private pedi-cab service in Downtown Davis was previously available, yet was not successful, the possibility is included in this action in order to keep options open. The Safe Routes to School program and youth/family education provides the opportunity to normalize biking and walking for youngest community members and substantially reduce morning/afternoon commute to increase active mobility and reduce vehicle miles traveled (VMT).

B.4 Develop financing/incentives for purchasing, using, and maintaining electric micromobility vehicles for personal use (such as bicycles, scooters, trailers), and include specific provisions for low income and vulnerable populations. (M)

Implementation considerations: This action provides specific opportunities for collaboration among regional partners and UC Davis and is considered a top priority, both for increasing active transportation, as well as addressing equity and inclusion in our community. This action should include ancillary needs such as bike trailers for family or work needs, children's bike seats, etc.

Strengthen transit connections within Davis and among regional neighbors

B.5 Subsidize public transit so it is free for all to use and promote expansion of public transit routes and increased operation frequency within Davis to support day-to-day travel needs. (M)

Implementation considerations: This action provides specific opportunities for collaboration among regional partners and UC Davis. Efforts should be made to support changes to Unitrans, Yolo Bus and other local service providers. Consideration must be given to increased costs and to prioritizing routes from low-income apartments/areas to basic needs locations, food stores, pharmacies, health centers. Additionally, this action may require lobbying and advocating for program changes at the state and federal level.

B.6 Implement roadway infrastructure improvements in existing right-of-way, such as 'road diets', narrower pedestrian crossing distances, green stormwater infrastructure, etc., to meet Green Streets standards and increase safety for pedestrians and bicycles to encourage active transportation. (M) (A)

Implementation considerations: This action is intended to address a wide range of roadway infrastructure improvements to improve active transportation.

B.7 Coordinate with regional transit agencies and cities to promote cohesive transit interconnections, including express buses to Woodland, West Sacramento, Sacramento, etc. (M)

Implementation considerations: This action addresses public transit beyond the City of Davis boundaries.

Reduce single occupant vehicle use

B.8 Revisit most recent parking pricing study (Downtown Paid Parking, City Council March 5, 2019) and implement pilot projects to test their effectiveness. (M)

Implementation considerations: This action requires revisiting the recommendations in the most recent parking pricing study (Downtown Paid Parking, City Council 3-5-2019) to reduce GHG emissions by decreasing circling and idling, reduce VMT, encourage active transportation by charging fees for parking, and provide economic development. As part of the pilot project

development, it is important to examine the potential impacts to retail workers, low income and other vulnerable populations to address any equity implications.

B.9 Create an Action Advisory Committee to address recommendations for developing, funding, and staffing a coordinated Transportation Demand Management (TDM) program to encourage and/or require ‘all people, all trips’ to implement TDM strategies, such as remote work opportunities, community education and outreach, micromobility, vanpool, rideshare, subsidized transit, employee parking cash-out, etc. (M)

Implementation considerations: This action provides specific opportunities for collaboration among regional partners and UC Davis. This action needs to be implemented in conjunction with other transportation-related actions, and can include community education, value building, behavior, mobility packages, and active transportation nested within the program.

B.10 Establish a low-emissions vehicle program for Downtown Davis that disincentives travel by internal combustion engine vehicles. (M)

Implementation considerations: As part of implementation of this measure, it is important to examine the potential impacts to retail workers, low income and other vulnerable populations to address any equity implications.

Expand opportunities for local housing development to balance local employment opportunities

B.11 Develop incentive options to increase housing construction in the city, including high-density, mixed-use (especially office space and food service), transit-oriented, and affordable options. (M)

C. WATER & SOLID WASTE

Reduce waste generation and increase diversion away from landfills

(See items in other sections, especially D.6)

Conserve water in our buildings and landscapes

C.1 Develop financing/incentive options with specific provisions for low-income and vulnerable populations that promote climate-ready private landscapes, such as installing drought tolerant, native, climate-ready plants and/or xeriscaping; programs that support turf removal; installing rainwater capture and harvesting equipment; and the use of green stormwater measures to enhance natural water infiltration. (M) (A)

D. CLIMATE RISK AND CARBON REMOVAL

Create a cooler city with more green space for people and habitat

D.1 Develop an ordinance to require the use of cool surfaces, reflective materials, and coatings to reduce the heat island effect. (M)

D.2 Expand urban forest in parks, greenbelts, and open space with climate-ready species that provide shade, and develop a tree replacement plan for street trees for all neighborhoods. (M) (A)

Implementation considerations: As part of implementation of this measure, consider a replacement plan for all public trees.

Protect public health and safety from extreme heat and wildfire smoke and reduce the urban heat island effect

D.3 Develop policies that require air filtration and air conditioning in new and existing residential and commercial properties, with a priority on residential rental properties. (A)

Protect public health, safety, and infrastructure against damage and disruption from flooding

D.4 Develop policies to increase the use of green stormwater infrastructure and enhance natural water infiltration in public infrastructure. (A)

D.5 Relocate/elevate critical infrastructure out of projected flood areas. (A)

Prepare and respond to climate hazards to ensure that the City is equipped to address current and future challenges

D.6 Allocate funding and staff resources to aggressively implement important existing climate-related efforts, such as stormwater management policies, urban water management programs and plans, the 2021 update to the Urban Forestry Management Plan, water conservation programs, and solid waste reduction programs. (A) (M)

Implementation considerations: This measure can include policies related to implementation of Senate Bill 1383 and other waste reduction programs, policies related to implementation and financing/incentive options to upgrade water conserving fixtures and appliances, the most recent stormwater management policies and urban water management plans, etc.

D.7 Develop policies to expand existing public services and resources, such as cooling and weather relief centers, during extreme weather events. (A)

Demonstrate climate leadership through innovation, education, and investment

D.8 Develop an Action Advisory Committee to research carbon sequestration and removal opportunities the City can pursue to balance remaining emissions by 2040, and use findings and recommendations to advance actions. (M)

D.9 Develop carbon farm plans for City-owned agricultural land and seek grant funding to implement recommended strategies for maximum carbon sequestration. (M)

These actions in the 2020-2040 CAAP will identify a roadmap to measurable, enforceable, equitable and implementable community actions, and will also bring Davis into compliance with state legislation related to climate action and General Plan requirements. Additionally, in the short term, the CAAP will identify maximum efforts to implement carbon reduction actions by 2030, in alignment with state goals.

Information related to the CAAP process is available at <https://www.cityofdavis.org/sustainability/2020-climate-action-and-adaptation-plan-caap>. You can sign up for eNotifications with the link provided, in order to receive all CAAP emails.