



**Staff Liaison**  
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## **AGENDA**

### **REGULAR MEETING OF THE Environmental Quality Committee**

**Tuesday, August 8, 2023 at 7:00 p.m.**

City Council Chambers  
10890 San Pablo Avenue

**This Meeting Place is Wheelchair Accessible**

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#### **7:00 p.m. CONVENE REGULAR MEETING**

1. **ROLL CALL** – Chair Howdy Goudey; Vice-Chair Simrun Dhoot; Members Buddy Akacić, Pamela Austin, Fred Bialy, Mark Miner, Eevelyn Mitchell, Sean O’Connor, Paloma Pavel, Sheila Tarbet, Rose Vekony
2. **ORAL COMMUNICATIONS FROM THE PUBLIC** *(Estimated time: 3 minutes)*  
*Remarks are typically limited to three minutes per person and may be on anything within the subject matter jurisdiction of the body. Remarks on non-agenda items will be heard first, as well as introduction by individuals interested in serving on the advisory body. Remarks on agenda items will be heard at the time the item is discussed.*
3. **COUNCIL/STAFF LIAISONS ANNOUNCEMENTS AND REPORTS** *(2 min.)*  
Staff and/or Mayor Lisa Motoyama may report on policies, priorities, and actions taken by the City Council, and/or on matters of general interest to the EQC.
4. **HILLSIDE NATURAL AREA FIRE RESILIENCE AND FOREST CONSERVATION MANAGEMENT PLAN STAKEHOLDER GROUP** *(5 min.)*  
Consider a motion to appoint 1 member and 1 alternate to the Hillside Natural Area Fire Resilience and Forest Conservation Management Plan Stakeholder Group.
5. **EQC BUDGET AND CALENDAR OF EVENTS** *(3 min.)*  
Hear updates, participate in discussion, and consider possible action items regarding planning, logistics, and expenditures for the EQC calendar of events, including:
  - Green Team 2023 Cleanups / Broom Pulls:
    - Aug. 13, Sunday, Creekside Park cleanup
    - **Sept. 23, 16, Saturday, Coastal Cleanup Day, Baxter Creek Park cleanup**
      - Coastal Cleanup day is Sept. 23, not Sept 16
    - Oct. 22, Sunday, Northern Gateways cleanup
    - Dec. 3, Sunday, Baxter Creek Park cleanup (with regular Baxter volunteers)
  - Sat., Oct. 7, 9:45am, Rialto Theater – Film: The Street Project w/ EC Strollers and Rollers
  - Sun. Oct 8; El Cerrito Library Parking Lot – El Cerrito Free Market (formerly “Swap It”)
    - Consider a motion to be a community partner
  - Sat. Oct. 21, 11am-3pm – Annual Ride Electric event adjacent to N. Berkeley BART
6. **CLIMATE ACTION AND ADAPTATION PLAN (CAAP)** *(105 min.)*  
Receive a presentation from Cascadia Consulting Group, participate in discussion and consider possible action items regarding development of the Climate Action and Adaptation Plan, including:
  - Draft Greenhouse gas emissions inventory results (see attachment)
  - Results and Progress Update including: Vulnerability Assessment, target-setting, and wedge analysis
  - CAAP strategies and actions (see attachment)
  - Multicriteria analysis criteria definitions and weights (see attachment)

**7. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS (2 min.)**

Hear committee member announcements and suggestions for future EQC agenda items. Potentially engage in discussion and make decisions regarding logistics of EQC consideration of items including:

- Presentation on BAAQMD's efforts to reduce harmful impacts from natural gas appliances and wood smoke on Bay Area residents
- MCE Clean Energy & California Public Utilities Commission Updates
- Environmental, Social, And Racial Framework - Link to the [JEDI Tool](#)
- Climate Adaptation, Severe Weather Events, and Emergency Preparedness
- Environmental Films Series
- Integrated Pest Management Report from City Staff
- EQC Collaboration with Young People in El Cerrito
- Tool/Toy Lending Library
- Urban Greening Plan Implementation
- Community Member Suggestions (e.g. Meatless Green Mondays)
- Open Space Preservation
- Mitigation of heat effects; Federal Inflation Reduction Act

**8. ADJOURNMENT**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Staff Liaison, Christina Leard, at (510) 215-4338. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35.104 ADA Title I). Any writings or documents provided to a majority of the members regarding any item on this agenda will be made available for public inspection at the El Cerrito Recycling + Environmental Resource Center (7501 Schmidt Lane) during normal business hours.

# GHG Inventory Analysis and Trends Summary

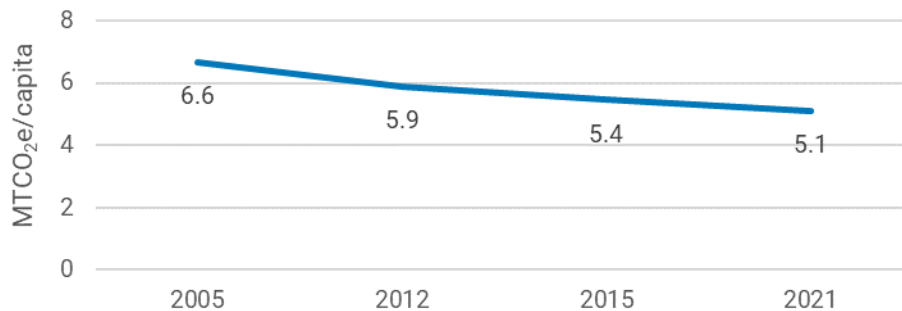
## – DRAFT

Prepared for the City of El Cerrito by Cascadia Consulting Group

### Summary of Findings

In 2021, El Cerrito's residents, businesses, and visitors generated **132,223** metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e), approximately **5.12** MTCO<sub>2</sub>e per capita. As shown in Figure 1, since 2005, El Cerrito's communitywide emissions per capita have declined by 23%.

*Figure 1. Communitywide emissions per capita over time.*



Since the City's initial greenhouse gas inventory was performed in 2005, calculation methodologies and data availability has changed significantly. To account for these changes, several emission sources from the City's previous inventories have been updated to align with the 2021 inventory.

- Transportation was the largest source of 2021 communitywide emissions (responsible for 51% of total emissions), followed by energy (34%).
- The remaining emissions came from refrigerants (11%), solid waste (4%), and wastewater (<1%).
- Total communitywide emissions decreased **11%** from 2005 to 2021.
- Energy emissions decreased the most between these years (**-41%**), due mainly to El Cerrito's community transitioning to Marin Clean Energy, which uses cleaner energy sources for electricity generation.

Figure 2 and Figure 3 show total communitywide emissions by source for 2005, 2012, 2015, and 2021.

Figure 2. Total communitywide greenhouse gas emissions over time.

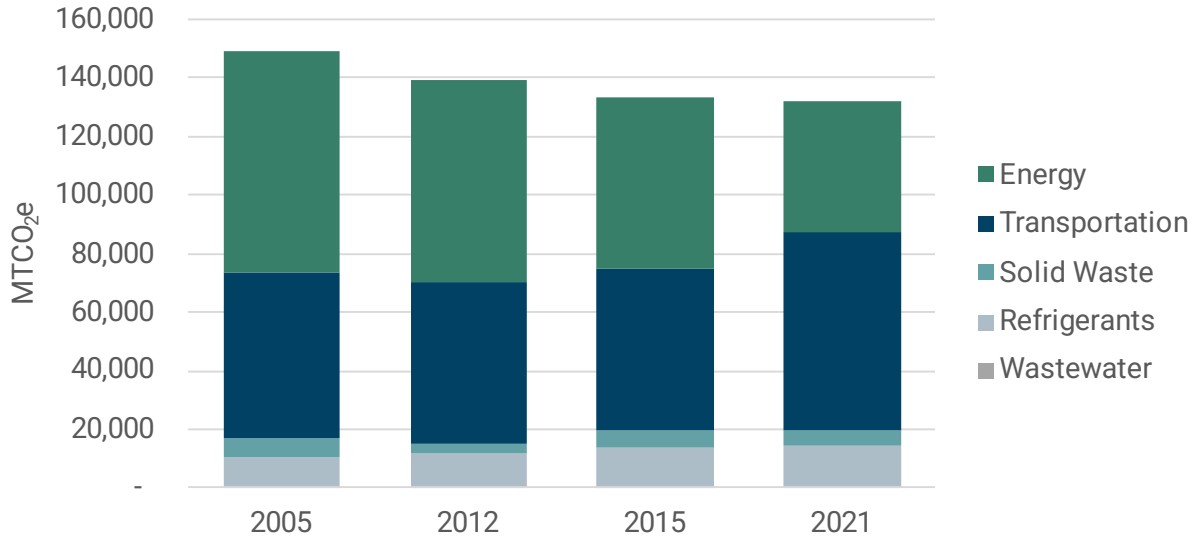
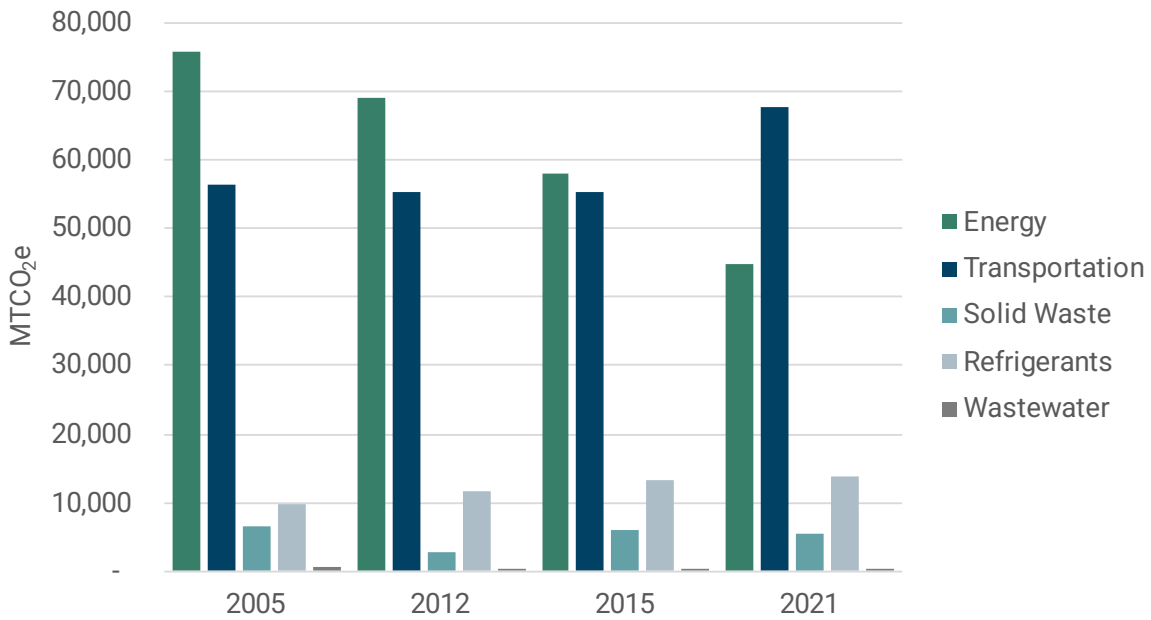


Figure 3. Communitywide GHG emissions over time, broken out by source.



In 2021, the City of El Cerrito’s **municipal operations** produced 1,665 MTCO<sub>2</sub>e in 2021, equivalent to approximately **9.94 MTCO<sub>2</sub>e** per employee.

- The City’s vehicle fleet was the largest source of 2021 emissions produced by the City operations (responsible for 35% of total emissions), followed by energy (27%).
- The remaining emissions came from employee commuting (22%), solid waste generation (9%), refrigerant consumption (4%), and business travel (2%).
- From 2005 to 2021, municipal emissions decreased **30%**.

Figure 4 and Figure 5 show total municipal emissions by source for 2005, 2016, and 2021.

Figure 4. Total municipal greenhouse gas emissions over time.

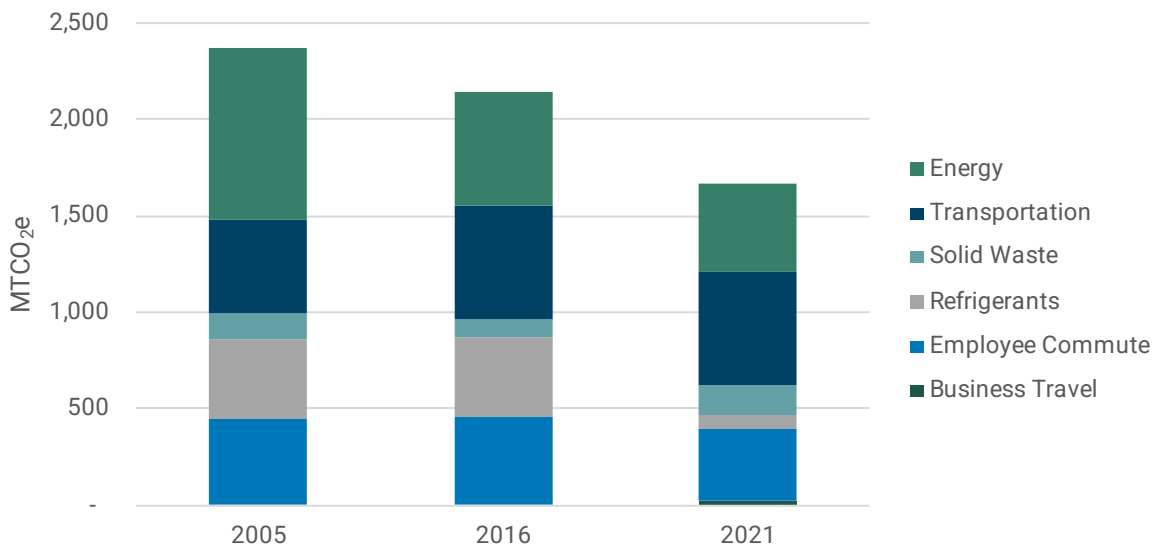
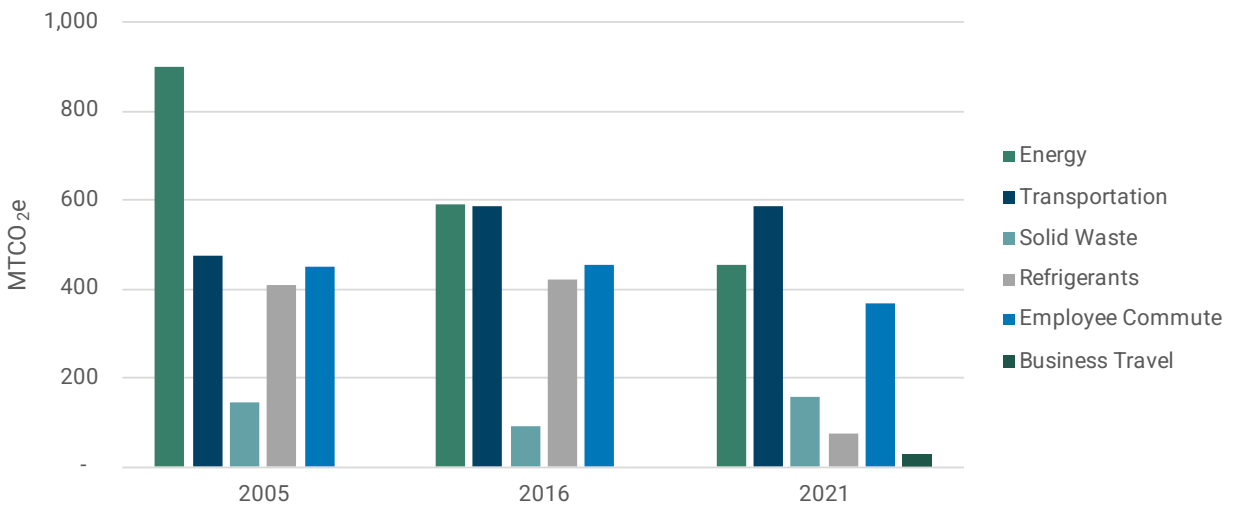


Figure 5. Municipal GHG emissions over time, broken out by source.



## Inventory Results & Trends

### Communitywide Emissions

#### Energy

In 2021, El Cerrito’s residents, businesses, and visitors generated **44,962 MTCO<sub>2</sub>e** from energy consumption.

- Electricity in El Cerrito is provided by Pacific Gas & Electric (PG&E) and Marin Clean Energy (MCE). PG&E also provides natural gas to the El Cerrito’s community.
- Propane emissions from City-owned equipment are included in this analysis, but propane consumed by El Cerrito’s residents, businesses, and visitors was considered to be an insignificant source of emissions and was excluded from this analysis.

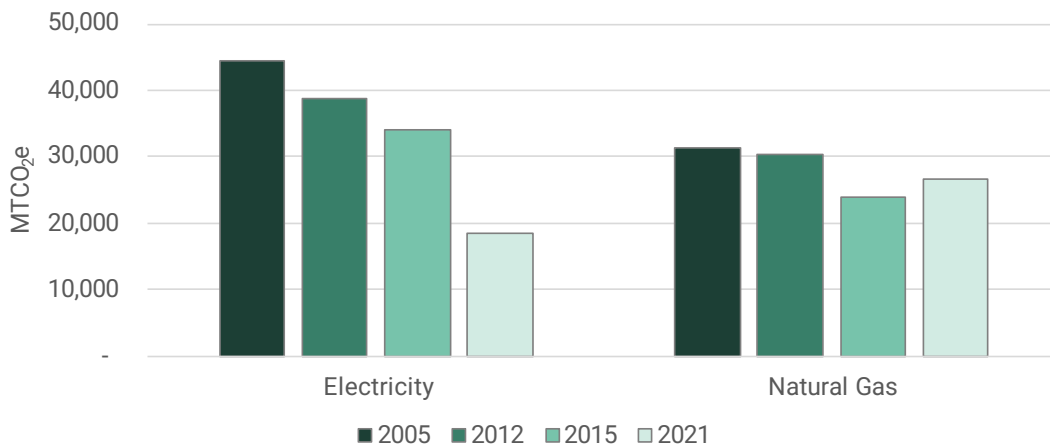
#### Trends

From 2005 to 2021, emissions from energy **decreased 41%**. This decrease was due to a variety of factors, including primarily the community’s transition to Marin Clean Energy (MCE) as the default electricity provider, a transition by PG&E to cleaner energy over time, a high percentage of El Cerrito residents that have opted-up to 100% renewable energy, and the community’s participation in receiving Direct Access electricity from PG&E.

When El Cerrito began a partnership with MCE in June 2015 in an effort to provide cleaner power to residents and businesses, the community quickly transitioned to MCE electricity, with ~37% of electricity consumed in 2015 sourced from MCE. This trend continued through 2021, in which 39% of the community’s energy was provided by MCE.

The decreases in electricity and natural gas emissions are shown below in Figure 6.

*Figure 6. Communitywide electricity and natural gas emissions over time.\**



\*Propane emissions were excluded from this figure because they were too small to be seen.

#### Methodology & Notes

Direct Access (DA) energy consumption was added to El Cerrito’s 2005, 2012, and 2015 inventories during the 2021 inventory process. Direct access electricity is retail option in which

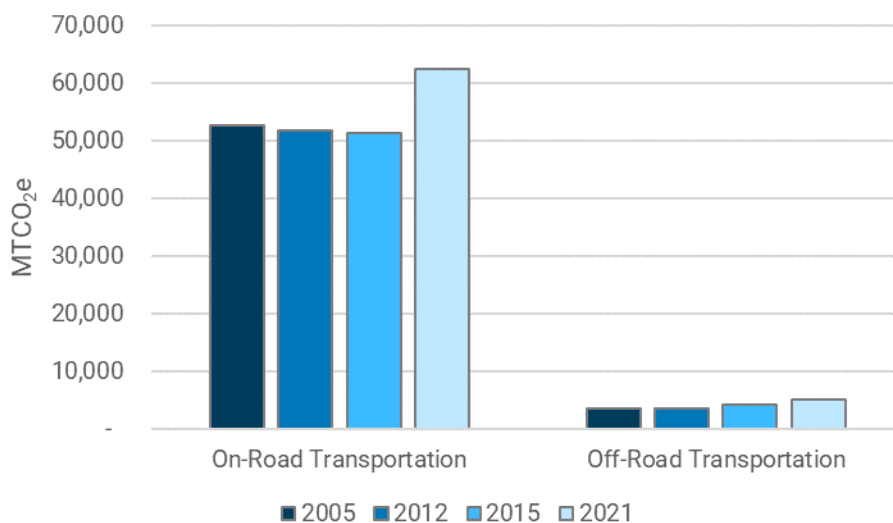
customers may purchase electricity from a third-party energy provider, and is transmitted through another utility. In El Cerrito, Direct Access electricity is transmitted through PG&E, but comes from another Electric Service Provider. As of 2023, when this GHG inventory was completed, 18 different electricity providers held Direct Access contracts with PG&E.

2015 DA consumption was measured by Pacific Gas and Electric, and 2012 and 2005 consumption were estimated based on El Cerrito's kWh per capita consumption in 2015.

## Transportation

In 2021, El Cerrito's residents, businesses, and visitors generated **67,736 MTCO<sub>2</sub>e** from transportation. Transportation emissions in El Cerrito included emissions generated from on-road vehicles and off-road equipment and vehicles, such as those used in construction or recreation. The increases in emissions from transportation over time are shown below in Figure 7.

Figure 7. Communitywide on- and off-road emissions over time.



### Trends

From 2005 to 2021, emissions from transportation **increased 20%**. This increase was primarily due to an increase in vehicle miles traveled, likely due in part to El Cerrito's growing population.

### Methodology & Notes

#### On-Road

- California highway data was unavailable for 2021, so 2018, 2019, and 2020 VMT was used to estimate 2021 VMT. This data was scaled based on population growth and adjusted to account for the impacts of COVID-19 on travel patterns.

#### Off-Road

- Off-road emissions were added to El Cerrito's 2005, 2012, and 2015 inventories as a new emission source during the 2021 inventory process.
- Emissions from off-road vehicles and equipment were calculated using California Air Resources Board's (CARB) EMFAC2021 model. City staff and consultants selected

which vehicle and equipment types were included in this analysis, to ensure that it most accurately reflected El Cerrito’s off-road profile. This analysis includes the following categories of vehicles and equipment for each inventory year:

- Construction and Mining
- Lawn and Garden
- Light Commercial
- Portable Equipment
- Recreational (golf carts only)
- Transport Refrigeration Unit

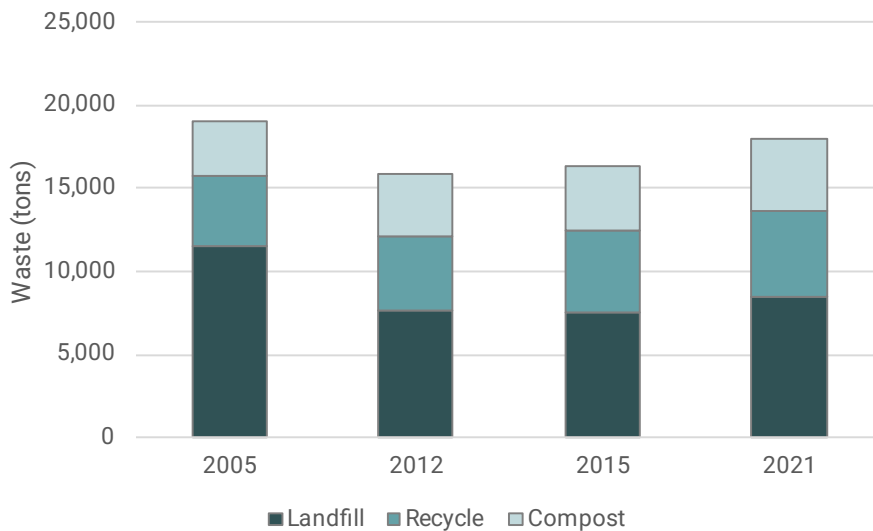
## Solid Waste

In 2021, El Cerrito’s residents, businesses, and visitors generated **5,300 MTCO<sub>2</sub>e** from solid waste.

### Trends

From 2005 to 2021, emissions from solid waste decreased **20%**. This decrease was primarily due to changes in waste characterization. While total waste tonnage only decreased by 6% from 2005 to 2021, the tonnage of landfilled waste decreased by 26%, while recycled and composted waste increased by 21% and 33% respectively, show in Figure 9 below.

*Figure 8. Communitywide waste generation by type, over time.*



### Methodology & Notes

Republic Services provided landfill and compost data, and City of El Cerrito's Recycling Center and Napa Recycling Center provided recycling data. Communitywide solid waste emissions include fugitive emissions from landfilled and composted waste, in addition to transportation-related emissions from waste that is landfilled, recycled, and composted.





## Refrigerants

In 2021, El Cerrito's residents, businesses, and visitors generated **13,918 MTCO<sub>2</sub>e** from refrigerants. Refrigerants are used in freezers, chillers, building and facility air conditioning, and heat pumps and produce emissions through manufacturing and leakage.

### Trends

From 2005 to 2021, emissions from refrigerants increased **42%**. Emissions from refrigerants were scaled from national data, so this estimated increase may not accurately reflect El Cerrito's refrigerant consumption; however, it is the most reliable source for this data. It is likely that this increase in emissions can be attributed to the United States' (and El Cerrito's) increasing population, as well as increasing heat in the past two decades. As a result, it is expected that increasing emissions from the use of refrigerants can be attributed to the additional use of equipment such as air conditioning units, often being used to combat excessive heat.

### Methodology & Notes

Previous inventory years did not include emissions from communitywide refrigerant use. These emissions were calculated for El Cerrito's 2005, 2012, and 2015 inventories during the 2021 inventory process using population data and nationwide emissions from refrigerants, reported by the U.S. Environmental Protection Agency.

## Wastewater

In 2021, El Cerrito's residents, businesses, and visitors generated **307 MTCO<sub>2</sub>e** from wastewater. El Cerrito's wastewater is processed by East Bay Municipal Utility District and Stege Sanitary District. The wastewater treatment process produces methane and nitrous oxide emissions from processes such as combustion of digester gas and treatment of wastewater without the use of nitrification.<sup>12</sup>

### Trends

From 2005 to 2021, emissions from wastewater decreased by **34%**. This decrease is likely due to improved treatment process technology which reduces emissions produced by treating the wastewater generated by El Cerrito's community.

### Methodology & Notes

El Cerrito's wastewater is collected by Stege Sanitary District (SSD) and treated by East Bay Municipal Utility District (EBMUD). It's estimated that approximately 70% of the water collected by SSD is generated within El Cerrito. Based on this, it is estimated that approximately 3.6% of the gallons of wastewater treated by EBMUD in 2021 could be attributed to El Cerrito.

<sup>1</sup> Wastewater is collected by Stege Sanitary District (SSD), which is located in El Cerrito. The electricity associated with collection of El Cerrito's wastewater is accounted for in the commercial electricity sector.

<sup>2</sup> Emissions from conveyance of potable water were excluded from this analysis due to lack of data certainty. In 2015, these emissions made up approximately 0.2% of community emissions.



## Municipal Emissions

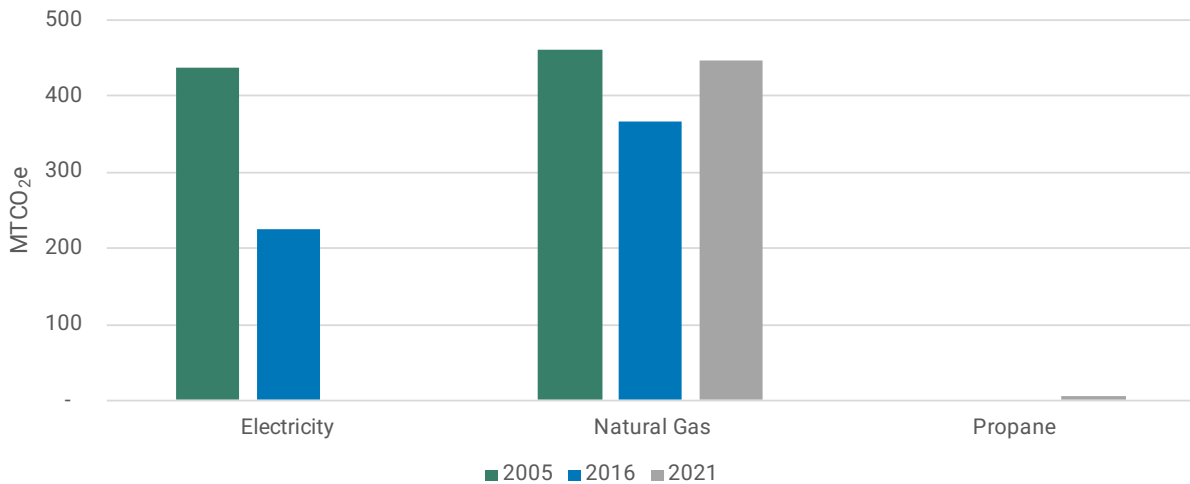
### Energy

In 2021, the City of El Cerrito’s municipal operations generated **452** MTCO<sub>2</sub>e from energy consumption, equivalent to **27%** of total City emissions. Electricity is supplied to the City by Marin Clean Energy through their Deep Green program, and natural gas is supplied to the City by Pacific Gas & Electric (PG&E), and the City also consumes propane through its operations.

#### Trends

From 2005 to 2021, the City’s energy emissions decreased by 50%. This decrease was primarily due to a 100% decrease in emissions from electricity as a result of transitioning all City accounts to MCE’s Deep Green program, which provides carbon-neutral electricity to its accounts. In addition, the City also decreased its natural gas consumption by 3% from 2005 to 2021, despite El Cerrito’s community’s growth, which often translates to increased consumption. Emissions by energy source are shown below in Figure 9.

Figure 9. Municipal energy emissions over time.



#### Methodology & Notes

- Propane has not previously been included in the City’s greenhouse gas inventories but is a relevant source of emissions from stationary combustion, so it has been included in the 2021 update.

### Vehicle Fleet

In 2021, the City of El Cerrito’s municipal operations generated **585** MTCO<sub>2</sub>e from the City’s on- and off-road fleet. The City’s fleet was the largest source of emissions, generating **35%** of total municipal emissions.



Trends

From 2005 to 2021, the City’s fleet emissions increased 23%, aligning with a 21% increase in total fuel consumption. While these emissions experienced an increase between 2005 and 2021, it should be noted that the entirety of this increase occurred between 2005 and 2016.

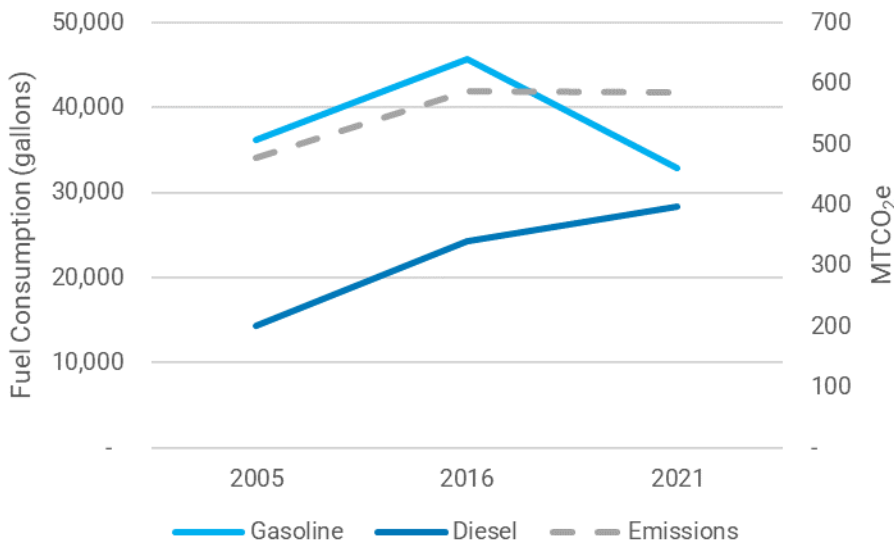
From 2016 to 2021, emissions from the City’s fleet remained almost constant, decreasing by <1%, despite changes to the City’s fuel consumption profile. From 2005 to 2021, the City’s gasoline consumption decreased by 9%, while diesel consumption increased by 97%. These changes in City’s fuel consumption and respective increase in emissions are shown in Figure 10 below.

**Transition to Renewable Diesel**

In the summer of 2023, the City intends to transition its current diesel fleet vehicles to operating on renewable diesel. The benefits of renewable diesel are still being studied, however, it is thought that the use of renewable diesel can reduce emissions by an average of 65%, compared to the use of petroleum diesel.<sup>3</sup>

If the City transitioned its 2021 diesel fleet to renewable diesel, this would reduce the City’s emissions by approximately 190MTCO<sub>2</sub>e.

Figure 10. City fleet fuel consumption and associated emissions over time.



Methodology & Notes

- While the City’s 2005 and 2016 GHG inventories estimated CO<sub>2</sub> emissions from fuel consumption, the 2021 inventory includes emissions from CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O from fuel consumption. Therefore, it is expected that the City’s previous inventories are slightly underestimating emissions from fuel consumption in fleet vehicles.

<sup>3</sup> [Alternative Fuels Data Center: Renewable Diesel \(energy.gov\)](https://www.energy.gov/alternative-fuels-data-center/renewable-diesel)

## Employee Commute & Business Travel

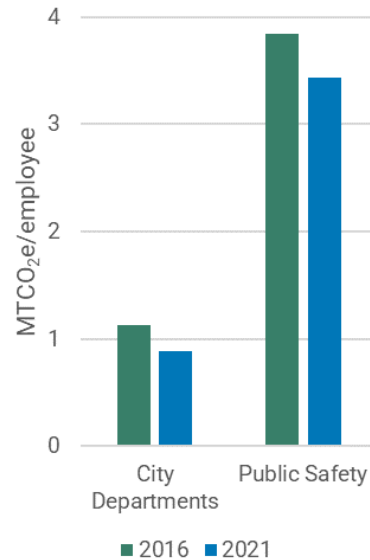
In 2021, business travel and employee commuting by City staff generated **396** MTCO<sub>2</sub>e, approximately **22%** of total municipal emissions. Of these emissions, 369 MTCO<sub>2</sub>e were produced by commute trips, while only 27 MTCO<sub>2</sub>e were generated from business travel.

### Trends

From 2005 to 2021, the City's employee commute emissions decreased by 18%. This decrease is likely due to a variety of factors, including improving fuel efficiency of vehicles, increased access to public transportation, and most notably for the 2021 inventory, decreased commuting as a result of COVID-19. The City now has a policy for many employees to work from home up to 2 days per week if their job allows. According to the City's 2021 employee commute survey, 59% of employees reported commuting less than 5 times per week, indicating that these employees work from home at least one day per week.

By analyzing commuting patterns from 2016 and 2021 by department, it was revealed that the employees classified as "Public Safety," which includes the Fire and Police departments, consistently produce more emissions per employee than the City's other departments. This is expected due to the in-person nature of many of the duties required by these departments. From 2016 to 2021, emissions per employee in the Public Safety department decreased by 11%, while emissions from other departments including in the "General Government" category (City Clerk, City Manager, Finance, and Information Technology), and the Community Development, Public Works, and Recreation departments, declined by 22%.

*Figure 11. Employee commute emissions per employee from 2016 to 2021.*



### Methodology & Notes

- Data for these calculations is collected through an employee commute survey, which relies on employee participation and accuracy. As a result of lack of participation, data has been scaled by department to estimate the total commuting impact of all staff members.
- The City's 2005 and 2016 municipal inventories did not include emissions from business travel. 2021 business travel data was collected through the employee commute survey, asking employees to identify how many trips they made for business purposes in 2021, as well as how they travelled, and how many miles they travelled.

## Solid Waste

In 2021, the City of El Cerrito's municipal operations generated **158** MTCO<sub>2</sub>e from solid waste, equaling **9%** of total municipal emissions.



## Trends

From 2005 to 2021, the City's solid waste emissions increased 11%. This increase was primarily due to a 46% increase in solid waste produced from 2005 to 2021.

## Methodology & Notes

- In 2016, the City only accounted for emissions from landfilled waste, rather than including emissions from recycled and composted waste. The 2021 inventory includes emissions from all three sources, which demonstrated a significant increase in emissions. When comparing the City's emissions from landfilled waste, the City's emissions from landfilled waste increased by ~7%. This increase is likely due to differing methodology, as the tons of waste generated by the City and disposed of in a landfill decreased by 5% from 2016 to 2021.

## Refrigerants

In 2021, the City of El Cerrito's municipal operations generated **74** MTCO<sub>2</sub>e from refrigerants, approximately **4%** of the City's total operational emissions.

## Trends

From 2005 to 2021, the City's emissions from refrigerants emissions decreased 81%. This decrease was primarily due to an 88% reduction in emissions from stationary refrigerants (which is likely due to methodology changes), despite a 134% increase in mobile refrigerants. This significant increase in mobile refrigerants largely occurred from 2005 to 2016 and is expected to be from changes in the City's fleet profile, such as additions of new vehicles.

## Methodology & Notes

- Previous municipal inventories may have overestimated the refrigerant amounts consumed by stationary units. These inventories applied more conservative estimates for refrigerant capacity, per guidance from the Local Government Operations Protocol. The 2021 inventory applied more realistic capacities, sourced from actual equipment labels, in combination with desktop research.
- Emissions from stationary refrigerants were calculated using actual equipment data where available, and best estimates of refrigerant capacity compared to similar equipment, when actual data labels were unavailable.

## Draft Strategies

Focus Areas		Strategies	# of Actions
BE	Buildings & Energy	Use less energy. Use cleaner energy sources. Build more sustainably.	14
T	Transportation	Drive less. Drive cleaner vehicles.	12
CW	Consumption & Waste	Reduce waste generation and improve waste diversion.	5
WNS	Water & Natural Systems	Increase and promote healthy urban tree canopy and carbon sequestration. Protect water quality and supply. Wildfire education, prevention, and response. Support local biodiversity.	8
CRAE	Community Resilience, Adaptation, & Education	Increase community resilience and capacity to respond to climate impacts. Promote climate and environmental awareness and education. Prioritize equity in implementing climate resilience.	9
MP	Municipal & Policy	Implement the CAAP, while prioritizing equity in implementation of all CAAP strategies.	4

## DRAFT Strategy & Action List

Focus Area	Action ID	Strategy	Action Short Name	Action Description
BE	BE1.1	Use cleaner energy sources	MCE default	Implement a policy to default all existing El Cerrito electricity customers to MCE's Deep Green electricity service, which provides 100% renewable energy. Customers can opt out, if desired.
BE	BE1.2	Use cleaner energy sources	Community solar	In partnership with MCE, plan for and solicit community solar projects and microgrids to support community resilience. Provide financial incentives and technical assistance to support the development of community solar projects, streamline permitting where possible, and prioritize storage systems to ensure community solar could be used during outages.
BE	BE1.3	Use cleaner energy sources	On-site solar and energy storage at City facilities	Continue installing and upgrading on-site solar PV systems with energy storage at City facilities, using resources from BayREN and other regional energy networks and partners. Identify and prioritize buildings and facilities that a) may need backup energy during outages, and b) provide essential City services during extreme weather events.
BE	BE1.4	Use cleaner energy sources	Community building electrification	In collaboration with BayREN and MCE, implement residential, multifamily, and low-income building electrification programs and associated outreach and education. <ul style="list-style-type: none"> <li>- Consider developing an incentive/rebate match program.</li> <li>- Focus outreach and education on lower-income or more vulnerable communities (i.e., sensitive populations for whom indoor air quality issues have more damaging effects).</li> <li>- Facilitate community-led education and resource sharing. Encourage and support community workshops and demonstrations (e.g., electric home show) by individuals and local organizations.</li> </ul>
BE	BE1.5	Use cleaner energy sources	City building electrification	Transition City building and facilities to electric systems, including the El Cerrito Swim Center swimming pool heating. <ul style="list-style-type: none"> <li>- Identify and prioritize buildings and facilities that a) currently consume large amounts of natural gas or other fossil fuel-based energy sources, and b) are candidates for relatively simple or quick electrification upgrades and retrofits.</li> <li>- Implement this action in conjunction with Action BE1.3 to install solar systems and address energy storage.</li> </ul>
BE	BE1.6	Use cleaner energy sources	Refrigerants management	Reduce emissions from refrigerants. <ul style="list-style-type: none"> <li>- Prioritize low carbon refrigerants and proper disposal in City operations.</li> <li>- Replace outdated refrigerants with alternate refrigerants with lower global warming potentials in City operations.</li> <li>- Support businesses to be more efficient with and reduce emissions from refrigerants.</li> </ul>
BE	BE1.7	Use cleaner energy sources	Real Property Transfer Tax (RPTT) rebate update	Change the Real Property Transfer Tax (RPTT) rebate so that it no longer offers subsidies for efficient gas appliances, and does not qualify any gas appliances for the rebate. Additionally, update qualifying work to include rebates for resilience upgrades, wildfire hardening, all-electric appliances, and other climate mitigation or adaptation activities.
BE	BE1.8	Use cleaner energy sources	All-electric buildings	Adopt an ordinance requiring all-electric buildings in new construction and significant remodels.
BE	BE1.9	Use cleaner energy sources	Outdoor seating natural gas ban	Adopt an ordinance that phases in a citywide ban on natural gas and propane use for outdoor seating at all restaurants and establishments.

BE	BE2.1	Use less energy	Energy efficiency upgrades	<p>Support communitywide energy efficiency upgrades.</p> <ul style="list-style-type: none"> <li>- Leverage existing programs and funding sources to support energy efficiency retrofits at City facilities, schools, and large commercial and multifamily buildings.</li> <li>- Key retrofits might include improved insulation and weatherization, installation of more efficient appliances (EnergyStar rated (or equivalent)), and use of smart appliances like programmable thermostats and lighting-control devices like light timers, motion sensors, and dimming technologies.</li> </ul>
BE	BE2.2	Use less energy	Energy assessments and benchmarking	<p>Develop and implement an ordinance and program to require energy assessments and benchmarking in existing buildings that are not covered by the State's Building Energy Benchmarking Program.</p> <ul style="list-style-type: none"> <li>- Explore Berkeley's BESO model.</li> <li>- Require energy assessments at time of sale, and at more regular intervals for large buildings.</li> <li>- Require energy benchmarking at regular intervals for large buildings.</li> <li>- Provide funding/incentives to support energy efficiency and electrification upgrades at time of sale, time of replacement, and time of renovation.</li> </ul>
BE	BE3.1	Build more sustainably	Embodied carbon in building materials	<p>Reduce embodied carbon in building materials, exploring Marin County's low carbon concrete ordinance as a model. Provide incentives for sustainable building practices and materials, and facilitate information sharing and training for contractors/developers on low-carbon building materials.</p>
BE	BE3.2	Build more sustainably	ADU and tiny house permitting	<p>Enable easier and less costly permitting and code requirements for ADUs and tiny houses.</p> <ul style="list-style-type: none"> <li>- Determine a square footage to be eligible.</li> <li>- Explore alternative seismic capable hold downs that aren't traditional foundation designs.</li> <li>- Explore "off grid" tiny houses and ADUs without all utility connections.</li> <li>- Explore providing guidelines for composting toilets and greywater for an ADU to avoid costly/complex sewer connections.</li> <li>- Explore allowing solar/battery electric service with no grid connection.</li> <li>- Explore allowing rainwater catchment and filtering for domestic water in ADUs and tiny houses.</li> <li>- Prohibit new gas connections to ADUs.</li> <li>- Incentivize ADU access to EV charging capabilities.</li> </ul>
BE	BE3.3	Build more sustainably	Long-term Plan	<p>Develop a long-term plan for transitioning the existing built infrastructure in the community to use 100% (renewable) electricity</p>
T	T1.1	Drive cleaner vehicles	EV ordinance	<p>Implement an EV charging/readiness ordinance requiring a minimum percentage of EV chargers to be installed for new developments, major remodels, or parking expansions that exceeds current code requirements.</p>



T	T1.2	Drive cleaner vehicles	Public EV charging	<p>Develop an EV Infrastructure Plan to implement expanded public EV charging in both residential and commercial areas.</p> <ul style="list-style-type: none"> <li>- Consider providing grants to fund and incentivize charging installations on commercial properties and multifamily buildings.</li> <li>- Work with MCE to develop and implement a City match program to provide greater incentives and rebates for charger installations.</li> <li>- Explore the feasibility of curbside charging.</li> <li>- Develop a policy for residential charging on the right-of-way.</li> <li>- Explore partnerships with third-party charging station providers to reduce costs.</li> <li>- On commercial properties, focus on supporting businesses in transitioning their fleet to EVs.</li> <li>- Identify optimal sites for chargers.</li> <li>- Consider Smart Charging technologies.</li> </ul>
T	T1.3	Drive cleaner vehicles	EV charging at City facilities	<p>Install EV charging stations at City facilities for City and public use</p> <ul style="list-style-type: none"> <li>- For City use, prioritize sites where fleet vehicles can charge overnight (e.g., Public Safety Building, Corp. Yard, etc.)</li> <li>- For public use, prioritize facilities and sites that are most accessible or most frequently visited by the community, such as the Community Center, City Hall, and the Library.</li> </ul>
T	T1.4	Drive cleaner vehicles	City fleet electrification	<p>Transition City fleet vehicles to electric, in conjunction with Action T1.3.</p> <ul style="list-style-type: none"> <li>- Inventory existing fleet vehicles.</li> <li>- Develop a fleet transition plan; prioritize vehicle types with highest annual VMT and lowest fuel efficiency.</li> <li>- Research electric options for heavy-duty vehicles and off-road equipment</li> </ul>
T	T1.5	Drive cleaner vehicles	EV education and outreach	<p>Develop and implement an educational campaign focused on electric vehicle adoption.</p> <ul style="list-style-type: none"> <li>- Promote existing incentives and rebates for EV purchases.</li> <li>- Provide resources and education specifically for lower-income residents.</li> <li>- Partner with CBOs to develop and implement the program.</li> </ul>
T	T1.6	Drive cleaner vehicles	Gas-powered leaf blower ban	<p>Implement a ban on gas-powered leaf blowers, and consider options for banning other gas-powered off-road equipment, such as vehicles and equipment used in construction, landscaping, and recreation. Provide financial support for electric landscaping tools.</p>
T	T2.1	Drive less	Active transportation	<p>Support and plan for increased active transportation.</p> <ul style="list-style-type: none"> <li>- Update the 2016 Active Transportation Plan.</li> <li>- Identify gaps and challenges in the active transportation network.</li> <li>- Expand protected sidewalks and bike lanes.</li> <li>- Reduce the area of public right-of-way dedicated to vehicle traffic and parking and increase the area dedicated to other modes and active uses.</li> <li>- Explore parking restrictions or other strategies for reducing parking demand.</li> <li>- Establish temporary and permanent car-free zones.</li> </ul>

T	T2.2	Drive less	Bike access, parking, and charging	<p>As part of Action T2.1, encourage use of and access to bikes and improve bike parking and charging.</p> <ul style="list-style-type: none"> <li>- Assess current citywide bike parking and e-bike charging and plan for expansion of parking and charging stations, prioritizing BART stations, other transit hubs, and commercial areas.</li> <li>- Add bike parking (if needed) and e-bike charging at key City buildings.</li> <li>- Promote existing e-bike incentives and rebates.</li> <li>- Create and implement an e-bike incentive or rebate program, prioritizing lower-income residents.</li> </ul>
T	T2.3	Drive less	Shared-use mobility program	<p>Pilot a shared-use mobility program with bikes, e-bikes, and e-scooters, to support Actions T2.1 and T2.2.</p> <ul style="list-style-type: none"> <li>- Provide outreach and education about the program.</li> <li>- Subsidize costs for lower-income residents.</li> <li>- Explore potential partnerships with third party companies and programs.</li> </ul>
T	T2.4	Drive less	Transit-oriented development	<p>Support and plan for transit-oriented development.</p> <ul style="list-style-type: none"> <li>- Maximize the potential of transit hubs (especially BART) by increasing density of services and commerce in those areas.</li> <li>- Build off the work of the San Pablo Avenue Specific Plan and explore options to amend the zoning code to require higher density development in strategic locations.</li> </ul>
T	T2.5	Drive less	Public transit improvements	<p>Work with public transit agencies to improve access and options.</p> <ul style="list-style-type: none"> <li>- Evaluate and modify existing routes for increased reliability and frequency.</li> <li>- Explore demand for new routes.</li> <li>- Expand and promote subsidized or discounted transit passes or programs.</li> </ul>
T	T2.6	Drive less	City staff commute reduction	<p>Reduce City staff commuting emissions.</p> <ul style="list-style-type: none"> <li>- Explore opportunities for expanding telework policy and promote flexible schedule options.</li> <li>- Provide and promote incentives for using active transportation, rideshares, or public transit.</li> <li>- Provide workplace EV charging.</li> <li>- Create municipal bicycle fleet for employee trips.</li> <li>- Catalog and reduce business air travel.</li> </ul>
CW	CW1.2	Reduce waste generation and improve waste diversion	Recycling and composting education	<p>Explore opportunities for expanding existing recycling and compost education programs. Provide educational materials and technical assistance to businesses, building owners, and community members about recycling and composting. Partner with CBOs and schools to promote education and outreach.</p>
CW	CW1.4	Reduce waste generation and improve waste diversion	Reuse and waste reduction programs and local businesses	<p>Support community reuse and waste reduction programs and local businesses through funding, financial incentives, education, and outreach. Examples of programs may include local "Buy Nothing" groups, tool lending libraries, food banks, and food rescue and recovery programs and partnerships. Promote local businesses and, when feasible, conduct City operations through local businesses and suppliers.</p>

CW	CW1.5	Reduce waste generation and improve waste diversion	Climate-friendly food	<p>Reduce emissions and negative environmental impacts from food.</p> <ul style="list-style-type: none"> <li>- Develop and implement a personal food education campaign, promoting understanding of food emissions and encouraging low-carbon food choices.</li> <li>- Reduce meat and dairy at City events.</li> <li>- Explore the Coolfood Pledge and C40 Good Food Cities Declaration for ideas on more climate-friendly food.</li> <li>- Explore the feasibility of developing a GHG labeling program for food on restaurant menus.</li> <li>- Explore the feasibility of supporting farmers' markets</li> <li>- Develop and implement a food waste education campaign.</li> </ul>
CW	CW1.6	Reduce waste generation and improve waste diversion	Environmentally Preferable Purchasing Policy update	<p>Update the City's Environmentally Preferable Purchasing Policy to include the following elements:</p> <ul style="list-style-type: none"> <li>- Add "climate" to the title and incorporate GHG reduction considerations into all purchasing policies.</li> <li>- Prohibit purchase of gas appliances for City facilities (including the replacement of existing gas appliances).</li> <li>- Adopt a fleet vehicle policy that transitions as quickly as feasible to an all-electric fleet. Include exceptions for vehicle classes for which there are no available options at a feasible life-cycle price. When all-electric is not feasible, require purchase of a more fuel-efficient vehicle than the vehicle being replaced. Factor in life-cycle fuel and maintenance costs to the cost analysis of electric versus fossil fuel vehicles at the time of purchase.</li> <li>- Procure high-quality renewable diesel for the central tank supplying all diesel fleet vehicles. Use this only for existing vehicles and replacement vehicles without feasible electric options.</li> <li>- Develop guidelines for purchase of low-carbon concrete.</li> </ul>
CW	CW1.7	Reduce waste generation and improve waste diversion	Recycling Center	Continue to expand offerings at the El Cerrito Recycling + Environmental Resource Center
WNS	WNS1.1	Increase and promote healthy urban tree canopy and carbon sequestration	Natural Area Maintenance and Carbon sequestration	<p>Integrate natural carbon sequestration measures into the Hillside Natural Area Fire Resilience and Forest Conservation Management Plan (under development) while also promoting wildfire resilience. Optimize for maximum possible carbon sequestration and explore opportunities for verified (credited) carbon sequestration. Leverage methods and tools (e.g., TreeKeeper) to track carbon sequestration in the urban landscape.</p>
WNS	WNS1.2	Increase and promote healthy urban tree canopy and carbon sequestration	Tree planting	<p>Develop and implement an urban tree planting program.</p> <ul style="list-style-type: none"> <li>- Partner with CBOs and schools for outreach, education, volunteer recruitment, and decision-making on tree planting locations. Prioritize areas that experience extreme heat, have existing environmental or health disparities, or are frequently used by the community (churches, schools, playgrounds, etc.).</li> <li>- Develop and implement programs to plant Miyawaki forests at schools and City properties.</li> <li>- Partner with and use resources from the Green Pocket Forests initiative.</li> <li>- Prioritize tree planting in urban heat island areas.</li> <li>- Prioritize diversity in native tree species and tree age.</li> <li>- Require street trees at sale of house.</li> <li>- Pair this action with Action WNS1.3, tree maintenance, to ensure trees remain healthy.</li> <li>- Set a target for tree canopy increase (e.g., increase tree canopy cover (33% current cover) 10% by 2030).</li> </ul>

WNS	WNS1.3	Increase and promote healthy urban tree canopy and carbon sequestration	Tree maintenance	Develop and implement an urban tree canopy maintenance program that provides sufficient irrigation and consistent and quality maintenance for urban trees to mitigate the impacts of heat stress and high fluctuations in precipitation from year-to-year. Prioritize native trees that are drought-tolerant to reduce water consumption for irrigation.
WNS	WNS2.1	Protect water quality and supply	Water conservation	Promote water conservation through the following actions: <ul style="list-style-type: none"> <li>- Public education and outreach and workshops on water conservation practices and benefits.</li> <li>- Provide incentives for native and drought-tolerant residential and commercial landscaping and removal of grass turf and lawns.</li> <li>- Enable easier permitting of graywater, non-potable water re-use, and composting toilet installations.</li> <li>- Retrofit plumbing systems to separate graywater and allow for on-site water reuse and non-potable plumbing (e.g., use graywater for flushing toilets).</li> <li>- Construct water collection and storage systems on City properties, where feasible, to expand back-up water supplies for landscaping.</li> </ul>
WNS	WNS2.2	Protect water quality and supply	Pervious surfaces	Increase area of pervious surfaces. <ul style="list-style-type: none"> <li>- Look for opportunities to create green stormwater infrastructure, building on the City's Green Infrastructure Plan, to install permeable pavement, bioswales, rain gardens, vegetated roofs, and other green infrastructure</li> <li>- Provide education and incentives for residents to install green infrastructure and/or to reduce impervious surfaces on private property</li> </ul>
WNS	WNS2.3	Protect water quality and supply	Stormwater infrastructure	Update the city's stormwater infrastructure to reflect projected increase in intensity of rainstorms and address deficiencies in condition and capacity, implementing the recommendations of the Storm Drain Master Plan (in progress)
WNS	WNS3.1	Wildfire education, prevention, and response	Outdoor fire and wood-burning ban	Consider temporary bans on outdoor fires and wood-burning fireplaces and stoves during high wildfire risk conditions, low air quality events, or on days meeting other specific criteria.
WNS	WNS3.2	Wildfire education, prevention, and response	Wildfire prevention	Improve wildfire prevention. <ul style="list-style-type: none"> <li>- Perform education and outreach on maintaining defensible space around structures to slow or halt the progress of fire.</li> <li>- Manage vegetation to reduce wildfire risk on City and private property, including in the Wildland Urban Interface/Intermix (WUI).</li> <li>- Facilitate community-led education and resource sharing. Encourage and support community workshops and demonstrations (e.g., wildfire prevention tactics in personal yards) by individuals and local organizations.</li> </ul>
CRAE	CRAE1.1	Increase community resilience and capacity to respond to climate impacts	Community gardens	Provide financial and technical support to the El Cerrito Community Garden Network, CBOs, and schools to expand and add community gardens throughout the city. Support the development of community gardens at community buildings, churches, and multi-family properties.

CRAE	CRAE1.2	Increase community resilience and capacity to respond to climate impacts	Climate resilience hubs	Create climate resilience hubs and conduct outreach to educate and inform the community about the hubs. Hubs will provide shelter from extreme heat, wildfire smoke, and other climate emergencies. - Locate hubs in accessible community facilities, such as City buildings, community centers, libraries, etc. - Explore opportunities with BayREN's Bay Area Resilient Libraries Network Initiative.
CRAE	CRAE1.3	Increase community resilience and capacity to respond to climate impacts	Urban Greening Plan	Implement the Urban Greening Plan to enhance public places and open spaces throughout the City. Open and green spaces provide cooling from heat and are linked to mental health and quality of life benefits.
CRAE	CRAE1.4	Increase community resilience and capacity to respond to climate impacts	Equitable climate preparedness	Develop and implement a program (or partner with existing programs) to provide climate preparedness resources to community members, including free or discounted air filter box fans or filter fan kits. Focus implementation on vulnerable populations and areas, and include education and resources for wildfire risk and prevention and extreme heat and wildfire smoke events. Conduct education and outreach to communities that have historically been excluded from government processes and provide avenues for their voices in decision-making processes. Ensure that resources to cope with, and adapt to, climate change are allocated equitably and focused on community groups that are most vulnerable to climate impacts. Ensure that the cost burden for each climate solution falls on those who can afford it. Expand and enhance Community Emergency Response Team (CERT) trainings that teach community members important skills needed to respond to a community emergency or disaster.
CRAE	CRAE1.5	Increase community resilience and capacity to respond to climate impacts	Adaptation and resilience education and incentives	Provide education and financial incentives and rebates for adaptation and resilience retrofits, upgrades, and projects on commercial and residential properties (e.g., installing green roofs, ceiling fans, heat pumps, and permeable pavement; reducing paved areas to address runoff and heat; planting drought-tolerant trees and plants).
CRAE	CRAE1.6	Increase community resilience and capacity to respond to climate impacts	Housing and food security	Invest in and promote programs that expand affordable housing and food security, including emergency housing and food programs for climate emergencies such as extreme heat events, flooding, and poor air quality days from wildfire smoke.
CRAE	CRAE2.1	Promote climate and environmental awareness and education	Public education on climate risks and resources	Collaborate with education-focused CBOs and schools to develop and implement climate and environmental education programs. Initiatives could include curriculum development focused on climate mitigation and adaptation, climate challenges or pledges, and school garden planning and development.
CRAE	CRAE2.2	Promote climate and environmental awareness and education	Climate dashboard	Develop a public-facing dashboard for key climate/sustainability metrics as part of the City's website. Include an outreach campaign to gain community buy-in.
CRAE	CRAE2.3	Promote climate and environmental awareness and education	Personal climate action	Promote and implement programs to empower residents to take climate action. - Implement the Cool Block Program. - Promote Cleaner Contra Costa Challenge or adapt the program for El Cerrito. - Promote carbon footprint calculators.
MP	MP1.1	Implement the CAAP	Interdepartmental task force	Create an interdepartmental task force of City staff to regularly meet and collaborate on the integration of climate action into routine business practice and all areas of the City.

MP	MP1.2	Implement the CAAP	City staff capacity	Increase City staff capacity for climate work. This might include funding positions such as an Environmental Analyst, Climate Action Implementation lead, CivicSpark Climate Fellow, and/or volunteer coordinator.
MP	MP1.3	Implement the CAAP	Funding and coordination	Strengthen and expand regional alignment in climate planning and access more funding. <ul style="list-style-type: none"> <li>- Coordinate with Richmond and the County to access more funding.</li> <li>- Research, leverage, and partner with regional/county programs, resources, and incentives.</li> <li>- Consider joining BayCAN Adapt or similar groups</li> <li>- Research federal, state, and regional funding opportunities, including the Inflation Reduction Act (IRA).</li> </ul>
MP	MP1.4	Implement the CAAP	Local Funding	Research options and opportunities to develop a dedicated local funding stream for climate action and adaptation efforts that could fund staff and projects to meet the goals of the CAAP.

# of actions

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## DRAFT MCA Criteria

Criteria	Guiding Questions	Scoring	Weight
Cost	How much will the action cost the City and/or community in the near- or long-term? Who would bear the costs?	1: High costs to City and/or community 3: Medium costs to City and/or community 5: Low costs to City and/or community	20%
Impact	Will the action result in considerable GHG emission reductions or adaptation impacts? Over what timeframe?	1: Low to no GHG impact 3: Medium GHG impact starting quickly or high GHG impact starting years from now 5: High GHG impact starting quickly	35%
Alignment	Would the action align with and support goals and priorities in other City planning documents (e.g., Strategic Plan, prior CAP)?	1: Low to no alignment with other stated goals and priorities in City plans 3: Medium alignment with other stated goals and priorities in City plans 5: High alignment with other stated goals and priorities in City plans (action clearly and directly supports goals in more than 1 other City plan)	10%
Visibility/ Leadership	Would the action provide a visible demonstration of City leadership that would help inspire community action and interest in the climate action and adaptation planning process?	1: Low to no visibility (community would not see action) 3: Medium visibility (community might see action) 5: High visibility (community would see action)	5%
Equity	Is the action equitable?	1: Harms racial or social equity and increases burden on marginalized groups 3: Neutral - no clear equity impacts 5: Advances racial or social equity and reduces burden on marginalized groups	20%
Co-benefits	Does the action realize other important co-benefits for the City or community?	1: No co-benefits 3: Some co-benefits (less directly supports at least 1 co-benefit) 5: High co-benefits (strongly achieves at least 1 co-benefit or supports multiple co-benefits)	10%

100%