



ECOS

ENVIRONMENTAL
♦ COUNCIL ♦
OF SACRAMENTO

Post Office Box 1526 | Sacramento, CA 95812-1526

October 12, 2021

City of Sacramento
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Sent via email

RE: City Council October 12, 2021 Agenda Item 23 - Climate Action Update
Summary, City of Sacramento Draft Climate Action and Adaptation Plan, Sept 2021

Thank you for the opportunity to comment on the Summary document. Please consider our comments on the next page.

Sincerely,

Ralph Propper,
ECOS President

The City of Sacramento has an opportunity to act as a climate leader for the state, and ECOS urges the City to accelerate its climate actions, that is, to design the CAAP for carbon neutrality in 2030. To combat the effects of climate change, it is not exaggeration to say that sooner is better.

ECOS suggests a series of public workshops on the transportation and land use components of the CAAP, among other things.

- 1) The summary document of the future Climate Action and Adaptation Plan (CAAP) is impressive because it is clearly written, with an obvious intention to be transparent. The same clarity of approach if carried into the CAAP itself will help not only City agencies but all sectors of the Sacramento City community buy into it, and its implementation.
 - The summary states clearly the connection between the future CAAP and the General Plan, with the CAAP as an implementing document of the General Plan that establishes greenhouse gas (GHG) emission goals and emissions reduction actions; and the General Plan as providing applicable regulatory and supporting policies.
 - Finally, the summary clearly lays out the GHG reduction numbers in tables and graphs that show progress on targets since 2010 through to its goal of carbon neutrality, before 2045. Unfortunately, the reductions fall short of the goal.
- 2) The summary document takes a pragmatic approach to climate action work. It prioritizes some early actions; mentions actual City budget allocations to implement early actions; addresses City staffing by noting recent hires and planning for additional staff. We suggest the CAAP be written as a complete, detailed, and realistic plan that treats this large endeavor like the megaproject that it is:
 - The County should conduct all-hands-on-deck sessions with staff and the community to let everyone know a new way of working and thinking is required.
 - The work should be divided into phases, with interim milestones, and with real cost estimates.
 - The work should be properly staffed, budgeted, funded, and bolstered with contingency plans.
- 3) The summary document rightly refers to the recommendations of the Mayors' Commission on Climate Change (MCCC) as key inputs to the CAAP and the City's GHG reduction measures. A few notes about the sectors:

Built Environment Sector –

- Infill growth is rightly included as a strategy for reducing GHG emissions from the built environment, in addition to clean energy. However, the CAAP should explain in narrative and show on maps the actions the City will take to “support infill growth to ensure that 90% of growth is in established and center/corridor communities and 90% is small-lot and attached homes by 2040” and it should explain the General Plan provisions that will prioritize infill growth.
- We suggest a more aggressive target for elimination of natural gas usage in existing buildings than 2045.
- Finally, we would expect a far more ambitious plan for City expenditures related to this sector than the \$280,000 mentioned for contract and consultant support.

Mobility –

- We support the strategies for reducing GHG emissions from the transportation sector that follow the MCCC's recommendation of a hierarchy of walking and bicycling first, then transit and shared mobility, then zero emission vehicles, however the CAAP should fully describe how the hierarchy will be implemented. The suggested miles of new bike lanes and lineal feet of new or repaired pedestrian infrastructure seem low, and the 2045 completion of "implementation of" bicycle and pedestrian master plans seems late.
- We suggest the CAAP include cordon pricing, that is, charging drivers to enter parts of the City, possibly by time of day/night to boost participation in and revenue for active transportation.
- We suggest the elimination of minimum parking requirements associated with land uses; use of real time market pricing for curb parking, and the host of other tools in The High Cost of Free Parking by Donald Shoup.

Waste –

- We appreciate the goal of reducing organic waste by 75% from 2014 levels by 2025 and ask what actions will be taken to achieve the goal.

Water and Wastewater –

- We support the mention of "conservation, greywater reuse, and stormwater management measures can further reduce the amount of electricity needed by decreasing water demand" and we suggest the City implement a new ordinance requiring greywater reuse for new construction.