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UPDATED

TO: **HONORABLE CITY COUNCIL**

FROM: **ED SHIKADA, CITY MANAGER**

DATE: **CITY COUNCIL MEETING APRIL 19, 2020**

SUBJECT: **AGENDA ITEM NUMBER 7-** City Council Review of the Sustainability and Climate Action Plan (S/CAP) Update Report, Provide Feedback on Policy Tools, and Direction to Staff to Implement an S/CAP Engagement Strategy for three S/CAP engagement tracks that includes outreach to Council, Commissions, and the community**.**

The Sustainability and Climate Action Plan (S/CAP) Update Report refers to an Attachment D: Supplement Charts and Tables, which was inadvertently excluded from Staff Report 12009. Attached is Attachment D: Supplement Charts and Tables.

NOTE: *This attachment was updated after the April 19 meeting to correct Charts D-1 and D-2. in Chart D-1 the Transportation emissions for single-family, multi-family, and non-residential sectors were incorrect for the CY 2019 and projected CY 2030 columns, though the total Transportation emissions were correct in each column. In Chart D-2 the transportation emissions reductions shown for the single-family, multi-family, and non-residential sector did not properly exclude certain "business as usual" emissions reductions, meaning the emissions reductions were overstated by approximately 9,500 MT/year in total. These errors were not present in the main body of the report or other Attachments.*

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Brad Eggleston
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Brad Eggleston
Director of Public Works

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City Manager

ATTACHMENT D: SUPPLEMENTAL TABLES AND CHARTS

Chart D-1: Emissions by Source and Milestone

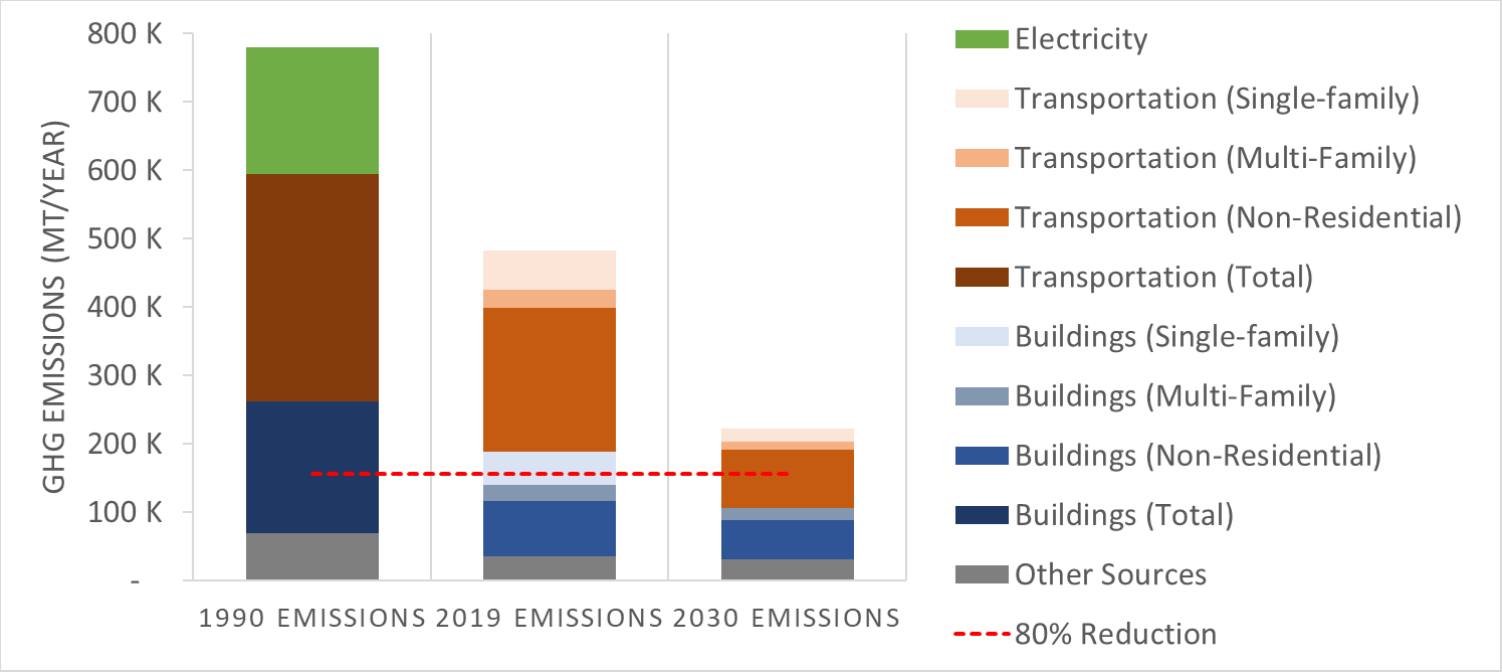
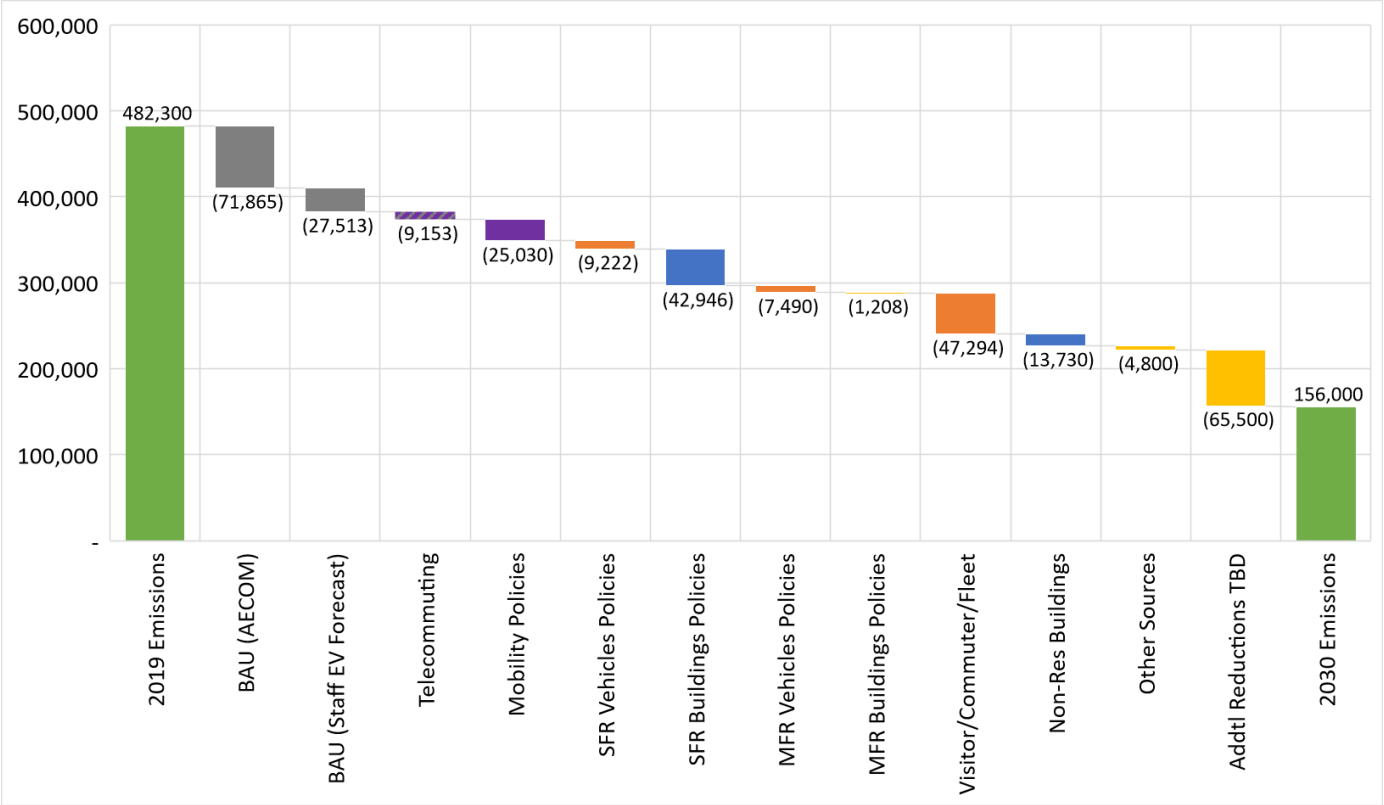
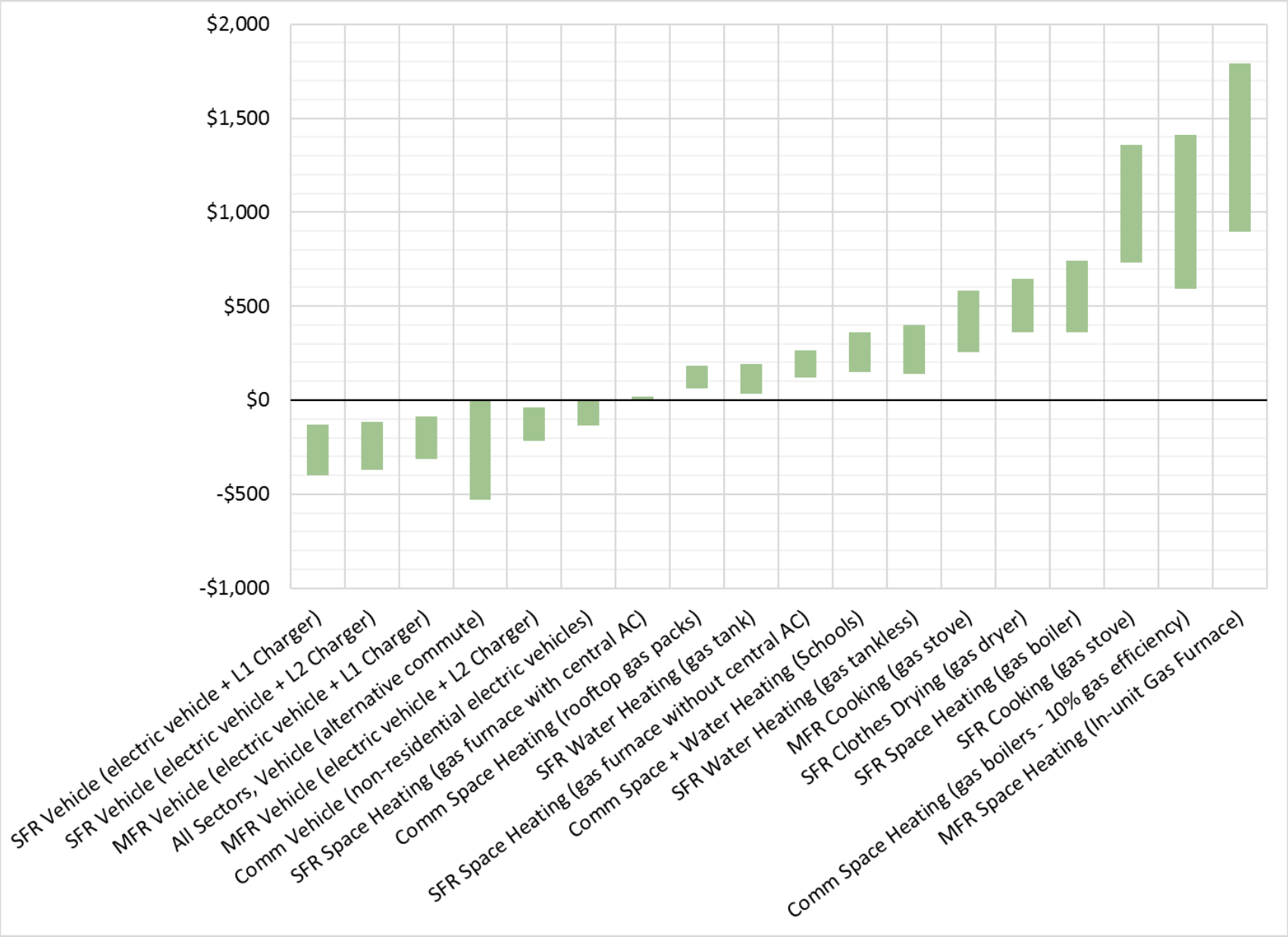


Chart D-2: Contributions of Various Emissions Reduction Measures to Achieving Emissions Goals[1]



[1] [1] The land use assumptions in the analysis reflect the 2017 Comprehensive Plan. The analysis assumes that land use won't change beyond what is in the Comprehensive Plan. Mobility policy actions could have more efficacy with land use changes.

Chart D-3: Key Actions by Cost per Metric Ton of Carbon Dioxide Equivalent Reduced[2]



[2] Cost per metric ton shown as a range from a low-cost scenario to a high-cost scenario

Table D-1: Emission by Source and Milestone (with Upstream Emissions, GWP100[3])

	1990 Levels	2019 Emissions	Target Emissions	% Reduction from 1990 levels
Residential / Fleet Transportation[1]	444,666	112,694	25,728	65%
Commuter Transportation		136,144	14,740	
Visitor Transportation		144,318	113,900	
Single-Family Building Gas Use	265,780	67,815	-	61%
Multi-Family Building Gas Use		30,962	25,208	
Non-Residential Building Gas Use		111,518	78,227	
Electricity	226,920	0	0	100%
Other emissions sources	68,300	35,400	30,600	55%
SUBTOTAL, Key Actions Analyzed To-Date	1,005,666	638,851	288,403	-71%
Additional Emissions Reductions TBD			87,303	-9%
TOTAL	1,005,666	638,851	201,100	80%

Table D-2: Emission by Source and Milestone (with Upstream Emissions, GWP20[4])

	1990 Levels	2019 Emissions	Target Emissions	% Reduction from 1990 levels
Residential / Fleet Transportation[1]	530944	134,560	30,720	65%
Commuter Transportation		162,560	17,600	
Visitor Transportation		172,320	136,000	
Single-Family Building Gas Use	478404	122,067	-	61%
Multi-Family Building Gas Use		55,732	45,374	
Non-Residential Building Gas Use		200,732	140,809	
Electricity	279,000	0	0	100%
Other emissions sources	68,300	35,400	30,700	80%
SUBTOTAL, Key Actions Analyzed To-Date	1,356,648	883,371	401,103	-70%
Additional Emissions Reductions TBD			129,803	-10%
TOTAL	1,356,648	883,371	271,300	-80%

[3] 100-year Global Warming Potential.
[4] 20-year Global Warming Potential.