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AGENDA
OXNARD CITY COUNCIL
COMMUNITY SERVICES, PUBLIC SAFETY,
HOUSING & DEVELOPMENT COMMITTEE
Council Chambers, 305 West Third Street
January 25, 2022

Regular Meeting - 6:45 to 8:15 PM

(Temporary Meeting Time Change)

Zoom details to call-in for public comment during a meeting:

- 1. Dial Phone Number: (888) 475-4499**
- 2. Enter Meeting ID: 891 4562 3599**
- 3. Passcode: 741803**

If you wish to speak during public comments or a particular item on the agenda, please sign-on by following the zoom calling in steps listed above. Once the Mayor calls for public speakers, press *9 to raise your hand to inform the City Clerk you would like to speak during the public speaking section for that particular item on the agenda, while in the zoom waiting room.

This meeting is being held in accordance with Assembly Bill 361, allowing members of the City Council, members of the public and staff to participate via teleconference.

Consistent with City policies imposed to promote social distancing, the facility where the City Council regularly meets is temporarily closed to the public. The public is encouraged to view the meeting from home on Spectrum channel 10, Frontier channel 35, or YouTube at [Youtube.com/oxnardnews](https://www.youtube.com/oxnardnews). Video recordings of the meeting are typically available online following the meeting at the City's website at www.oxnard.org/city-meetings.

*Please see the link for the Measure M pre-recorded presentation video for each item listed on this agenda.

YOU MAY PARTICIPATE IN THE MEETING IN THE FOLLOWING WAYS:

1. EMAILING COMMENTS OR REQUESTING TO SIGN UP TO SPEAK BEFORE THE MEETING

- a. Submit an email to cityclerk@oxnard.org no later than 3 p.m. on the day of the meeting (Please indicate the agenda item number in the subject line). All email correspondence will be forwarded to the City Council prior to the start of the meeting and made part of the legislative record.
- b. Submit a request to speak by no later than 3 p.m. on the day of the meeting by using the form available at www.oxnard.org/city-meetings, emailing the City Clerk at cityclerk@oxnard.org, or calling the City Clerk at (805) 385-7803.

2. PROVIDING PUBLIC COMMENTS DURING THE MEETING

- a. To provide public comment without requesting to speak prior to the meeting, during the meeting dial (888) 475-4499 and enter the Meeting ID and Passcode listed above as the Zoom details for this meeting.
- b. Public comments on agenda items shall be taken following the announcement of the item. After the item is announced, members of the public shall have three minutes to register or otherwise be recognized for the purpose of providing public comment. During this three-minute time period, public comments may be taken and the City Council or staff may discuss the item being considered or briefly respond to public comments.

Detailed participation instructions can be found at www.oxnard.org/city-meetings.

In the event of a disruption which prevents a legislative body of the City of Oxnard from broadcasting a meeting using a call-in option or internet-based service option, or in the event of a disruption within the City's control which prevents members of the public from offering

In compliance with the Americans with Disabilities Act, if you require special assistance to participate in a meeting, please contact the City Clerk's Office at 385-7803. Notice at least 72 hours prior to the meeting will enable the City to reasonably arrange for your accessibility to the meeting.

Agenda Item time estimates: (Presentation / Committee Discussion / Public Comment)

public comment using the call-in option or internet-based service option, the legislative body shall take no further action on items appearing on a meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. However, if any of the broadcast options are disrupted, but any of the other broadcast options is still available to the public, the legislative body may take further action on items appearing on a meeting agenda without waiting for the disrupted broadcast option(s) to be restored.

* The City has filed pre-election and post-election lawsuits regarding the validity of Measure M.

A. ROLL CALL, POSTING OF AGENDA, FLAG SALUTE

B. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

A person may address the legislative body only on matters not appearing on the agenda and within the subject matter jurisdiction of the legislative body. Speaker requests shall be submitted as set forth on the first page of this agenda. Speakers are limited to three minutes. After thirty minutes, if all speakers have not had the opportunity to speak, the remaining speakers will be given an opportunity to speak prior to adjournment of the meeting. The legislative body cannot enter into a detailed discussion or take action on any items presented during public comments at this time. Such items may only be referred to the City Manager/Executive Director/Secretary for administrative action or scheduled on a subsequent agenda for discussion. Persons wishing to speak on public hearing items should do so at the time of the hearing.

C. CONSENT AGENDA

1. City Clerk Department

SUBJECT: Approval of Minutes.

RECOMMENDATION: That the Community Services, Public Safety, Housing & Development Committee approve the minutes of the January 11, 2022 regular meeting as presented.

Legislative Body: Community Services, Public Safety, Housing & Development Committee

Contact: Rose Chaparro, (805) 385-7805

D. REPORTS

1. Fire Department

SUBJECT: SAFER Grant Application - no match required. (0/5/5)

RECOMMENDATION: That the Community Services, Public Safety, Housing and Development Committee Recommends that the City Council adopts a resolution:

1. Ratifying the submission of a grant application for the Federal Emergency Management Agency (FEMA) FY2021 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the amount of \$2,192,342 to be used for the hiring of six additional firefighters, no local match is required;
2. That authorizes the City Manager or designee to execute the grant agreement if grant funds are awarded to the City;
3. That authorizes the Chief Financial Officer or designee to submit financial reports and grant claims, approve budget appropriations during FY2022-2023 for the use of grant funds and perform all other required financial actions; and
4. That authorizes the Fire Chief or designee to submit non-financial reports.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/BjFDfxqp_y4

Contact: Alexander Hamilton, (805) 385-7700

2. Community Development Department

SUBJECT: Update on the City's Climate Action and Adaptation Plan (CAAP). (0/5/5)

RECOMMENDATION: That the Community Services, Public Safety, Housing & Development Committee ("Committee") receive an update on the CAAP efforts and information on the Greenhouse Gas (GHG) emission reduction strategies that will guide the development of the City's CAAP.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/7KRdiXoJ28o>

Contact: Vyto Adomaitis, (805) 385-7882

3. Housing Department

SUBJECT: Impact Fee Loan Agreement Amendment Las Cortes Phase III. (0/5/5)

RECOMMENDATION: That the Community Services, Public Safety, Housing & Economic Development Committee recommend that the City Council approve and authorize the Mayor to execute a first amendment to the loan agreement with A0592 Oxnard, L.P., a California limited partnership, for an increase in deferred impact fees related to the development of the Las Cortes Phase III affordable housing project (Agreement No. A-8226) for a total of amount of \$3,133,436.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/at2XqeMHsC4>

Contact: Emilio Ramirez, (805) 385-8094

E. ITEMS FOR FUTURE AGENDAS

F. ADJOURNMENT



**COMMUNITY SERVICES, PUBLIC SAFETY, HOUSING &
DEVELOPMENT COMMITTEE AGENDA REPORT**

**CONSENT AGENDA
AGENDA ITEM NO. C.1**

DATE: January 25, 2022

TO: Community Services, Public Safety, Housing & Development Committee

FROM: Rose Chaparro, City Clerk, (805) 385-7805, rose.chaparro@oxnard.org

SUBJECT: Approval of Minutes.

RECOMMENDATION

That the Community Services, Public Safety, Housing & Development Committee approve the minutes of the January 11, 2022 regular meeting as presented.

BACKGROUND

Approval of Minutes.

STRATEGIC PRIORITIES

This agenda item is a routine operational item.

FINANCIAL IMPACT

There is no financial impact.

Prepared by: Rose Chaparro, City Clerk

ATTACHMENTS

1. MINUTES Community Services, Public Safety, Housing & Development 01 11 2022

MINUTES
OXNARD CITY COUNCIL
COMMUNITY SERVICES, PUBLIC SAFETY,
HOUSING & DEVELOPMENT COMMITTEE
Regular Meeting
January 11, 2022

A. ROLL CALL, POSTING OF AGENDA, FLAG SALUTE

At 6:45 p.m., Chair Bryan A. MacDonald called to order the regular meeting of the Oxnard City Council Community Services, Public Safety, Housing & Development Committee in the City Hall Council Chambers at 305 W. Third Street, Oxnard, California. The City Clerk called the roll and announced the posting of the agenda. Chair MacDonald and Member Madrigal were present via videoconference. Member Zaragoza was present in person.

Staff members Ken Rozell, Chief Assistant City Attorney and Rose Chaparro, City Clerk were present in person.

Alexander Nguyen, City Manager; Ashley Golden, Assistant City Manager; Shiri Klima, Deputy City Manager; Jason Benites, Police Chief; Alex Arnett, Police Commander; Christopher Williams, Police Commander; Marc Amon, Police Commander; Alexander Hamilton, Fire Chief; Michael Wolfe, Public Works Director; Brian Yanez, Assistant Public Works Director; Steve Howlett, Assistant Public Works Director; Tatiana Arnaout, Senior Civil Engineer; Omar Castro, Water Division Manager; Todd Vasquez-Housley, Environmental Resources Division Manager; Megan Schneider, PW Water Conservation/Outreach Supervisor; Eric L. Storrie, Special Districts Manager; Veronica Chavez, Graffiti Action Coordinator; Sergio Cervantes, Parks Maintenance Supervisor; Vyto Adomaitis, Community Development Director; Jeff Pengilley, Community Development Assistant Director; and Helen Miller, IT Director participated virtually.

B. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA (None received.)

C. CONSENT AGENDA

1. City Clerk Department

SUBJECT: Approval of Minutes.

RECOMMENDATION: That the Community Services, Public Safety, Housing & Development Committee approve the minutes of the December 28, 2021 regular meeting as presented.

It was moved by Member Zaragoza, seconded by Member Madrigal, to approve the meeting minutes as presented. VOTE: Madrigal, Zaragoza, and MacDonald voted in favor; the motion carried 3-0.

D. REPORTS**1. Information Technology Department**

SUBJECT: Oxnard 311 - Performance Update Report. (0/15/15)

RECOMMENDATION: That the City Council receive an update on the fifth year (and first half of year 6) performance of the Oxnard 311 Constituent Relationship Management System.

Shiri Klima, Deputy City Manager introduced Helen Miller, IT Director who presented and answered the Committee's questions. No public comments were received. Discussion ensued among the Committee and staff.

It was moved by Chair MacDonald, seconded by Member Zaragoza, to approve the recommended action as presented. VOTE: Zaragoza, MacDonald, and Madrigal voted in favor; the motion carried 3-0.

E. ITEMS FOR FUTURE AGENDAS (No requests were made.)**F. ADJOURNMENT**

There being no further business on the agenda, and without objection, Chair Bryan A. MacDonald adjourned the meeting at 7:30 p.m.

ROSE CHAPARRO
City Clerk

BRYAN A. MACDONALD
Chair



COMMUNITY SERVICES, PUBLIC SAFETY, HOUSING & DEVELOPMENT COMMITTEE AGENDA REPORT

REPORTS AGENDA ITEM NO. D.1

DATE: January 25, 2022

TO: Community Services, Public Safety, Housing & Development Committee

FROM: Alexander Hamilton, Fire Chief, (805) 385-7700, alexander.hamilton@oxnard.org

SUBJECT: SAFER Grant Application - no match required. (0/5/5)

RECOMMENDATION

That the Community Services, Public Safety, Housing and Development Committee Recommends that the City Council adopts a resolution:

1. Ratifying the submission of a grant application for the Federal Emergency Management Agency (FEMA) FY2021 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the amount of \$2,192,342 to be used for the hiring of six additional firefighters, no local match is required;
2. That authorizes the City Manager or designee to execute the grant agreement if grant funds are awarded to the City;
3. That authorizes the Chief Financial Officer or designee to submit financial reports and grant claims, approve budget appropriations during FY2022-2023 for the use of grant funds and perform all other required financial actions; and
4. That authorizes the Fire Chief or designee to submit non-financial reports.

Please click the following link to view the required Measure M pre-recorded presentation video: https://youtu.be/BjFDfxqp_y4

BACKGROUND

The City of Oxnard is eligible to submit an application for the Fiscal Year (FY) 2021 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in Federal funding from the Federal Emergency Management Agency (FEMA).

The intention of SAFER is to improve local fire departments' staffing and deployment capabilities so they may more efficiently respond to emergencies. With the enhanced staffing, a SAFER grant recipient's response time will be reduced sufficiently and an appropriate number of trained personnel will be assembled at the incident scene per the National Fire Protection Association (NFPA) and Occupational Safety and Health Administration (OSHA) regulations.

DISCUSSION

The objectives of the SAFER Program are to assist local fire departments with staffing and deployment capabilities to respond to emergencies and assure that communities have adequate protection from fire and fire-

related hazards. Local fire departments accomplish this by improving staffing and deployment capabilities, so they may more effectively and safely respond to emergencies. With enhanced staffing levels, recipients should experience a reduction in response times and an increase in the number of trained personnel assembled at the incident scene.

The Fire Department will apply for six (6) positions to staff a second paramedic squad in the City that will be housed at Fire Station 6, located at 2601 Peninsula Road. Fire Station 6 was chosen to place this second paramedic squad as it is a difficult geographical area to adequately cover with an ambulance. The additional squad will provide enhanced emergency medical services by ensuring there is always a paramedic assigned to that area.

If awarded, this grant will increase the total staffing to the Fire Department by six (6) personnel at the firefighter rank, two per shift. The award will fund the salary and benefits for three (3) years with no local match required. If at the end of the performance period the City is not in a position to sustain the paramedic squad the positions could be absorbed into the department and the second paramedic squad shut down. There is no staffing commitment past the period of performance.

The grant period for SAFER funding is May 31, 2023 to May 31, 2026. The application was posted January 3, 2022 with a submission deadline of February 4, 2022. This proposal meets the Council's priority of restoring and possibly increasing paramedic squads.

STRATEGIC PRIORITIES

This agenda item supports Public Safety strategy. The purpose of the Public Safety strategy is to restore and modernize the delivery of public safety services to provide for the safety of our neighborhoods and health of our community.

FINANCIAL IMPACT

If awarded, the FY2021 SAFER grant provides reimbursement of salary and benefits for a three year period; a total of \$2,192,342. The performance period is scheduled to begin May 31, 2023. No local match is required.

The grant will not cover the cost of training, approximately \$75,000 per firefighter, or the cost of overtime for any leave that is taken, estimated at \$15,000 per employee based on recent trends for new firefighters. General Fund (101) appropriation request will be included in the FY2022-23 proposed budget to fund the cost of training and overtime.

Over the long term (FY 2026 and beyond), after the SAFER grant expires, the City would either have to reduce the workforce by six (6) FTE, or commit General Fund (101) dollars to funding 100% for the six (6) FTE positions going forward.

Prepared by: Amy Van Atta, Management Analyst II

ATTACHMENTS

1. SAFER FY21 Resolution
2. SAFER FY21 Presentation.pptx

CITY COUNCIL OF THE CITY OF OXNARD

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OXNARD RATIFYING
SUBMITTAL OF FEDERAL EMERGENCY MANAGEMENT AGENCY GRANT
APPLICATION FOR STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE
FUNDS FISCAL YEAR 2021

WHEREAS, City Council Resolution No.12,053 sets out the procedure by which City staff may submit grant applications, following approval by resolution of the City Council; and

WHEREAS, the Fire Department has requested that City Council ratify the approval for submission of an application to the Federal Emergency Management Agency (FEMA) Staffing for Adequate Fire and Emergency Response Grant in the amount of \$2,192,342, with no local match required, for the purpose of increasing Fire Department staff by six (6) full time employee positions.

NOW, THEREFORE, the City Council of the City of Oxnard resolves to approve the submittal of a grant application by the City Manager for Fire Department enhancement. The City Council further resolves that the City Manager or designee is authorized to execute grant agreements; the Chief Financial Officer or designee is authorized to submit financial reports and grant claims, approve special budget appropriations during FY 2022-2023 for the use of the grant funds and perform all other required financial actions; and the Fire Chief or designee is authorized to submit non-financial reports.

PASSED AND ADOPTED this 15th day of February 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

John C. Zaragoza, Mayor

ATTEST:

APPROVED AS TO FORM:

Rose Chaparro, City Clerk

Stephen M. Fischer, City Attorney

Staffing for Adequate Fire and Emergency Response (SAFER) FY 2021 Grant

Alexander Hamilton, Fire Chief

That Community Services, Public Safety, Housing and Development Committee Recommends that City Council adopt a resolution:

1. Ratifying the submission of a grant application for the Federal Emergency Management Agency (FEMA) FY 2021 Staffing for Adequate Fire and Emergency Response (SAFER) Grant in the amount of \$2,192,342 to be used for the hiring of six additional firefighters, no local match is required;
2. That authorizes the City Manager or designee to execute the grant agreement if grant funds are awarded to the City;
3. That authorizes the Chief Financial Officer or designee to submit financial reports and grant claims, approve budget appropriations during FY 2022-2023 for the use of grant funds and perform all other required financial actions; and
4. That authorizes the Fire Chief or designee to submit non-financial reports.



FEMA

Federal Emergency Management Agency (FEMA) Staffing for Adequate Fire and Emergency Response (SAFER)

Application Posted:

January 3, 2022

Submission Deadline:

February 4, 2022

Performance Period:

May 31, 2023 to May 31, 2026

Purpose:

Improve staffing and deployment
capabilities for local fire departments



Grant Request for Six (6) Firefighters

Staffing request for a second paramedic squad

Six (6) staff required to cover three shifts

- Three (3) Firefighter EMTs to drive squad
- Three (3) Firefighter Paramedics

Paramedic Squad will be housed at Fire Station 6

- 2601 Peninsula Road
- Improve response times to area



Grant Restrictions and Allowable Costs

What is funded?

Salary and benefits for increased staffing of six (6) firefighters

How many years of funding is available?

Three (3) years



Obligation After Three (3) Years

Increased staffing commitment is only required for the three (3) year grant period.

No financial obligation to retain additional positions at end of grant period.

Squad can be taken out of service.

Staff will be absorbed into department.



SAFER Grant Request

- If funded, the award for salary and benefits of six (6) firefighters for three (3) years will be \$2,192,342.
- The cost to hire and train each firefighter is approximately \$75,000 and will need to be paid for with General Fund (101).
- Average annual cost to cover for each firefighter for annual leave is an estimated \$15,000 to be paid with General Fund (101).





QUESTIONS?



COMMUNITY SERVICES, PUBLIC SAFETY, HOUSING & DEVELOPMENT COMMITTEE AGENDA REPORT

REPORTS AGENDA ITEM NO. D.2

DATE: January 25, 2022

TO: Community Services, Public Safety, Housing & Development Committee

FROM: Vyto Adomaitis, Community Development Director, (805) 385-7882, vyto.adomaitis@oxnard.org

SUBJECT: Update on the City's Climate Action and Adaptation Plan (CAAP). (0/5/5)

RECOMMENDATION

That the Community Services, Public Safety, Housing & Development Committee ("Committee") receive an update on the CAAP efforts and information on the Greenhouse Gas (GHG) emission reduction strategies that will guide the development of the City's CAAP.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/7KRdiXoJ28o>

BACKGROUND

EXECUTIVE SUMMARY

As summarized in the March 30, 2021 staff report, the CAAP had two primary objectives:

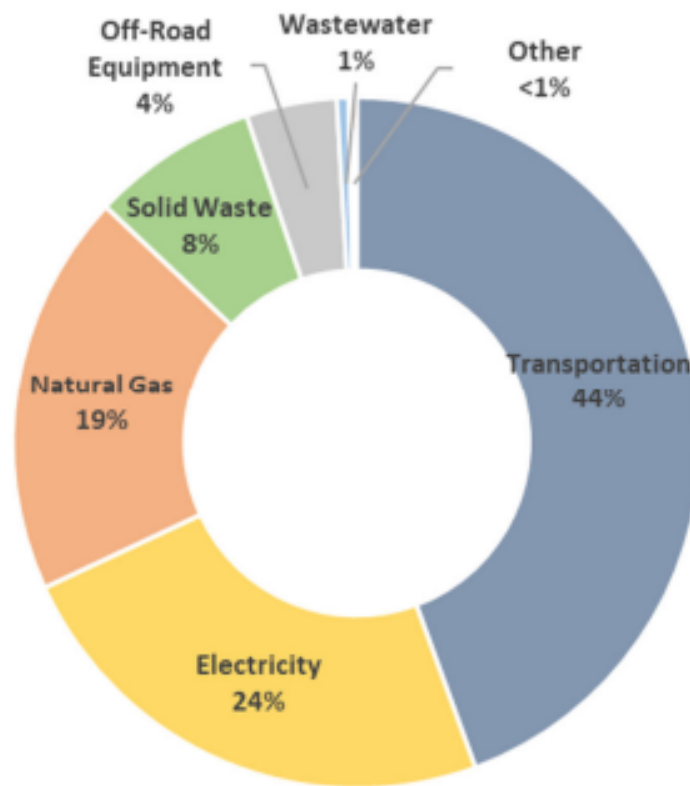
1. To reduce GHG emissions through the implementation of reduction measures to meet or exceed reduction targets mandated by the State of California via Senate Bill 32 (SB 32), which calls for a statewide reduction of GHG emissions to 40 percent below 1990 levels by 2030; and
2. To enhance the community's resilience to a changing climate by addressing the vulnerabilities and risks that are expected to occur as a result of those impacts.

The primary purpose of this report is to summarize GHG reduction actions which were presented to the Committee in March 2021, update the Committee on stakeholder and community input, and review high level GHG emission reduction actions which will be developed further in the CAAP. These actions will result in the greatest GHG reductions at the least cost to the City. Nevertheless, many strategies will require additional staff resources and funding, which will be identified in the implementation chapter of the CAAP.

BACKGROUND

The March 30, 2021 City Council staff report (Attachment A) provides detail on the City's community and municipal operations emissions inventories and forecasts, as well as graphs showing how the City's emissions compared with State-aligned GHG reduction targets. The inventory presented in the March 30th staff report has been updated to reflect updated transportation emissions estimates based on new traffic modeling data. Based

on updated modeling data, the City’s 2018 GHG inventory (the most recent year with accurate available data) is as follows:



Transportation emissions make up a bigger percentage of total community GHG emissions than what was reported in the March 30th staff report (44 percent compared to 31 percent). Municipal operations contributed approximately 3 percent of the total community emissions in 2018, with the biggest sources being electricity use, the municipal vehicle fleet, and wastewater treatment. The sectors contributing the most emissions (on-road transportation, electricity, natural gas, and solid waste), represent more than 90 percent of the City’s total (community and municipal) emissions.

As discussed in the March 2021 report, the CAAP is being developed to align with California’s statewide target mandated by SB 32, which requires the State of California to reduce GHG emissions 40 percent below 1990 levels by 2030. Cities are expected to do their fair share to reach this target. And, in preparing the scope of work and contract budget for the CAAP, the City agreed to reduce the Oxnard GHG emissions to 40 percent below Oxnard 1990 levels by 2030. By adopting this target the City will develop a “qualified CAP/CAAP”, which is an important term, that is consistent with California Environmental Quality Act (CEQA) Guidelines (Section 15183.5(b)). When a City has a qualified CAP/CAAP it can be used to facilitate CEQA clearance of the City’s future development projects with respect to GHG emissions. Developing a qualified CAP is proving to be the most effective and legally defensible way to plan for growth that does not create a significant impact with respect to GHG emissions.

The March 2021 report explained that achieving a target in alignment with SB 32 will require examination of the following sector-specific strategies:

- a. **Green the electricity supply:** This strategy reduces emissions from electricity used by buildings, lighting, and water delivery by increasing the percentage of power being supplied by renewable (i.e., zero-emissions) electricity.

- b. **Electrify buildings:** This strategy reduces emissions from the consumption of natural gas, by shifting the energy use to electricity, which has a lower carbon footprint, particularly when paired with the use of low- or zero-carbon electricity.
- c. **Electrify transportation:** This strategy reduces emissions from on-road vehicles, the biggest contributor to the City's emissions, by supporting the transition to plug-in electric (PEV) and hydrogen-powered vehicles.
- d. **Improve energy efficiency of buildings:** This strategy reduces emissions from electricity and natural gas by reducing the energy needed for heating, cooling and lighting. While new buildings will generally be highly energy efficient due to increasingly stringent building codes (e.g., Title 24), many existing buildings can be greatly improved with respect to energy efficiency.
- e. **Reduce vehicle miles traveled (VMT):** This strategy reduces emissions from on-road vehicles through land-use planning that emphasizes access to transit and reduces the need for vehicular travel through density increases, support for a mix of uses, and safe and convenient pedestrian and bicycle infrastructure.
- f. **Strive for zero waste:** This strategy reduces emissions from landfill decomposition of organic waste by reducing the amount of waste sent to the landfill.
- g. **Conserve water:** This strategy reduces emissions associated with the energy needed to treat and deliver water to the City's end consumers by reducing the amount of water consumed in the City.

It is important to acknowledge that the City has been active in developing programs and initiatives that fall under the strategies listed above:

- **Green the electricity supply:** In 2018, the City joined the Clean Power Alliance (CPA), making 100 percent renewable electricity available to all and streamlined the permitting process for installing residential rooftop solar systems.
- **Improve energy efficiency of buildings:** In 2013, the City adopted an Energy Action Plan that includes policies to increase building energy efficiency and to support local solar PV installations as well as electric vehicle infrastructure.
- **Reduce VMT:** The City is developing a Sustainable Transportation Plan (due to be completed in 2022) which will look at measures to promote walking and reduce driving, improve alternative modes of transportation, and evaluate the roadway network, to name a few elements of the Plan.
- **Strive for zero waste:** The City is also developing a Resource Management Plan to increase recycling, and is planning a new facility to sustainably process organic waste.

However, implementing these initiatives will still be insufficient for the City to achieve its 2030 target, as will relying on the many economy-wide GHG reduction programs and policies being administered by the State with regards to energy and transportation. The City must take additional local action to reduce community GHG emissions enough to be consistent with the State's 2030 GHG reduction target.

COMMUNITY ENGAGEMENT

In May 2021, a series of community and stakeholder outreach activities were conducted to seek input on the strategies presented above as well as other questions pertaining to concerns about climate change and GHG reduction recommendations. Six stakeholder group meetings were held with a focus on specific topic areas. Two public workshops (conducted in both English and Spanish) were also held with a total of 60 participants over two days. The community was also surveyed regarding climate change through a public survey (in both English and Spanish) and resulted in 133 responses received.

In general, these community engagement efforts demonstrate a strong interest in strategies and solutions that are equitable, with the benefits distributed fairly and in a manner that does not put vulnerable communities at

further risk. Participants expressed interest in strategies that target particularly vulnerable populations such as renters and residents in older housing stock, and farmworkers. Across all community engagement activities (community survey, public workshops and stakeholder group meetings) the three climate change impacts of greatest concern to the participants were extreme heat, drought, and air pollution (wildfire smoke in particular). Participants expressed concern about climate change affecting the most vulnerable populations in the community who have higher sensitivity to climate change and have less capacity and fewer resources to cope with, adapt to, or recover from climate impacts.

Community members and stakeholders were given opportunities to provide input and ideas and express their priorities for how best to reduce GHG emissions in the community. Attachment B provides a summary of input received from these outreach activities, including stakeholder group meetings, community meetings and an online survey. Community engagement indicated support for all of the strategies presented above, with the greatest level of support for the following five strategies:

- **Reduce VMT:** Locate and design new development to promote walking and reduce driving, provide safer routes and paths for cyclists and pedestrians, improve the transit system in the City, and encourage housing development along transit corridors. (identified as “extremely effective” by more than 90% of survey respondents)
- **Improve energy efficiency of buildings/electrify buildings:** Require higher energy efficiency in new construction and existing buildings; transition away from natural gas in buildings (efficiency improvements identified as “extremely effective” for new buildings by 68% of survey respondents, building electrification identified as “extremely effective” by 81% of survey respondents).
- **Electrify transportation:** Support electric vehicles by expanding charging options, and electrify the City fleet (identified as “extremely effective” by 78% of survey respondents).
- **Green the electricity supply:** Use more renewable electricity; install more rooftop solar power systems throughout the community and on municipal buildings (identified as “extremely effective” by 85% of survey respondents).
- **Strive for zero waste:** Increase recycling. (identified as “extremely effective” by 83% of survey respondents).

ANALYSIS/DISCUSSION

Many of the GHG reduction strategies put forth in both the March 2021 and January 25, 2022 staff reports require a commitment of City resources and funds to implement them. Other strategies pertain to municipal reductions, which make up a small fraction of total GHG emissions (approximately 3 percent).

In June 2021, the CAAP development team conducted a series of interviews with City staff to determine which strategies should be brought forth for serious consideration in the CAAP, based on community input and known opportunities and constraints. Through this process it was determined that planning for VMT reduction was already being accomplished through the Sustainable Transportation Plan as well as the upcoming General Plan Update, and that planning for progress towards zero waste and reducing solid waste emissions were already being accomplished through the City’s Resource Management Plan. With respect to building electrification, California building code (Title 24) is gradually requiring higher efficiencies and more electrification of new buildings, therefore City staff agreed that additional action is not needed to supplement the State requirements in this area to achieve further GHG reductions. Nevertheless, because there was strong support from the community for this strategy, the Consultant team will explore in the CAAP the actions that the City can take to promote building electrification beyond what Title 24 requires.

Based on stakeholder input, and community engagement, as well as input from City staff members, on the sector-specific strategies presented to the Council in March 2021, the CAAP is being developed to include

the following strategies and key GHG reduction opportunities:

Electrify Transportation

Transportation represents approximately 44 percent of Oxnard's community GHG emissions, and accelerating the transition from fossil-fueled vehicles to electric vehicles is crucial to meeting the City's 2030 target and supporting the state's long term GHG reduction goal of carbon neutrality by 2045. In addition to reducing GHG emissions, electric vehicles can help solve the inequality of air pollution exposure, which tends to disproportionately affect minority populations and low-income groups. The CAAP consultant estimates this strategy could reduce the City's transportation emissions by 18 percent by the year 2030 if community EV adoption aligns with the statewide goal to have 5 million EVs on the roads by 2030. However, Oxnard currently has one of the lowest rates of EV ownership in California at approximately 1 percent, compared to 2 percent statewide. This is likely due to the relatively high cost of EVs compared to conventional vehicles and a lack of extensive EV charging infrastructure. However, the price of some types of EV is coming down and a wider range of EV car and truck models become available each year. Meanwhile, studies show that expansion of EV charging infrastructure is highly correlated with increased EV ownership. Through the State's emphasis in funding for disadvantaged communities, there will be funding for EV infrastructure in these communities. Importantly, prioritizing investments in disadvantaged communities is in line with State environmental justice laws, to help stimulate the economy, while improving the environment and access to opportunities. This strategy would commit City staff time and financial resources into expanding EV charging infrastructure, with priority going to disadvantaged communities, through public-private partnerships and pursuit of grant funding.

Potential actions associated with this strategy include:

- Completing a city-wide plan for expanding EV infrastructure, including identifying optimal EV charging locations, with consideration to where there are gaps in publicly accessible stations (especially for disadvantaged communities), and consider the feasibility of changes to the local building code to encourage preferential EV parking and EV charging stations.
- Tracking and pursuing funding opportunities for expanding EV charging infrastructure and EV grants for disadvantaged City areas;
- Consider measures for expanding and supporting EV including:
 - Installing EV charging and hydrogen fueling stations, as well as preferential parking for EVs;
 - Implementing EV car sharing programs as an opportunity to improve accessibility, and the environment. Applying for EV grants, and program administration will take staff resources and time.
- Considering a fleet replacement plan or policy for City vehicles that includes EVs.

Green the Electricity Supply

Electricity makes up 24 percent of our community baseline emissions. Since this is the second largest source of emissions, many strategies are being developed that focus on this sector. The City's CAAP consultant estimates that more than half of the reductions needed to reach the 2030 emissions target could be accomplished by maintaining a minimum 95 percent community-wide participation in the CPA 100 percent "Green" (renewable) electricity option. Already, as of November 2021, approximately 96 percent of residents and 92 percent of businesses were purchasing 100 percent renewable electricity, relying entirely on wind and solar power procured by the CPA (see Attachment C).

Potential actions associated with purchasing green electricity include:

- Investing City staff time and financial resources to support maintaining a minimum 95 percent community participation rate in CPA's 100 percent Green through the year 2030 will result in

significant GHG reductions. This can be achieved by supplying the community's power needs with green (i.e., zero-carbon or low-carbon) electricity since this is one of the most effective strategies for meeting the City's GHG reduction targets;

- Creating an educational campaign targeted to businesses and residents on the importance of subscribing to the CPA 100 percent renewable (green) level;
- Partnering with CPA on outreach to low-income customers who have opted down to a lower renewables tier to make them aware of assistance programs (e.g., CPA's Powershare program, which offers income-qualified customers in under-resourced communities with discounted 100 percent renewable energy); and
- Subsidizing low-income communities to enable them to subscribe to the CPA 100 percent level, over and above the assistance that CPA already provides.

Although the community can reduce its electricity emissions by purchasing green electricity from CPA, increasing local generation and storage of solar power has important community benefits. Community Solar programs can bring economic development to underinvested communities and reduce the cost of green electricity to low-income customers. Local energy storage increases the opportunities for electricity customers to reduce their energy bills (and their GHG emissions) by enrolling in the utility's "demand response" program, while energy storage at essential facilities helps ensure community resilience to power outages.

Potential actions associated with increasing local generation and storage of solar power include:

- Partnering with CPA to identify local sites for implementation of their Community Solar program, which aims to develop 3.13 MW of solar projects in disadvantaged communities within its service territory. Customers enrolled in the program will receive 100 percent renewable energy at a 20 percent discount on their total electricity bill. Public or nonprofit sponsors of the Community Solar projects will also receive a 20 percent bill discount;
- Partnering with CPA and community-based organizations to promote CPA customer awareness and enrollment in the Community Solar program; and
- Partnering with CPA to develop their Demand Response Program, which will offer incentives to commercial and non-residential customers for the installation of energy storage to enable load-shifting during times of peak demand.

Improve Energy Efficiency of Buildings/Electrify Buildings

Energy (electricity and natural gas) used by buildings represents approximately 43 percent of community GHG emissions. Reducing natural gas is challenging, as it requires more energy efficient buildings and/or transitioning away from natural gas to all-electric buildings (known as building electrification).

For new construction and major renovations California building code (Title 24) is gradually requiring higher efficiencies and more electrification of new buildings, therefore City action is not needed to supplement the State requirements in this area. However, to reduce natural gas from existing buildings requires more local action.

A cost effective strategy for improving energy efficiency and reducing reliance on natural gas includes the City dedicating staff resources to proactively partner with agencies such as CPA, Tri-County Regional Energy Network (3C-REN), and/or the Ventura County Regional Energy Alliance (VCREA) to take advantage of local programs.

Potential actions associated with this partnering strategy include:

- Marketing local utility rebates and incentives;
- Promoting programs that help residents and businesses swap out gas appliances for electric ones (e.g., space and water heaters); and
- Promoting technical support services to improve energy efficiency of existing buildings and building electrification.

In addition, to reduce Municipal Emissions, which make-up 3 percent of the City's total emissions, potential actions in support of this strategy to improve energy efficiency of city facilities will be explored in the CAAP with consideration to fiscal resources, and Capital Improvement Plan (CIP) timeframes and feasibility.

The CAAP will identify specific actions the City can take over the next 3 to 10 years to implement GHG reduction strategies and will help inform the City's Capital Improvement Program (CIP).

NEXT STEPS

Another round of stakeholder group meetings is scheduled to occur on January 26th and 27th, to present the findings of a community-wide climate change vulnerability assessment and solicit input on strategies for increasing resilience to identified hazards. The CAAP consultant will then finalize the Community Vulnerability Assessment and develop CAAP strategies and priority actions for increasing community resilience to climate change, particularly for anticipated impacts related to higher temperatures, drought, and smoke/air quality.

A virtual CAAP community engagement meeting will take place on April 30th, in both English and Spanish to summarize input received in May 2021, and to secure additional input on Community Vulnerability Assessments and recommendations.

The Draft CAAP with strategies and actions for reducing GHG emissions and adapting to climate change will be released for public comment in Spring 2022. The Final CAAP is anticipated to be adopted by the City Council in Summer/early Fall 2022.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to restore and increase quality services and programs that enrich Oxnard's diverse community, promote safe neighborhoods, encourage community engagement, and support our residents in their efforts to improve their quality of life.

This agenda item supports Public Safety strategy. The purpose of the Public Safety strategy is to restore and modernize the delivery of public safety services to provide for the safety of our neighborhoods and health of our community.

FINANCIAL IMPACT

The City recognizes that for the CAAP to be successful, the City must set up a governance structure that both facilitates implementation of the CAAP and demonstrates leadership by integrating climate action into its

operations, culture, public engagement, and financial decision-making processes. The City will need to align its expenditures with CAAP strategies and actions and ultimately the City's CIP process.

Details on cost and fiscal implications for each strategy are not known at this time. A CAAP, similar to a General Plan, will not have costs associated with each strategy or policy. The Final CAAP, to be presented to the City Council in Summer/Fall 2022, will contain an implementation plan, which will include actions to be funded, potential funding sources, and a timeline for the implementing actions on a year-by-year basis. A near term action upon adoption of the CAAP will be the preparation of a conceptual fiscal/cost estimate and funding strategy that identifies the costs associated with each strategy and details the City's approach to integrating CAAP strategies and actions in the allocation of existing funds and when seeking and securing new funding sources. This effort will include securing funding for both the staff needed to successfully implement the CAAP and funding to advance CAAP strategies and actions. Actions identified in this report will require staff resources and funding for support of sustainability initiatives.

The fiscal/cost estimate and funding strategy will help guide future decision making with respect to annual Capital Improvement Plan (CIP) work and municipal budgeting. More specifically, Staff will recommend that City actions around funding focus on identifying opportunities to align the annual city budget, CIP, and other expenditures with near term (year 1 - 3) community and municipal CAAP strategies. Implementation of recommendations contained in the Final CAAP will be included with various Department budget requests.

Prepared by: Kathleen Mallory, Planning & Sustainability Manager

ATTACHMENTS

1. Attachment A
2. Attachment B
3. Attachment C
4. Presentation - Climate Action and Adaptation Plan



CITY COUNCIL AGENDA REPORT

REPORTS

AGENDA ITEM NO. N.2

DATE: March 30, 2021

TO: City Council

FROM: Vyto Adomaitis, Community Development Director, (805) 385-7868, vyto.adomaitis@oxnard.org

SUBJECT: Update on the Preparation of the Climate Action and Adaptation Plan. (0/5/10)

RECOMMENDATION

That the City Council receive an update on work to prepare and engage the community in the preparation of the City's Climate Action and Adaptation Plan (CAAP).

(This item did not originate in Committee.)

Please click the following link to view the required Measure M pre-recorded presentation

video: <https://youtu.be/1ALqwXWcJro>

BACKGROUND

EXECUTIVE SUMMARY

The purpose of this report is to provide the City Council with an update on the City's CAAP work efforts. This includes a detailed summary of what creates climate impacts in the City, an analysis of the City's compliance with emission targets, and identification of what the City can do to reduce these climate change activities. The report is intended to set the stage for community engagement following the City's extensive work securing, and analyzing the City's emission inventories. The report provides Council with information on the next steps, including the steps to secure robust and inclusive community engagement. A more detailed identification and analysis of municipal and community climate change contributors is contained in the report attachments, with summaries provided within the body of the staff report. Finally, while no decisions will be made during this meeting, the report provides concepts such as reduction targets and a proposed CAAP mission and vision statements which will be presented to the community and the Council Committee in the near future. Recommendations from these two bodies will be provided to the City Council, with the goal of establishing 2030 CAAP emission targets, strategies to achieve these targets, and the creation of the desired CAAP mission and vision statements.

BACKGROUND

In March 2020, the City entered into a contract with Environmental Science Associates (ESA), Inc. for the preparation of the City's CAAP. The CAAP is necessary to help Oxnard meet California's goals for reducing emissions of greenhouse gases (GHG) emissions as legally mandated, and adapt to the anticipated effects of climate change. The CAAP is a plan for reducing the GHGs that contribute to global climate change, and for adapting to the anticipated effects of climate change.

The CAAP will have two primary objectives:

1. To reduce GHG emissions through the implementation of reduction measures to meet or exceed reduction targets

- mandated by the State of California; and
2. To enhance the community's resilience to a changing climate by addressing the vulnerabilities and risks that are expected to occur as a result of those impacts.

Resilience, as defined by the State of California's Adaptation Planning Guide, is the "capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience." Climate adaptation is defined by this same source as "actions that address the projected impacts on all aspects of community function that may result from climate change. This can include impacts related to hazard events (flood, wildfire, drought, and severe storms for example), as well as slow changes that affect agricultural, forestry, and fisheries productivity; ecosystem structure and function; and public health."

Recognizing that GHG reduction is only part of the solution to addressing climate change, the other component is the "adaptation" needed to ensure preparedness and build resilience to expected vulnerabilities and risks that threaten the quality of life in Oxnard. Like other communities in California, Oxnard is likely to face serious economic, social, and environmental challenges in the coming decades due to rising temperatures, sea level rise, extreme storms, wind events, more severe droughts, and diminishing air quality that is expected to occur because of climate change. These impacts present significant threats to community health and wellbeing, which will not affect everyone equally. Vulnerable groups, such as the elderly, low-income families, farmworkers/agricultural workers, undocumented immigrants, communities of color, and individuals already suffering from chronic diseases, will be disproportionately impacted by these changes.

The CAAP consulting team is currently developing a climate change vulnerability assessment that considers the broad range of expected impacts and how they will affect the physical and social make-up of the City. The assessment will then be used to develop strategies that protect vulnerable populations and increase the resilience of the City's critical infrastructure for transportation, energy, water supply, and stormwater management. This component along with environmental justice will also be addressed in the CAAP.

Examples of climate change impacts facing Oxnard include, but are not limited to, rising sea levels, increased number of extreme heat days, smoke from the increased frequency of regional wildfires, wind events and degradation due to these occurrences, and increased risk of local flooding from severe storms and extreme high tides. Adaptation measures will be included in the CAAP to proactively prepare for these impacts, with a particular emphasis on the disadvantaged communities within the City that are most vulnerable.

The CAAP will also draw upon and support the community's goals and policies identified in the City's 2030 General Plan. It will feature health equity and climate justice consistent with the City's Sustainable Community (SC) Element of the General Plan (Chapter 2), SC-1.3 and all other relevant General Plan climate policies.

Legislative Mandates

The City's CAAP will reflect the statewide GHG reduction goal outlined in Senate Bill 32 (SB 32), also known as the Global Warming Solutions Act of 2016, which is an update of the original Global Warming Solutions Act of 2006, known as Assembly Bill 32 (AB 32). SB 32 calls for a statewide reduction of GHG emissions to 40 percent below 1990 levels by 2030. The legislation requires that the California Air Resources Board (CARB) prepare a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of SB 32. The latest Scoping Plan for SB 32, developed and implemented by the California Air Resources Board (CARB) in 2017, identifies specific measures to achieve these reductions and recommends that local governments establish GHG reduction targets for both their municipal operations and the community that are consistent with those of the State.

The State of California has also set a longer-term goal of reducing statewide emissions to 80 percent below 1990 levels by 2050, as expressed by AB 32 and the Governor's Executive Order S-03-05.

DISCUSSION

City of Oxnard GHG Inventories, Baseline and Projections

The starting point for addressing climate change mitigation, which is a key component of the CAAP, is an understanding of the sources of the current GHG inventories in the City. These sources include the GHG emissions that the City has direct control over (Municipal GHG Inventory) and those that result from community activities (Community GHG Inventory), which are directly and indirectly impacted by local government programs, implementation of State mandates, planning, and development decisions.

Since April of 2020, the City has been working with ESA and the CAAP team to conduct an analysis of the Municipal and Community GHG Inventories.

These Municipal and Community GHG inventories have been developed using well-recognized protocols published by International Council for Local Environmental Initiatives (ICLEI) and adhere to national standards. The Community inventory utilizes the methodology prescribed by the “U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions”, whereas the Municipal inventory, which comprises a subset of community emissions, utilizes ICLEI’s “Local Government Operations Protocol”. Consistent with national and international agreements, California uses 1990 as the baseline year for tracking and reducing GHG emissions. However, most local jurisdictions select an appropriate baseline year determined by the availability of data. Accordingly, the City has chosen 2010 as its baseline year, consistent with available records and the City Council approved Energy Action Plan (April 2013), which also used 2010 as the City’s baseline.

Following an extensive inventory procurement and analysis process, which included creating a GHG-emission inventory of sources specific to Oxnard, various key sectors (categories of emissions that are defined by the end use that causes them) were identified as the major contributors of GHG in the City. Those sectors, along with the percentage of total GHG contributions in 2018 (most recent inventory) are noted below. These sectors are the areas which directly result in GHG in the City of Oxnard and their percentage contribution to overall City GHG are as follows:

- On-Road Transportation (31%) - Emissions from cars and trucks that travel local roads and highways;
- Electricity (31%) - Emissions from the generation of electricity that is used by the community;
- Natural Gas (25%) - Emissions from the combustion of natural gas used by buildings and industry;
- Solid Waste (7%) - Emissions from the decomposition of waste sent to landfills;
- Off-Road Sources (5%) - Emissions from operation of construction and other off-road equipment;
- Water and Wastewater (1%) - Includes emissions from the electricity used to pump water and wastewater, as well as direct emissions resulting from wastewater treatment processes and local septic tanks; and
- Other (<1%) - emissions from passenger rail (Amtrak and MetroLink)

Based on these community-specific sources, GHG-reduction measures will be developed in the CAAP to achieve compliance with statutory emission-reduction targets and timelines. A more detailed summary of the above GHG emissions can be found in Attachment A (see Table 1 and Figure 4).

Recognizing that addressing GHG-reduction is only half of the solution to addressing climate change, the other component is the “adaptation” needed to ensure preparedness and build resilience to expected vulnerabilities and risks that threaten the City. The CAAP will address the future challenges the City will have in addressing climate change and will recommend adaptation measures to ensure the City is ready and able in the future to handle flooding, extreme heat days, degraded air quality, and severe storms.

GHG Target Considerations

A fundamental component of CAAP development is setting future GHG emissions targets. Cities are expected to do their part in helping the State achieve its emissions reduction goals, and many local governments including the County of Ventura and nearby Thousand Oaks are following CARB’s recommendation to establish a GHG reduction target that is

consistent with the State’s target (set by SB 32) to achieve 40 percent below 1990 levels by 2030 and to establish a pathway for reducing emissions in line with the State’s longer term goal of 80 percent below 1990 levels by 2050.

For Oxnard, like most communities, accurately quantifying 1990 emissions is not possible due to the lack of historical data. Thus, deriving a state-aligned target for 2030 (40 percent below 1990 levels) requires making an adjustment for emissions growth that has occurred between 1990 and the City’s baseline inventory, which as stated has been determined to be 2010.

Following CARB guidance from its Scoping Plan, local governments with baseline inventories occurring during the years 2005 to 2010 typically set their 2030 targets at approximately 50 percent below baseline. For the City of Oxnard, this equates to limiting community-wide emissions in 2030 to approximately 388,000 metric tons of carbon dioxide equivalents (MTCO₂e).

To determine the reductions needed to reach this target, a forecast of the City’s emissions to 2030 has been made to represent “business as usual” (BAU) conditions that would occur in the absence of policies and programs to reduce emissions. Basically, a BAU forecast is a projection of emissions which would occur if the City did nothing to change activities or programs from 2010 to the year 2030.

Figure 1 in Attachment A shows this BAU emissions forecast out to the years 2030 and 2050. Figure 2 illustrates the “Adjusted BAU Forecast” that accounts for the effect that state energy and transportation policies (e.g., renewable energy and vehicle fuel efficiency standards) will have on future emissions. Reductions from these state measures are expected to occur due to legislative mandates regardless of whether Oxnard takes local action to reduce emissions.

Figure 3 in Attachment A illustrates a potential community emissions target for 2030 that is aligned with the State target, which equates to a reduction of 50 percent below the 2010 baseline. The Adjusted BAU Forecast in the figure indicates the City would be about halfway to meeting a state-aligned 2030 target without contributions from local reduction measures.

Next Step: Developing Local GHG Reduction Measures

The next step in developing the CAAP is to analyze the potential of local measures to reduce GHG emissions and assess the overall potential of the City to reduce emissions in line with the State’s 2030 target and to make substantial progress towards meeting the State’s longer-term 2050 goal. Over the next several weeks, the CAAP consulting team will be evaluating the possible GHG reduction strategies. The process going forward will involve a community survey, community engagement and conversations with key stakeholders seeking input on a range of methods to reduce GHGs.

As indicated by the City’s 2030 emissions forecast (see Table 3 and Figure 5 in Attachment A) the sectors with the greatest potential for local emissions reduction are on-road transportation, electricity, natural gas, and solid waste. Combined, these sectors represent nearly 94 percent of the City’s expected emissions in 2030.

Measures to reduce GHGs will be communicated through the engagement process, with engagement helping to prioritize reduction options. For the City, achieving GHG emissions reductions in alignment with the State’s 2030 target of 40 percent below 1990 levels will require examination of the following sector-specific strategies (for more detailed explanations of these strategies see Attachment B). Additional strategies will be explored through the engagement and Council/committee discussion process:

- **Green the electricity supply:** This strategy reduces emissions from electricity used by buildings, lighting, and water delivery by increasing the percentage of power being supplied by renewable (i.e., zero-emissions) electricity. More than two-thirds of the reductions needed to reach the 2030 target could be accomplished by procuring 100% carbon-free electricity for all of the City’s customers.
- **Electrify buildings:** This strategy reduces emissions from the consumption of natural gas, by shifting the energy use to electricity, which has a lower carbon footprint, particularly when paired with the use of low- or zero-

carbon electricity.

- **Electrify transportation:** This strategy reduces emissions from on-road vehicles, the second-biggest contributor to the City's 2030 emissions forecast, by supporting the transition to plug-in electric (PEV) and hydrogen-powered vehicles. Potential actions include installation of PEV charging and hydrogen fueling stations, preferential parking for PEVs, and continued purchases of PEVs by the City government.
- **Improve energy efficiency of existing buildings:** With new buildings generally expected to be highly energy efficient due to increasingly stringent building codes (e.g., Title 24), this strategy focuses on existing buildings and reduces emissions from electricity and natural gas used by reducing the energy needed for heating, lighting, and operating electric-powered equipment and machinery.
- **Reduce vehicle miles traveled (VMT):** This strategy reduces emissions from on-road vehicles through land-use planning that emphasizes access to transit and reduces the need for vehicular travel through density increases, support for a mix of uses, and safe and convenient pedestrian and bicycle infrastructure. Other potential strategies to help reduce VMT include more restrictive parking policies, support for employer transportation demand management (TDM) programs, and support for programs that increase car sharing, bike sharing, and ride sharing.
- **Strive for zero waste:** This strategy reduces emissions from landfill decomposition of organic waste by reducing the amount of waste sent to the landfill.
- **Conserve water:** This strategy reduces emissions associated with the energy needed to treat and deliver water to the City's end consumers by reducing the amount of water consumed in the City.

Next Steps and Schedule, and Community Engagement

In October 2020, the City initiated a Climate Action Plan Logo Contest. The contest was promoted through a variety of social media platforms. A total of eight (8) submissions were received. The City's CAAP logo design committee selected the winning logo which was prepared by a local artist, Manny Bernal (see Attachment C - Final Approval Logo). Manny Bernal is an Oxnard resident and Manny's logo design will be featured when distributing information regarding the CAAP, and ultimately will be utilized on the cover of the Final CAAP. Manny's artistic resume is attached (see Attachment C).

The CAAP development team is currently preparing public engagement activities that are designed to accomplish the following objectives:

- Share information about Oxnard's GHG emissions and forecasts and the reductions that are needed to align with State targets.
- Gather community input on potential GHG reduction strategies.
- Share information about potential climate change impacts on Oxnard and planning approaches for reducing and avoiding impacts.
- Gather community input on climate change vulnerabilities, as well as priorities for taking action and developing strategies to avoid or reduce the risk of impacts.
- Partner with community leaders and community organizations to learn more about community needs and perspectives and to disseminate information about community involvement opportunities.
- Effectively involve residents, business owners, and other Oxnard stakeholders across Oxnard's multicultural and multilingual communities.

The community will also be asked to weigh in on a mission and vision statement (see Attachment D).

As indicated by the City's 2030 emissions forecast (see Table 3 and Figure 5 in Attachment A) the sectors with the greatest potential for local emissions reduction are on-road transportation, electricity, natural gas, and solid waste. Combined, these sectors represent nearly 94 percent of the City's expected emissions in 2030. The opportunity for GHG reductions are directly linked to land use, and policy decisions. Therefore, the analysis and conclusions outlined in the CAAP will directly impact the City's update to the 2030 General Plan. The CAAP will be completed prior to the

upcoming 2045 General Plan (the update to the City's 2030 General Plan), a three-year effort that will begin in mid-2022. Further, due to changing State regulations and policies it is recommended that once adopted the CAAP be updated every five years to ensure compliance with GHG reduction targets and to ensure the document reflects the City's on-going CAAP mission and vision. Ultimately, staff envisions a "refresh" of the 2021 adopted CAAP will occur through the comprehensive 2045 General Plan update (goal for adoption by 2025).

Over the next four months community engagement will kick off through a community wide survey, meetings and workshops with targeted groups with interest and connection to the environment, social and community activism, education and health care, utility agencies, and business and agriculture ("focus groups"). The CAAP survey will be promoted through social media, the CAAP website, through free media spots, and through targeted outreach. The survey will be available in both English and Spanish (see Attachment E). Additionally, two community meetings will be conducted with the general public with the goal of engaging all segments of the community. Input from disadvantaged communities will be a focus of these outreach activities, to ensure that measures taken to reduce emissions are equitable in terms of their costs and benefits to these communities. Distribution of a community-wide survey, and multiple public workshops, and focus group meetings will occur throughout the Spring and early Summer. Spanish interpretation will be provided and community meetings will be recorded and will be posted to the Climate Action Plan website - see: <https://www.oxnard.org/climate-action-plan/>

Key schedule milestones for the coming year are summarized below:

- Mid-April = CAAP community survey closes.
- Early Spring = Engagement through focus groups and community meetings/public workshops.
- Spring/Summer = Updates to Planning Commission, Council Committee, and City Council on CAAP survey results and community input.
- Fall/Winter adoption of the Final CAAP.

STRATEGIC PRIORITIES

This agenda item supports the Infrastructure and Natural Resources strategy. The purpose of the Infrastructure and Natural Resources strategy is to preserve and improve our roads, utilities, parks, trees, water supply and natural resources through effective planning, prioritization, and an equitable and efficient use of available funding.

FINANCIAL IMPACT

General Plan Maintenance Fee (GPMF) funds in the amount of \$350,000 were appropriated in January 2019 to the Climate Action Plan project (Project #19IN03). The cost of the agreement with ESA is \$411,490 over a two-year period, which includes the base agreement cost of \$349,490 and \$62,000 in optional tasks which may be funded by future grants. There is sufficient budget to cover the base agreement cost.

COMMITTEE OUTCOME

This item did not originate in Committee. This is a report to City Council with no policy decisions or recommendations being requested at this time.

Prepared by: Kathleen Mallory, Planning & Sustainability Manager

ATTACHMENTS

1. Attachment A - Community and Municipal GHG Inventories and Analysis
2. Attachment B - Local GHG Reduction Strategies
3. Attachment C - CAP Logo Design
4. Attachment D - Draft CAAP Mission and Vision Statements
5. Attachment E - Final CAAP Survey Questions March 7, 2021
6. Presentation - Update on the Preparation of the Climate Action and Adaptation Plan

Attachment A

City of Oxnard Climate Action Plan

Community and Municipal GHG Inventories and Analysis

Table 1 summarizes the draft results for the 2010 and 2018 community-wide inventories, listed by sector and showing the change from 2010 to 2018. Overall, annual GHG emissions have dropped by nearly 100,000 metric tons (MT), a difference of 12.8 percent. The biggest reductions are from the energy sector, with natural gas emissions dropping 23.3 percent and electricity dropping 17.8 percent. On-road transportation represents the third biggest reduction, falling by 4.9 percent. Emissions from off-road equipment rose by approximately 6,500 metric tons of carbon dioxide equivalents (MTCO_{2e}) (22.6 percent), and emissions from solid waste rose by approximately 2,100 MTCO_{2e} (4.3 percent).

Table 1: City of Oxnard Community GHG Emissions Inventories (all units are MTCO_{2e})^a

Sector	2010	2018	Net change	% change
On-road Transportation	219,756	209,021	-10,735	-4.9%
Electricity	252,511	207,472	-45,039	-17.8%
Natural Gas	215,922	165,692	-50,230	-23.3%
Solid Waste	48,023	50,110	2,087	4.3%
Off-Road Equipment	28,799	35,303	6,504	22.6%
Wastewater	7,437	5,960	-1,477	-19.9%
Passenger Rail	2,353	2,137	-217	-9.2%
Water	1,583	1,271	-312	-19.7%
Total Emissions	776,384	676,966	-99,418	-12.8%

a – MTCO_{2e} = metric tons of carbon dioxide equivalent

Table 2 summarizes the draft results for the 2010 and 2018 municipal operations inventories, listed by sector and showing the change from 2010 to 2018. Note that municipal operations represent a subset of community emissions and are included in the total emissions shown in Table 1. The municipal operations inventory provides a detailed look at the emission sources over which the City has the most control or influence. Overall, annual emissions have dropped by more than 6,000 MT, a difference of 21.3 percent. The biggest reductions are from electricity, wastewater treatment, and the City's fleet. Emissions from natural gas and solid waste actually increased, though their contributions to overall emissions remained very small.

Table 2: City of Oxnard Municipal Operation GHG Emissions Inventories (all units are MTCO₂e) ^a

Sector	2010	2018	Net change	% change
On-Road Fleet	6,338	5,491	-847	-13.4%
Off-Road Equipment	999	897	-101	-10.1%
Electricity	11,409	7,586	-3,824	-33.5%
Natural Gas	901	1,224	323	35.9%
Solid Waste	1,441	1,503	63	4.3%
Water Treatment & Delivery	1,583	1,271	-312	-19.7%
Wastewater Treatment	6,363	4,840	-1,523	-23.9%
Staff Commute	540	476	-64	-11.9%
Total Emissions	29,574	23,288	-6,286	-21.3%

a – MTCO₂e = metric tons of carbon dioxide equivalent

Several factors explain the reduction in community and municipal operations emissions. The City's Energy Action Plan (April 2013) included programs for increasing energy efficiency and reducing the GHG emissions associated with the use of electricity and natural gas. On a larger scale, since 2010, the State's renewables portfolio standard (RPS) has made a significant contribution to reducing emissions from electricity generation.

Notably, the draft inventory results indicate that the primary objective of the City's 2013 Energy Action Plan – to achieve a 10 percent reduction in energy-related GHG emissions by 2020 – has been met. Note also that the results in Tables 1 and 2 do not yet reflect the full effect of joining the CPA, as that did not occur until 2019.

A business-as-usual (BAU) forecast of community emissions has also been developed, based on the City's current emissions and the expected growth in the City's population, employment, and housing through 2050. The BAU forecast indicates that Oxnard's emissions would increase in the absence of State regulations (e.g., renewable energy and vehicle fuel efficiency standards) and if no additional actions were taken by the City to reduce emissions. However, State regulations (namely, the RPS and California's vehicle fuel efficiency mandates) are expected to reduce emissions considerably over the next 10 to 30 years. **Table 3** summarizes the BAU forecasts for 2030 and 2050, as well as the Adjusted BAU forecasts for 2030 and 2050 that account for these mandates. The results show that by 2030, annual community GHG emissions are expected to be approximately 574,000 MTCO₂e, a 26 percent reduction from the 2010 baseline. By 2050, annual community GHG emissions are expected to be approximately 468,000 MTCO₂e, representing a 40 percent reduction from the 2010 baseline. **Figure 1** shows this BAU emissions forecast out to the year 2050. **Figure 2** illustrates the Adjusted BAU forecast that accounts for the effect that state regulations will have on future emissions.

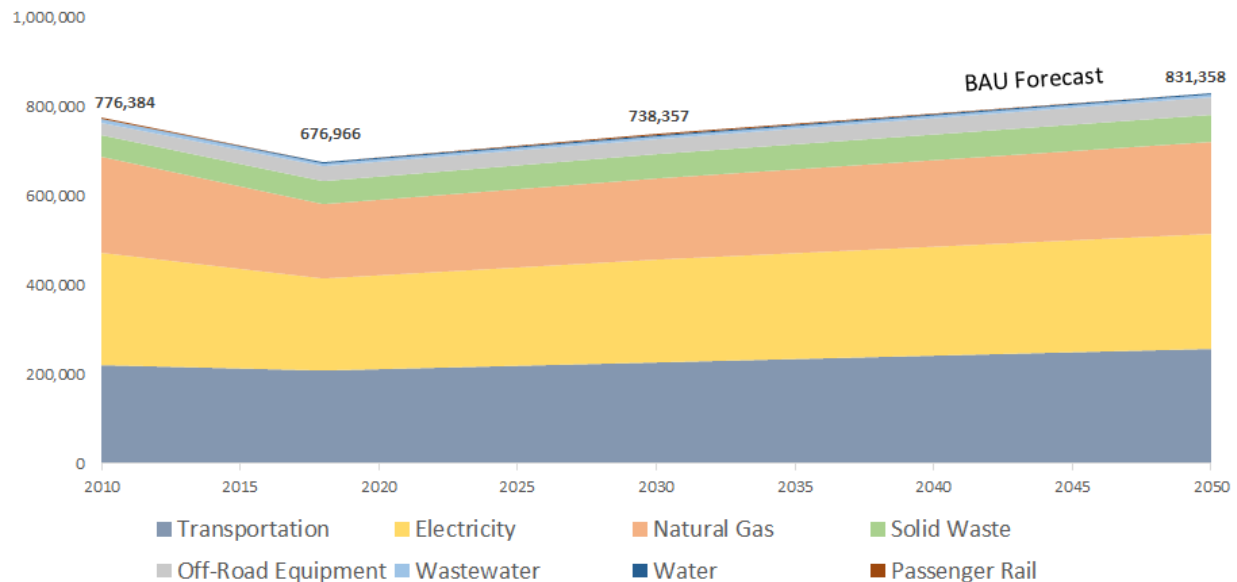
Table 3: City of Oxnard Community GHG Emissions Forecasts (all units are MTCO_{2e})^a

Sector	BAU Forecast		Adjusted BAU Forecast	
	2030	2050	2030	2050
On-road Transportation	228,308	257,145	161,342	156,702
Electricity	227,735	257,057	132,334	0
Natural Gas	182,752	206,713	182,752	206,713
Solid Waste	54,734	61,647	54,734	61,647
Off-Road Equipment	34,639	37,321	34,639	37,321
Wastewater	6,510	7,332	4,842	2,848
Passenger Rail	2,291	2,580	2,291	2,580
Water	1,388	1,563	806	0
Total Emissions	738,357	831,358	573,740	467,811

a – MTCO_{2e} = metric tons of carbon dioxide equivalent

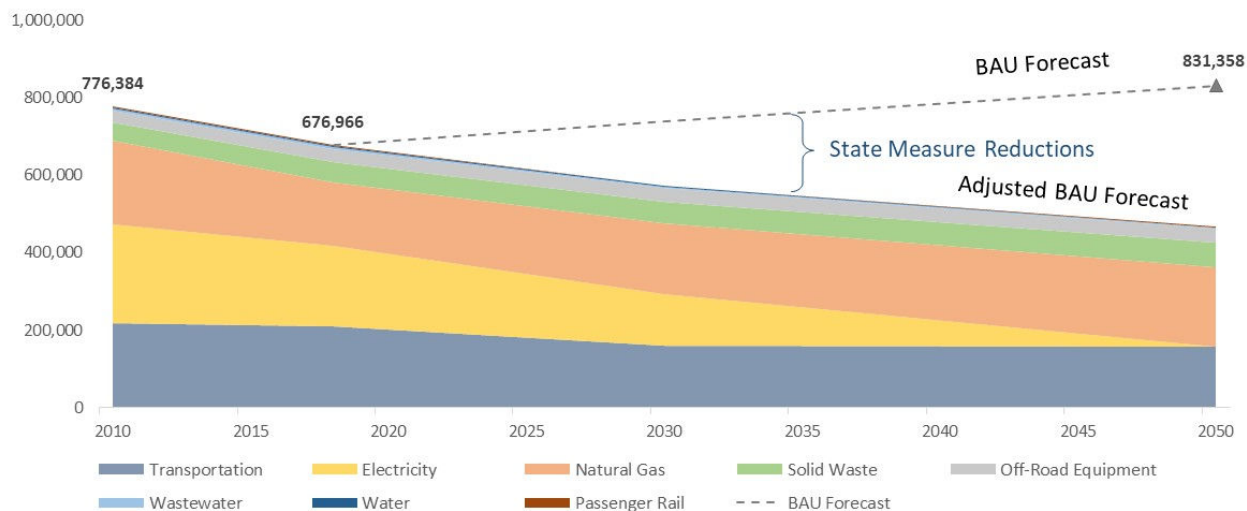
City of Oxnard GHG Emissions

FIGURE 1: City of Oxnard Community GHG Emissions by Sector – Business-as-Usual (BAU) Forecast



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO_{2e})

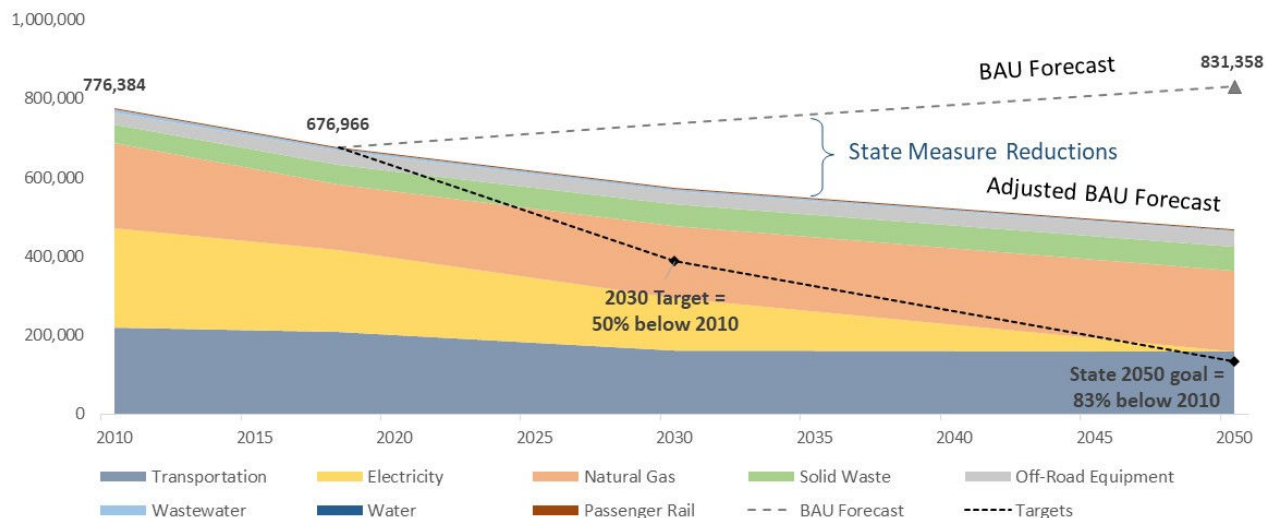
FIGURE 2: City of Oxnard Community GHG Emissions by Sector – Adjusted BAU Forecast



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO2e)

Figure 3 illustrates a community emissions target for 2030 that is aligned with the State target, equivalent to a reduction of 50 percent below the 2010 baseline. The Adjusted BAU Forecast indicates the City would be about halfway to meeting this state-aligned 2030 target without contributions from local reduction measures. Longer term (i.e., 2050), additional reductions will be needed to align with the State’s goal but there will most likely be additional state actions and technological advances after the year 2030 that will reduce emissions, particularly in the transportation and energy sectors. The City can expect to update the CAAP periodically, incorporating revised measures that reflect the new regulations, technologies, and macro-economic developments.

FIGURE 3. City of Oxnard 2030 Emissions Target Aligned with State Target



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO2e)

Figure 4 provides a sector-by-sector contribution of GHG emissions in the City's 2018 inventory, while **Figure 5** provides a sector-by-sector breakdown of the City's 2030 emissions forecast, adjusted for State regulations (the RPS and California's vehicle fuel efficiency mandates).

FIGURE 4. City of Oxnard 2018 Emissions by Sector

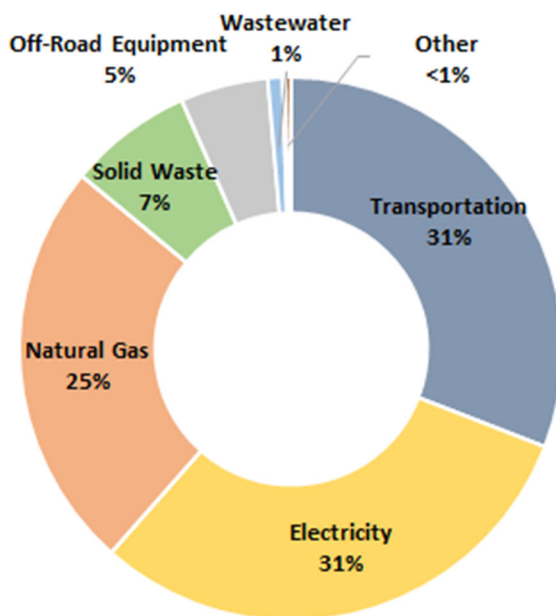
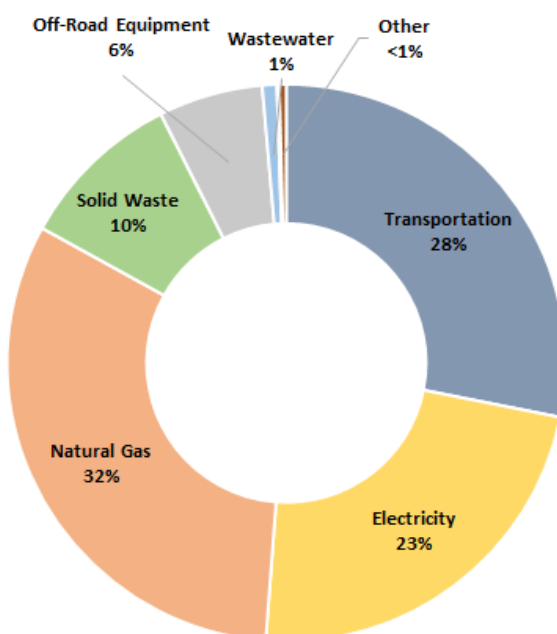


FIGURE 5. City of Oxnard 2030 Emissions Forecast, by Sector (Adjusted BAU)



Attachment B

City of Oxnard Climate Action Plan Local GHG Reduction Strategies

1. **Green the electricity supply:** This strategy reduces emissions from electricity used by buildings, lighting, and water delivery by increasing the percentage of power being supplied by renewable (i.e., zero-emissions) electricity. With the City recently joining CPA and adopting the 100% 'Green Power' renewable energy tier as the default for all CPA customers, this is considered a priority strategy for the CAAP. More than two-thirds of the reductions needed to reach the 2030 target could be accomplished by procuring 100% carbon-free electricity for all of the City's customers. The installation of local solar PV systems is also a viable strategy for greening the electricity supply, and, when combined with microgrids or battery storage systems, helps even out electricity supply/demand fluctuations and increases community resilience to power grid outages.
2. **Electrify buildings:** This strategy reduces emissions from the consumption of natural gas, by shifting the energy use to electricity, which has a lower carbon footprint, particularly when paired with the use of low- or zero-carbon electricity. The clearest opportunity for electrification is with new buildings. Increasingly in California, cities are requiring or promoting electrification of new buildings and major renovations through their local building codes. Electrification of existing buildings is more challenging, but cities can promote electrification of household appliances and heating systems through education and financial incentives.
3. **Electrify transportation:** This strategy reduces emissions from on-road vehicles, the second-biggest contributor to the City's 2030 emissions forecast. California is the national leader in developing policies and infrastructure that support a shift to zero emission vehicles (ZEVs), which include plug-in electric vehicles (PEVs) and hydrogen fuel cell vehicles (FCEVs). The availability of new vehicle models, improved battery storage, and increased availability of vehicle charging infrastructure, coupled with incentives such as carpool lane access stickers, federal tax credits, and state and air district rebates, have contributed to an expanding market for PEVs in California and the emergence of companies like Tesla that are changing the automotive industry. Concurrently, many of the largest vehicle manufacturers, including General Motors and Ford, have announced commitments to stop selling fossil-fueled vehicles within the next 15 years. On a macroeconomic scale, the City's actions have no bearing on these market trends; however, the shift to ZEVs locally can occur faster with support for additional EV charging and hydrogen fueling stations, preferential parking for ZEVs, and continued purchases of ZEV fleet vehicles by the City government.
4. **Improve energy efficiency of existing buildings:** With new buildings generally expected to be highly energy efficient due to increasingly stringent building codes (e.g., Title 24), this strategy focuses on existing buildings and reduces emissions from electricity and natural gas used by reducing the energy needed for heating, lighting, and operating electric-powered equipment and machinery. The City's 2013

EAP included several measures for improving the efficiency of existing buildings. Focusing on older buildings, particularly those built before 1978, is typically a cost-effective strategy for improving the energy efficiency of existing buildings. Energy loads during periods of extreme heat can be reduced by using cool roofs and pavements.

5. **Reduce vehicle miles traveled (VMT):** This strategy reduces emissions from on-road vehicles by reducing vehicle trips and overall miles traveled. Reducing VMT is a major state goal as well as a major objective of the SCAG's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which integrates regional land use, housing, and transportation strategies that are geared towards reducing vehicle trips and increasing active transportation modes like walking and bicycling. Reducing VMT is a worthy objective, but it has historically proven to be difficult to achieve. Local communities, which control their own land uses, are expected to do their part through support of public transit, and through land-use planning that emphasizes access to transit and reduces the need for vehicular travel through density increases, support for a mix of uses, and safe and convenient pedestrian and bicycle infrastructure. Other strategies that help reduce VMT include parking strategies such as amending zoning codes to reduce requirements in new development projects, support for employer transportation demand management (TDM) programs, and support for programs that increase car sharing, bike sharing, and ride sharing.
6. **Strive for zero waste:** This strategy reduces emissions from landfill decomposition of organic waste by reducing the amount of waste sent to the landfill. Solid waste disposal represents almost 10 percent of the City's 2030 Adjusted BAU forecast. The City provides commercial and residential recycling services and must comply with Senate Bill 1383, a law that aims to reduce organic disposal in California by 75% and recover 20% of edible food waste by 2025.
7. **Conserve water:** This strategy reduces emissions associated with the energy needed to treat and deliver water to the City's end consumers by reducing the amount of water consumed in the City. The City has strong policy support for conservation and promotes water conservation through a variety of informational programs, rebates, and public events. Water use represents a very small percentage of the City's 2030 Adjusted BAU forecast. However, water conservation is important for environmental reasons and will be increasingly important as climate change stresses state and local supply sources.

CAP

CLIMATE ACTION PLAN



About the artist

From an early age, I've found interesting how the use of color gives meaning to emotions and how shapes and forms identify elements of nature and society. I'm drawn to the ability art has on stirring the senses and how it can effortlessly generate a reaction.

As a young student in the City of Oxnard, California, I possessed a innate desire for learning, but I really felt my curiosity heightened during lessons that involved art, design and color.

After high school, I enrolled in local community colleges and took courses in photography, painting, drawing, ceramics, graphic design and music. I wanted to learn, cultivate my mind and develop my skills.

Then, I transferred to the University of Southern California and acquired a Bachelor's Degree in Fine Arts (B.A.F.A.)

I've been active artist for over 25 years and display my work in galleries, shops and restaurants in and around the county of Ventura.

As an artist, I possess a deep fascination for the process of making art and enjoy the intense and creative struggle.

I often incorporate in my work elements of love, nature, human behavior, the human condition, the meaning of life, the human form and the realm of dream.

Art and literary periods that have influenced my work are the Renaissance, Romanticism, Surrealism, Cubism, Existentialism, Realism and Abstract.

I admire the works of Leonardo da Vinci, Salvador Dali, Pablo Picasso, Vincent Van Gogh, and M.C. Escher, to name a few.

As a student at USC, I won a drawing contest that earned me a \$3000 scholarship.

From 2003-2006, artist Julio Rocha and I operated Art of Simplicity. A greeting card company featuring my designs.

In 2009, writer/poet and radio personality Rick Mizuno, published poetry book, "From The Heart of A Man", which features a collection of my work.

After Art of Simplicity, I developed Scarlett Leaf.

Scarlett Leaf is the business emblem and logo symbol that promotes, markets and sells specialty products based on my artwork. I also, operate as a free-lance graphic/web designer.

I believe art enriches, liberates and brings beauty to daily life. And as a human being, I feel truly alive when experiencing, studying, exercising, developing and expressing my own ideas and thoughts on a physical piece of paper.

ATTACHMENT D

Draft CAAP Mission and Vision Statement

Climate change will impact west Ventura County. We will see gradual sea-level rise, hotter summers, extended droughts, and stronger winter storms. By taking action as a City, as individuals, as businesses, and as a community, we can work together to adapt and thrive with local climate change.

Mission Statement

The City of Oxnard will work with the community to develop actions that will help reduce our collective contribution to climate change, prepare us for climate change hazards, and address underlying inequities.

Vision Statement

Oxnard, as a safe, healthy, and thriving community, is taking the necessary steps to minimize climate change and prepare for its impacts.

Oxnard Climate Action and Adaptation Plan

To help achieve this vision, Oxnard's communities will be involved in preparing a Climate Action and Adaptation Plan (CAAP). The CAAP will establish steps that the City of Oxnard will follow, just like similar programs underway in other cities around the world, to reduce climate change impacts and adapt our lives to the evolving climate reality.

The actions in the CAAP will be focused around:

- Setting new goals that help us prepare for local climate change impacts
- Reducing our contributions to climate change
- Protecting our most vulnerable populations
- Understanding and addressing health inequities for all residents to better prepare for changing conditions
- Gradually adapting our local economy so that all community members are prosperous
- Protecting areas with cultural and environmental resources, habitat, critical infrastructure, civic institutions, and agricultural lands from damaging impacts

Oxnard CAAP - Community Survey Questions

Draft March 7, 2021

The City of Oxnard (City) is developing a climate action and adaptation plan (CAAP) that will implement the State regulations. The CAAP will help reduce the citywide greenhouse gas emissions (GHG) that cause climate change, and include strategies for making the City more prepared to withstand the climate change impacts expected in the coming decades. This survey is designed to assess community opinions on how to make Oxnard more sustainable, and what benefits and priorities are the most important so that the City can address them in the CAAP. Please help the City establish these priorities by completing this survey. The survey should not take more than 10 minutes to complete.

On the following survey one type of question asks you to rate the importance of each item by selecting a numerical value (*1 = extremely important; 2 = moderately important; 3 = slightly important; 4 = not important*), while another type asks you to simply select one or more answers using a checkbox (☐).

1. Please indicate your level of concern about the following climate change impacts (*1 = extremely important; 2 = moderately important; 3 = slightly important; 4 = not important*):

- ☐ Sea level rise and coastal erosion
- ☐ Severe storms and increased flooding
- ☐ Warmer temperatures and heat waves
- ☐ Smoke from wildfires
- ☐ Longer and more severe droughts
- ☐ Decreased air quality
- ☐ Invasive pests and new diseases

2. How concerned are you about the impacts of climate change on the following? (*1 = extremely important; 2 = moderately important; 3 = slightly important; 4 = not important*):

- ☐ Public health
- ☐ Homes and property values
- ☐ Seniors, outdoor workers, low-income households, and other vulnerable populations
- ☐ Local agriculture and food production
- ☐ Economic health of the community
- ☐ Public infrastructure (e.g., roads, bridges, buildings)
- ☐ Urban trees and maintained landscapes
- ☐ Local beaches, parks and open space (natural areas)
- ☐ Local wildlife - Loss of habitat/species
- ☐ Well-being of future generations

3. How important do you consider the following greenhouse gas reduction strategies? (*1 = extremely important; 2 = moderately important; 3 = slightly important; 4 = not important*):

- ☐ Promote energy efficiency in new construction
- ☐ Improve energy efficiency of existing residential and commercial buildings
- ☐ Purchase renewable power from the local electricity provider
- ☐ Increase local renewable energy generation (e.g., rooftop solar systems) and storage

- ☐ Transition away from natural gas use
- ☐ Reduce automobile idling and improve traffic flow
- ☐ Assist the transition to zero emission vehicles (electric or hydrogen powered vehicles)
- ☐ Improve the safety and convenience of walking and cycling in the City
- ☐ Increase public transportation alternatives
- ☐ Locate and design new development to promote walking and reduce the need for driving
- ☐ Conserve and reuse water
- ☐ Promote tree planting and urban greening
- ☐ Reduce solid waste sent to landfill (more recycling and reuse of materials)
- ☐ Compositing/recycling organic (food and yard) waste
- ☐ Reducing consumption of food and other goods and products

4. How important do you consider the following community resilience strategies? Examples of community resilience to climate change include actions that decrease potential damage from sea level rise, reduce the health impacts of heat waves, decrease economic harm from drought, and increase the city's ability to maintain power during planned or unplanned utility power outages.

(1 = extremely important; 2 = moderately important; 3 = slightly important; 4 = not important):

- ☐ Provide more information to residents and businesses
- ☐ Provide better access to air conditioning or cooling centers during extreme heat events
- ☐ Protect farmworkers and other outdoor workers during times of extreme heat and bad air quality (e.g., smoke from wildfires)
- ☐ Identify special populations that may need assistance during times of flood, extreme heat, or hazardous air quality
- ☐ Plant more shade trees and encourage the use of cool roofs and pavements that don't absorb heat from the sun
- ☐ Increase the reliability of the electrical grid to withstand storms, floods and heat waves
- ☐ Establish better emergency warning systems that target vulnerable populations and non-English speakers
- ☐ Ensure the City's stormwater drainage system functions properly during storms or increasingly high tides

5. How important is it for the City to take the following steps to prepare for climate change impacts? (1 = extremely important; 2 = moderately important; 3 = slightly important; 4 = not important)

- ☐ Develop programs and policies that protect the most vulnerable populations in the City (e.g. outdoor workers, elderly, low-income, etc.)
- ☐ Develop programs and policies that protect private property and businesses
- ☐ Design and strengthen roads and infrastructure (water, stormwater, and flood protection systems)
- ☐ Develop programs and policies that protect beaches, parks and natural areas

6. What do you see as barriers to strategies for addressing climate change? (check up to 5)

- ☐ Lack of public information and education
- ☐ Cost of taking action
- ☐ Difficulty in changing behavioral habits

- ☐ Lack of public concern
- ☐ Lack of business or industry support
- ☐ Lack of public-private coordination
- ☐ Lack of Federal government leadership
- ☐ Scientific uncertainty
- ☐ There is no need to address climate change or increased community resilience
- ☐ Other: _____

7. What is your affiliation to Oxnard? (check all that apply)

- ☐ Live and own a home in Oxnard
- ☐ Live and rent a home in Oxnard
- ☐ Work in Oxnard
- ☐ Own a business in Oxnard
- ☐ Live in a neighboring community
- ☐ Other. Please explain: _____

8. If you are a resident, how long have you lived in Oxnard?

- ☐ 0-5 years
- ☐ 6-10 years
- ☐ 11-20 years
- ☐ 20+ years

9. If you are a resident, in which District in the City do you live?

- ☐ District 1
- ☐ District 2
- ☐ District 3
- ☐ District 4
- ☐ District 5
- ☐ District 6

10. What is your age?

- ☐ 10-25 years
- ☐ 26-40 years
- ☐ 41-65 years
- ☐ 66+ years

11. Please share any additional ideas, priorities or comments about how the City of Oxnard can reduce GHG emissions and become more climate resilient? _____

12. Would you be interested in receiving updates and learning more about CAAP? If so, please provide your contact name, as well as mailing and email addresses:

Name: _____

Email Address: _____

Phone No. _____

Update on the Preparation of the Climate Action and Adaptation Plan

Kathleen Mallory, Planning & Sustainability Manager
Vyto Adomaitis, Community Development Director
Community Development Department

March 30, 2021
City Council Meeting



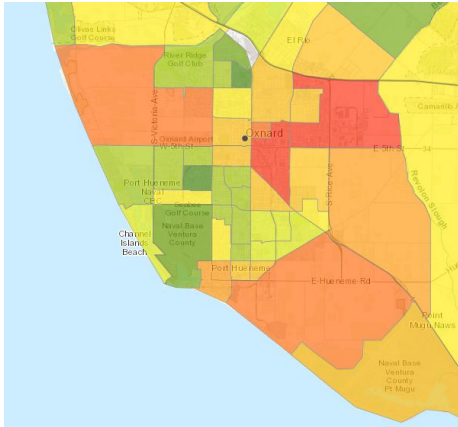
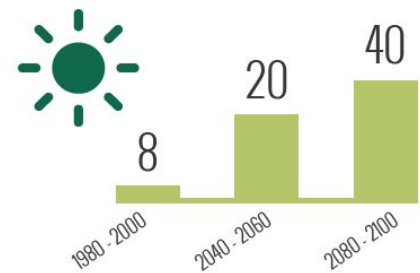
Background

2

- March 2020 - Council authorized preparation of a Climate Action and Adaptation Plan (CAAP).
- Environmental Science Associates hired to complete CAAP.
- What is the CAAP?
 - Plan for reducing City's emissions of greenhouse gases (GHGs) that contribute to global climate change, and for adapting to the anticipated effects of climate change.
- **CAAP Objectives:**
 - Reduce community's greenhouse gas (GHG) emissions to meet or exceed reduction targets mandated by the State; and
 - Enhance community resilience to a changing climate by addressing vulnerabilities and risks that are expected to occur as a result of those impacts.

- Rising temperatures; more extreme heat
- Sea level rise and coastal flooding
- More extreme droughts
- Smoke from regional wildfires
- Extreme storms, wind and precipitation; increased flood risk

Extreme Heat Days Per Year



These changes will have a disproportionate impact on disadvantaged populations:

Elderly, low-income, farmworkers, undocumented immigrants, communities of color, and individuals already suffering from chronic diseases

What's Been Happening over the Last Year?

4

- Actively working on background analysis and research on the CAAP.
- Consultant team has been:
 - Modeling energy data - generated by municipal operations (wastewater, water, trash facility, buildings, municipal fleet, for example).
 - Modeling energy data - generated by residences, businesses, agriculture, etc. (all land uses and land use types)
 - Assessing Oxnard's climate change vulnerabilities.
 - This assessment will help develop strategies in the CAAP.
- City team engaged community in logo challenge.
- Developed community survey and stakeholder interest list.

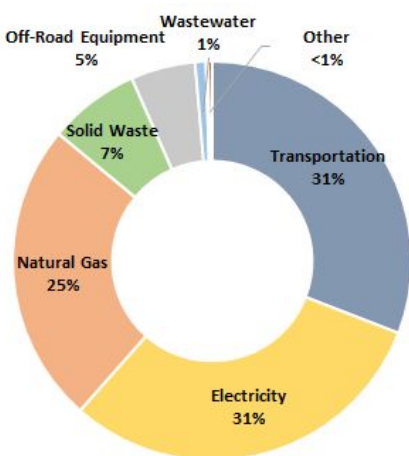
- Resilience and Adaptation are key elements of a CAAP.
- Resilience is the capacity of any entity to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience.
- Adaptation are actions that address the projected impacts on all aspects of community function that may result from climate change. This can include impacts related to:
 - Flood
 - Wildfire
 - Drought
 - Severe Storms
- GHG reduction is only part of solution to address climate change; adaptation = preparedness and build resilience to climate vulnerabilities and risks.

Legislative Mandates & Executive Orders

- **Global Warming Solutions Act of 2016 (AB 32 and SB 32)** - mandates statewide reduction of GHG emissions to 40 percent below 1990 levels by 2030.
- **Governor's Executive Order S-03-05** - sets a longer-term goal of reducing statewide emissions to 80 percent below 1990 levels by 2050.
- **Senate Bill 379** – requires climate change hazards to be considered in local General Plans

The **CARB Scoping Plan of 2017** outlines State's plan to achieve the reductions mandated by SB 32 and recommends local governments set GHG reduction targets consistent with those of the State.

City of Oxnard 2018 Community Emissions by Sector



2018 Community Inventory Summary (all units are MTCO₂e)^a

Sector	2018	% of total
On-road Transportation	209,021	30.9%
Electricity	207,472	30.6%
Natural Gas	165,692	24.5%
Solid Waste	50,110	7.4%
Off-Road Equipment	35,303	5.2%
Wastewater	5,960	0.9%
Passenger Rail	2,137	0.3%
Water	1,271	0.2%
Total Emissions	676,966	100%

^a - Units = metric tons carbon dioxide equivalents (MTCO₂e)

Oxnard GHG Inventory: Community Emissions

2010 and 2018 Community GHG Emissions Inventories (all units are MTCO₂e)^a

Sector	2010	2018	Net change	% change
On-road Transportation	219,756	209,021	-10,735	-4.9%
Electricity	252,511	207,472	-45,039	-17.8%
Natural Gas	215,922	165,692	-50,230	-23.3%
Solid Waste	48,023	50,110	2,087	4.3%
Off-Road Equipment	28,799	35,303	6,504	22.6%
Wastewater	7,437	5,960	-1,477	-19.9%
Passenger Rail	2,353	2,137	-217	-9.2%
Water	1,583	1,271	-312	-19.7%
Total Emissions	776,384	676,966	-99,418	-12.8%

^a - MTCO₂e = metric tons of carbon dioxide equivalent

Factors behind observed emissions trends since 2010:

- Vehicles are more fuel efficient
- Electricity is less carbon-intensive
- Community is using less energy per capita

City of Oxnard Municipal Operation GHG Emissions Inventories (all units are MTCO₂e) ^a

Sector	2010	2018	Net change	% change
On-Road Fleet	6,338	5,491	-847	-13.4%
Off-Road Equipment	999	897	-101	-10.1%
Electricity	11,409	7,586	-3,824	-33.5%
Natural Gas	901	1,224	323	35.9%
Solid Waste	1,441	1,503	63	4.3%
Water Treatment & Delivery	1,583	1,271	-312	-19.7%
Wastewater Treatment	6,363	4,840	-1,523	-23.9%
Staff Commute	540	476	-64	-11.9%
Total Emissions	29,574	23,288	-6,286	-21.3%

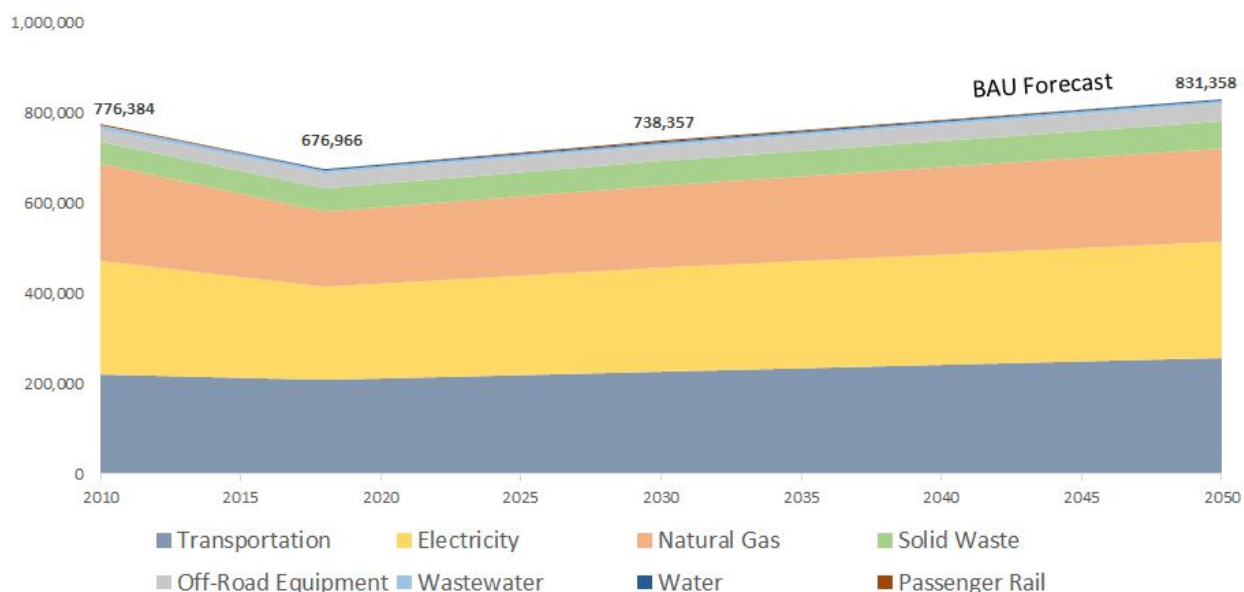
a – MTCO₂e = metric tons of carbon dioxide equivalent

- Municipal emissions are a subset of the Community Inventory
- Most municipal emissions come from electricity use, followed by fleet vehicles and wastewater treatment
- Overall, emissions were 21% lower in 2018 than in 2010

Oxnard GHG Emissions Forecast

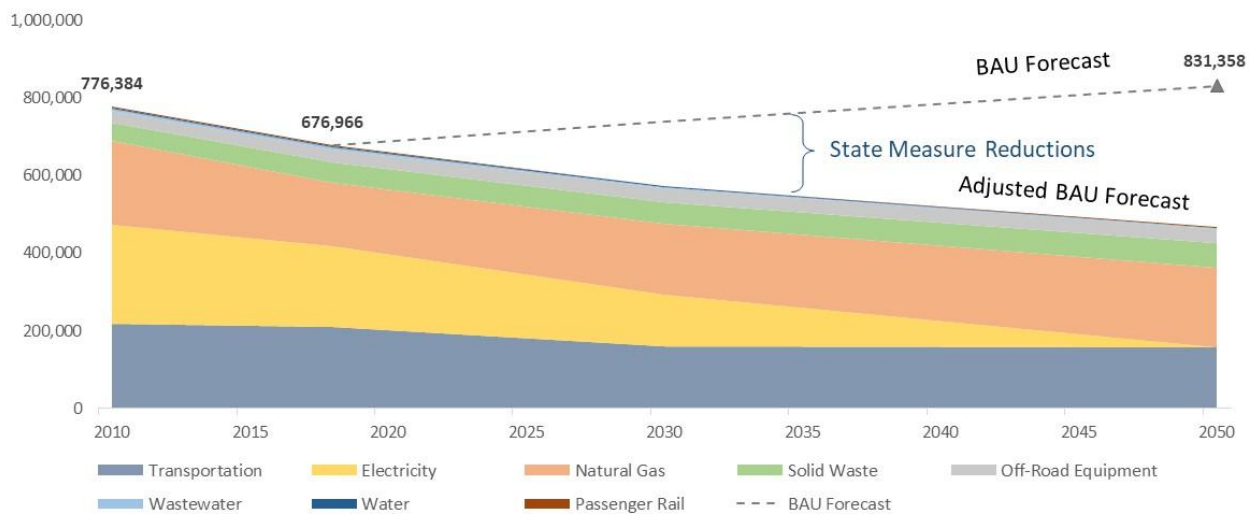
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City of Oxnard Community GHG Emissions by Sector – Business-as-Usual (BAU) Forecast



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO₂e)

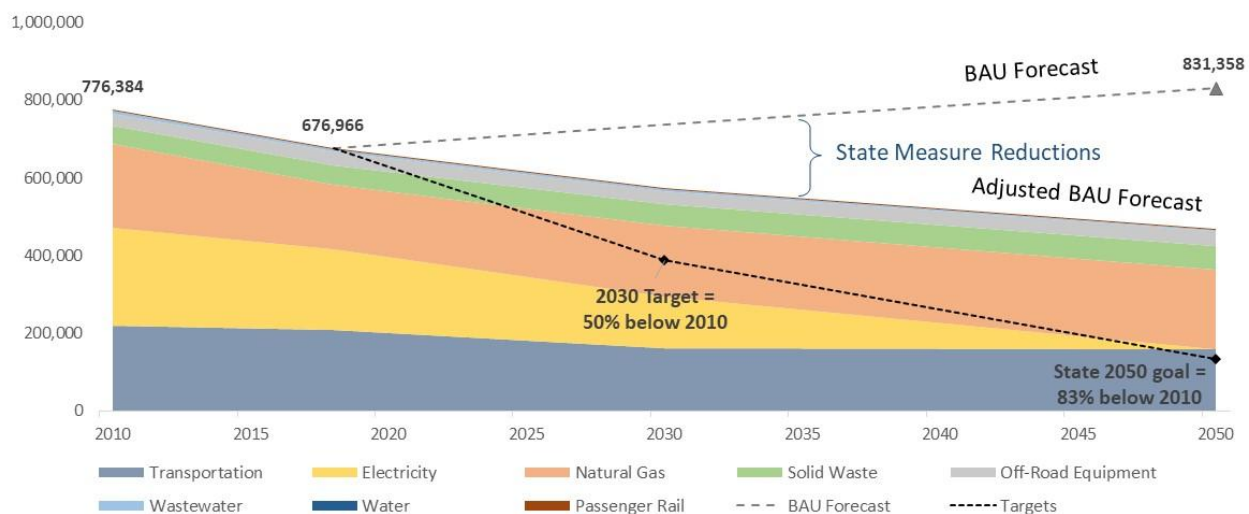
City of Oxnard Community GHG Emissions by Sector – Adjusted BAU Forecast



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO₂e)

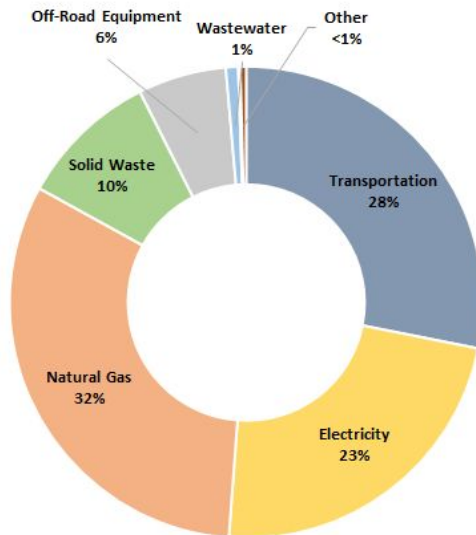
Oxnard GHG Target Considerations

City of Oxnard 2030 Emissions Target Aligned with State Target



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO₂e)

City of Oxnard 2030 Emissions Forecast, by Sector (Adjusted BAU)



Strategies to examine:

Green electricity supply: Reduces emissions from electricity used by buildings, lighting, and water delivery

Electrify buildings: Reduces consumption of natural gas

Electrify transportation: Reduces emissions from on-road vehicles by supporting the transition to EVs

Improve energy efficiency of existing buildings: Reduces emissions associated with use of electricity and natural gas

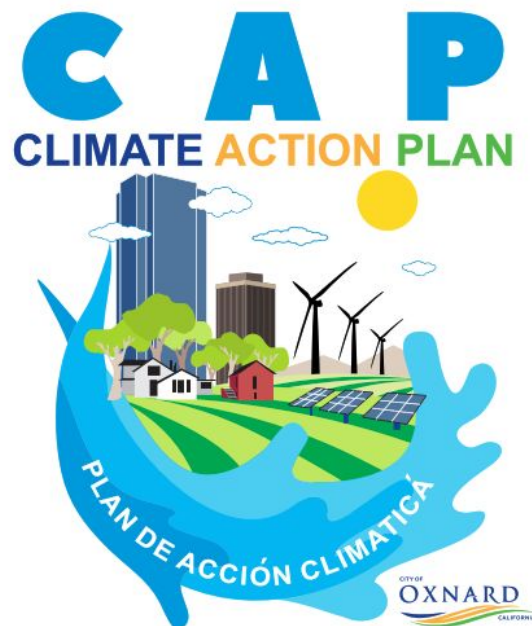
Reduce vehicle miles traveled (VMT): Reduces emissions from vehicles, through more public transit, more mixed use and denser development, and safe and convenient pedestrian and bicycle infrastructure

Strive for zero waste: Reduces emissions from landfill decomposition of waste

Conserve Water: Reduces emissions from treatment and delivery of water

Next Steps and Schedule

Rollout of CAAP Logo and Community Engagement



Public Engagement (English and Spanish) Goals:

- Share information about GHG emissions and forecasts; reductions needed align with State targets
- Gather community input on potential GHG reduction strategies
- Share information potential climate change impacts on Oxnard and planning approaches for reducing and avoiding impacts
- Gather community input on climate change vulnerabilities; priorities for taking action and developing strategies to avoid or reduce the risk of impacts
- Partner with community leaders and community organizations to learn more about community needs and perspectives; disseminate information about community involvement opportunities
- Involve residents, business owners, and other Oxnard stakeholders across Oxnard's multicultural and multilingual communities

Next Steps and Schedule

- Community meetings and public workshops (english/spanish)
- Outreach to stakeholder groups
- Initiation of community wide survey (english/spanish)
- Update HEDC and City Council on community input in Spring/Summer
- Establishment of reduction targets in Spring/Summer
- Fall/Winter additional community outreach
- City Council approval of Final CAAP late 2021/early 2022.

That the City Council receive an update on work to prepare and engage the community in the preparation of the City's Climate Action and Adaptation Plan (CAAP).



DISCUSSION

Attachment B

City of Oxnard Climate Action Plan

Community and Municipal GHG Inventories and Analysis

(From March 30 Staff Report, revised with updated On-road Transportation Emissions)

Table 1 summarizes the draft results for the 2010 and 2018 community-wide inventories, listed by sector and showing the change from 2010 to 2018. Overall, annual GHG emissions have dropped by over 100,000 metric tons (MT), a difference of 12.4 percent. The biggest reductions are from the energy sector, with natural gas emissions dropping 23.3 percent and electricity dropping 17.8 percent. On-road transportation represents the third biggest reduction, falling by 9.1 percent. Emissions from off-road equipment rose by approximately 8,900 metric tons of carbon dioxide equivalents (MTCO_{2e}) (31.4 percent), and emissions from solid waste rose by approximately 3,800 MTCO_{2e} (6.0 percent).

Table 1: City of Oxnard Community GHG Emissions Inventories (all units are MTCO_{2e})^a

Sector	2010	2018	Net change	% change
On-road Transportation	428,030	389,079	-38,951	-9.1%
Electricity	252,511	207,472	-45,039	-17.8%
Natural Gas	215,922	165,692	-50,230	-23.3%
Solid Waste	64,564	68,411	3,848	6.0%
Off-Road Equipment	28,394	37,310	8,916	31.4%
Wastewater	6,432	4,769	-1,663	-25.9%
Passenger Rail	2,353	2,137	-217	-9.2%
Water	1,583	1,271	-312	-19.7%
Total Emissions	999,788	876,140	-123,648	-12.4%

a – MTCO_{2e} = metric tons of carbon dioxide equivalent

Table 2 summarizes the draft results for the 2010 and 2018 municipal operations inventories, listed by sector and showing the change from 2010 to 2018. Note that municipal operations represent a subset of community emissions and are included in the total emissions shown in Table 1. The municipal operations inventory provides a detailed look at the emission sources over which the City has the most control or influence. Overall, annual emissions have dropped by more than 6,000 MT, a difference of 21.1 percent. The biggest reductions are from electricity, wastewater treatment, and the City's fleet. Emissions from natural gas and solid waste actually increased, though their contributions to overall emissions remained very small.

Table 2: City of Oxnard Municipal Operation GHG Emissions Inventories (all units are MTCO_{2e})^a

Sector	2010	2018	Net change	% change
On-Road Fleet	6,338	5,491	-847	-13.4%
Off-Road Equipment	999	897	-101	-10.1%
Electricity	11,409	7,586	-3,824	-33.5%
Natural Gas	901	1,224	323	35.9%
Solid Waste	1,937	2,052	115	6.0%
Water Treatment & Delivery	1,583	1,271	-312	-19.7%
Wastewater Treatment	6,363	4,734	-1,629	-25.6%
Staff Commute	540	476	-64	-11.9%
Total Emissions	30,070	23,731	-6,339	-21.1%

a – MTCO_{2e} = metric tons of carbon dioxide equivalent

Several factors explain the reduction in community and municipal operations emissions. The City's Energy Action Plan (April 2013) included programs for increasing energy efficiency and reducing the GHG emissions associated with the use of electricity and natural gas. On a larger scale, since 2010, the State's renewables portfolio standard (RPS) has made a significant contribution to reducing emissions from electricity generation.

Notably, the draft inventory results indicate that the primary objective of the City's 2013 Energy Action Plan – to achieve a 10 percent reduction in energy-related GHG emissions by 2020 – has been met. Note also that the results in Tables 1 and 2 do not yet reflect the full effect of joining the CPA, as that did not occur until 2019.

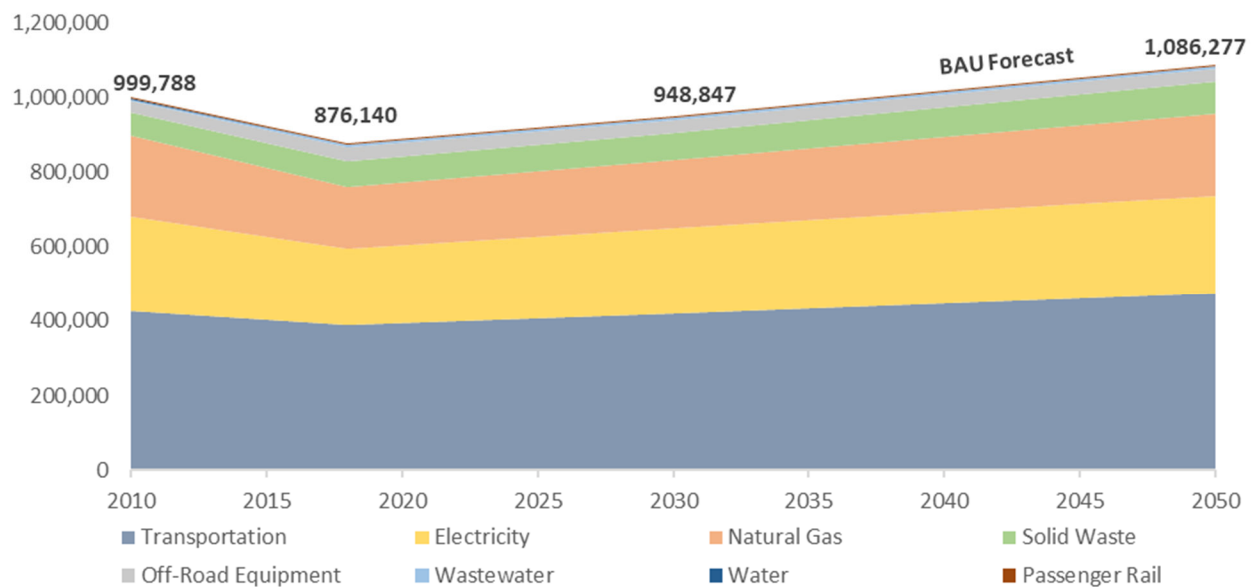
A business-as-usual (BAU) forecast of community emissions has also been developed, based on the City's current emissions and the expected growth in the City's population, employment, and housing through 2050. The BAU forecast indicates that Oxnard's emissions would increase in the absence of State regulations (e.g., renewable energy and vehicle fuel efficiency standards) and if no additional actions were taken by the City to reduce emissions. However, State regulations (namely, the RPS and California's vehicle fuel efficiency mandates) are expected to reduce emissions considerably over the next 10 to 30 years. **Table 3** summarizes the BAU forecasts for 2030 and 2050, as well as the Adjusted BAU forecasts for 2030 and 2050 that account for these mandates. The results show that by 2030, annual community GHG emissions are expected to be approximately 727,099 MTCO_{2e}, a 27 percent reduction from the 2010 baseline. By 2050, annual community GHG emissions are expected to be approximately 633,399 MTCO_{2e}, representing a 37 percent reduction from the 2010 baseline. **Figure 1** shows the BAU emissions forecast out to the year 2050. **Figure 2** illustrates the Adjusted BAU forecast that accounts for the effect that state regulations will have on future emissions.

Table 3: City of Oxnard Community GHG Emissions Forecasts (all units are MTCO₂e) ^a

Sector	BAU Forecast		Adjusted BAU Forecast	
	2030	2050	2030	2050
On-road Transportation	421,902	476,608	297,561	289,819
Electricity	227,193	260,068	132,019	0
Natural Gas	183,175	220,400	183,175	220,400
Solid Waste	74,182	83,801	74,182	83,801
Off-Road Equipment	34,264	36,216	34,264	36,216
Wastewater	5,171	5,841	3,515	1,376
Passenger Rail	1,581	1,786	1,581	1,786
Water	1,378	1,556	801	0
Total Emissions	948,847	1,086,277	727,099	633,399

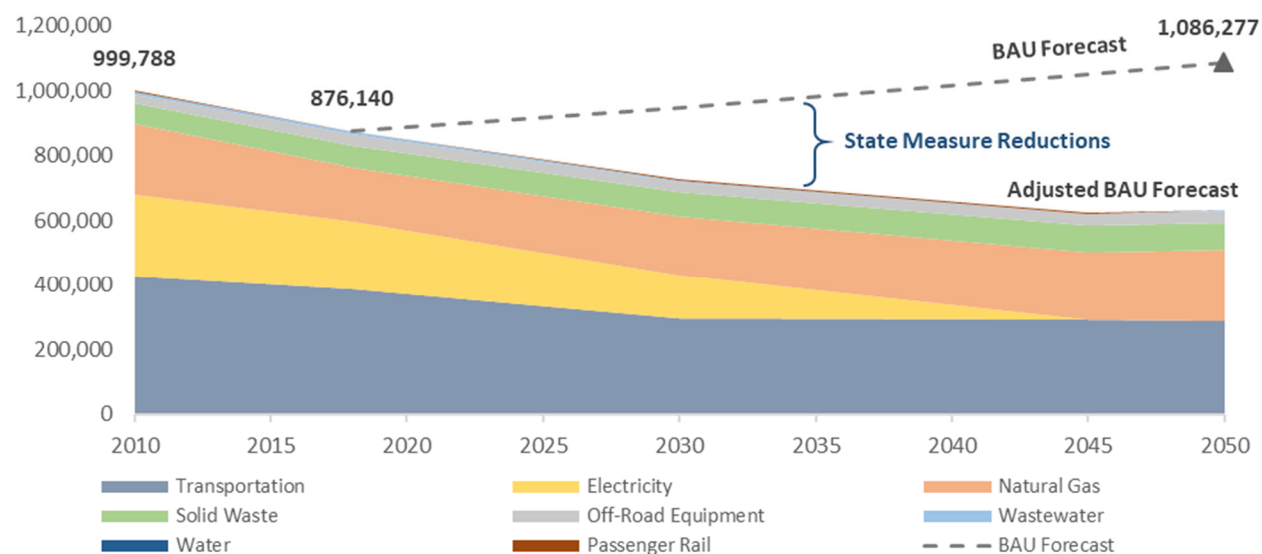
a – MTCO₂e = metric tons of carbon dioxide equivalent

FIGURE 1: City of Oxnard Community GHG Emissions by Sector – Business-as-Usual (BAU) Forecast



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO₂e)

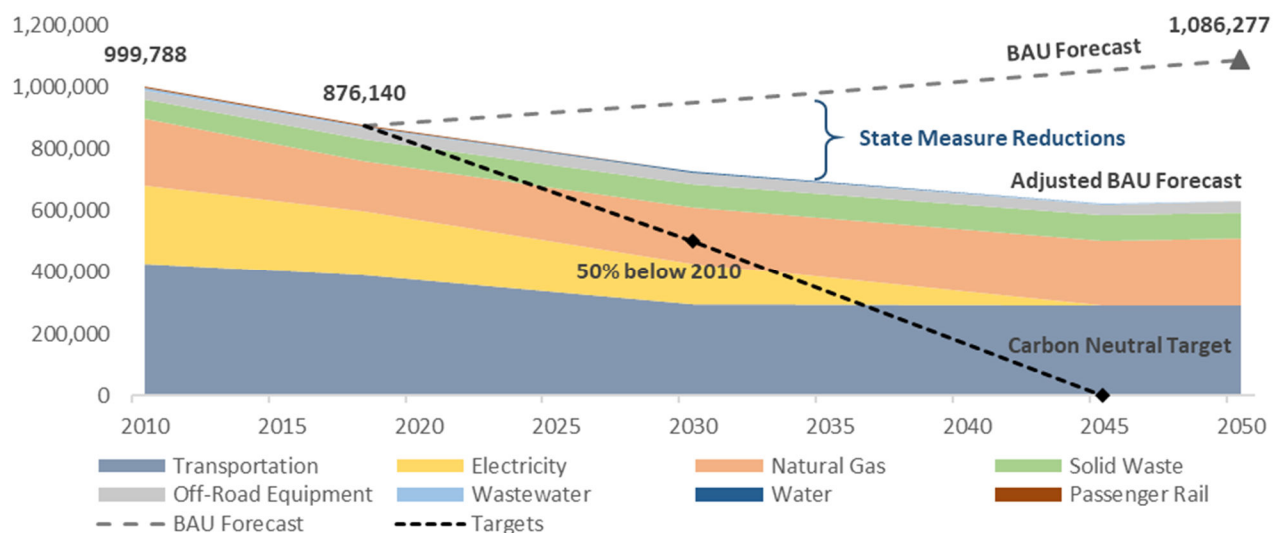
FIGURE 2: City of Oxnard Community GHG Emissions by Sector – Adjusted BAU Forecast



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO2e)

Figure 3 illustrates a community emissions target for 2030 that is aligned with the State target, equivalent to a reduction of 50 percent below the 2010 baseline. The Adjusted BAU Forecast indicates the City would be about halfway to meeting this state-aligned 2030 target without contributions from local reduction measures. Longer term (i.e., 2050), additional reductions will be needed to align with the State’s goal but there will most likely be additional state actions and technological advances after the year 2030 that will reduce emissions, particularly in the transportation and energy sectors. The City can expect to update the CAAP periodically, incorporating revised measures that reflect the new regulations, technologies, and macro-economic developments.

FIGURE 3. City of Oxnard 2030 Emissions Target Aligned with State Target



Note: Emissions shown as annual metric tons of carbon dioxide equivalents (MTCO2e)

Figure 4 provides a sector-by-sector contribution of GHG emissions in the City's 2018 inventory, while **Figure 5** provides a sector-by-sector breakdown of the City's 2030 emissions forecast, adjusted for State regulations (the RPS and California's vehicle fuel efficiency mandates).

FIGURE 4. City of Oxnard 2018 – Community Emissions by Sector

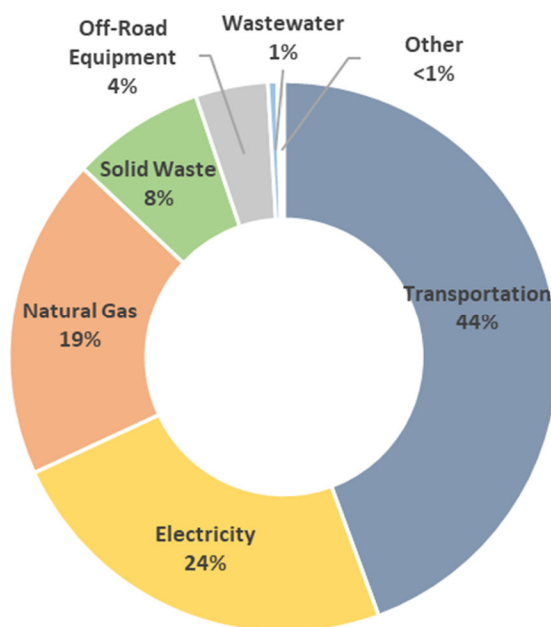
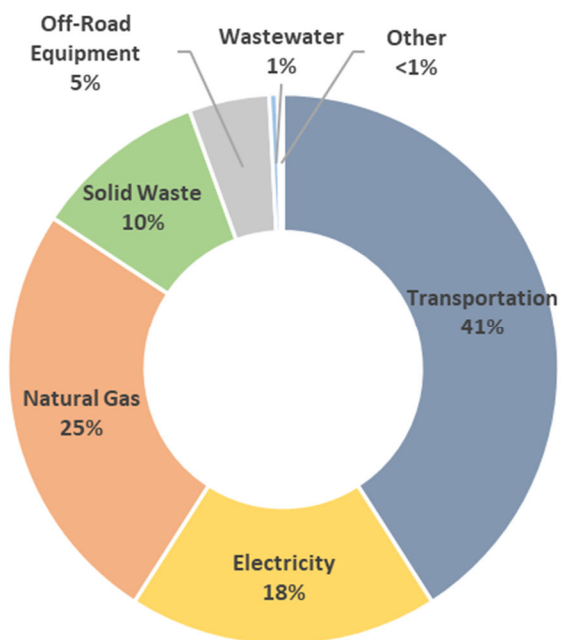


FIGURE 5. City of Oxnard 2030 Emissions Forecast, by Sector (Adjusted BAU)

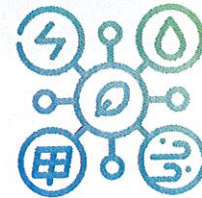


Oxnard SNAPSHOT

In Oxnard, 95.4% of customers (52,453 of active customers) have 100% Green Power! You are 1% above the overall participation rate for all 100% Green Power cities.

Thank you, Oxnard for leading the way to our clean energy future!

In 2020, over **80%** of CPA Customers totaling approximately **800,000** households and businesses – more than **2.5 million people** – received at least **50%** renewable energy content with CPA's Clean Power, and 100% Green Power rates.



Participation Rate

The Oxnard residential participation rate is now at **96%**.

Participation from commercial customers is **92%**.

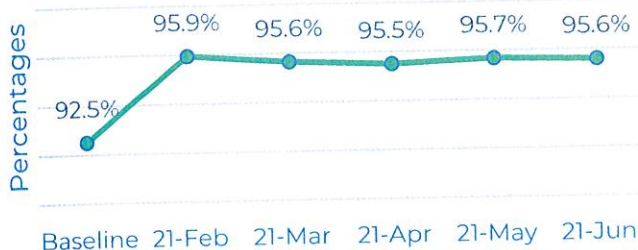
You are making great strides toward a green energy future.

Oxnard's overall participation rate is now

95%.



Residential Participation Rate



Commercial Participation Rate



Oxnard Active Customers

In June, Oxnard has **54,990** active customers out of **57,813** eligible customers.

Oxnard has **47,871** residential customers, and

7,119 commercial customers actively participating in CPA.



Ventura County Active Customers

For Ventura County, there are a total of 261,771 active customers.

There are **224,597** active residential customers, and **37,174** commercial customers.

The total active customers for Ventura County for the month of June is

261,771.



Active Customers by Option

CPA now has **1,000,418** customers, with the average participation rate now at **95%!**

Member agencies with a default option of 100% Green Power see an average participation rate of **94%.**

30.5% of CPA's active customers have **100% Green Power** as their default option.



Participation by City and County

JURISDICTION	Default Option	Active Accounts	Participation Rate	Lean %	Clean %	100% Green %
Agoura Hills	Lean	8,184	94.59%	0.97%	0.29%	98.74%
Alhambra	Clean	33,897	98.12%	1.47%	98.21%	0.33%
Arcadia	Lean	22,496	98.10%	99.79%	0.10%	0.12%
Beverly Hills	Clean	18,633	99.58%	1.56%	98.29%	0.15%
Calabasas	Lean	9,821	97.83%	0.96%	0.27%	98.77%
Camarillo	Lean	28,393	95.63%	99.11%	0.29%	0.60%
Carson	Clean	29,237	97.28%	1.29%	98.09%	0.62%
Claremont	Clean	12,665	95.12%	2.28%	97.09%	0.62%
Culver City	100% Green	19,165	97.87%	4.09%	1.21%	94.70%
Downey	Clean	36,802	97.52%	1.51%	98.17%	0.32%
Hawaiian Gardens	Clean	3,635	96.99%	1.24%	98.32%	0.44%
Hawthorne	Lean	28,321	99.26%	99.23%	0.07%	0.70%
Los Angeles County	Clean	296,525	95.63%	1.76%	97.78%	0.45%
Malibu	100% Green	6,894	97.40%	3.02%	0.52%	96.46%
Manhattan Beach	Clean	15,392	98.52%	2.50%	0.23%	97.27%
Moorpark	Clean	11,480	89.97%	3.07%	96.39%	0.54%
Ojai	100% Green	3,484	93.20%	6.03%	1.32%	92.65%
Oxnard	100% Green	54,818	95.65%	4.08%	0.49%	95.42%
Paramount	Lean	15,640	98.74%	99.14%	0.11%	0.75%
Redondo Beach	Clean	33,241	99.20%	1.91%	97.72%	0.37%
Rolling Hills Estates	100% Green	3,348	94.92%	7.41%	15.83%	76.76%
Santa Monica	100% Green	53,304	98.41%	3.59%	0.73%	95.68%
Sierra Madre	100% Green	5,002	95.11%	5.44%	1.64%	92.92%
Simi Valley	Lean	43,099	93.16%	99.66%	0.13%	0.21%
South Pasadena	100% Green	11,696	98.18%	3.53%	11.29%	85.17%
Temple City	Lean	12,587	97.74%	99.80%	0.06%	0.14%
Thousand Oaks	100% Green	44,237	89.03%	8.32%	1.75%	89.93%
Ventura	100% Green	43,548	94.02%	5.03%	1.30%	93.68%
Ventura County	100% Green	32,231	86.36%	6.45%	1.27%	92.28%
West Hollywood	100% Green	26,244	99.68%	2.40%	0.38%	97.21%
Westlake Village	Lean	3,676	86.92%	99.67%	0.08%	0.24%
Whittier	Clean	30,498	95.78%	1.88%	97.73%	0.39%

Overall Participation by Default Option

Default Option	Participation Rate
100% Green	94.99%
Clean	96.70%
Lean	95.78%
Total	95.80%

Default Option	Active Accounts	% of Active
100% Green	303,971	30.45%
Clean	522,005	52.29%
Lean	172,217	17.25%
Total	998,193	100.00%

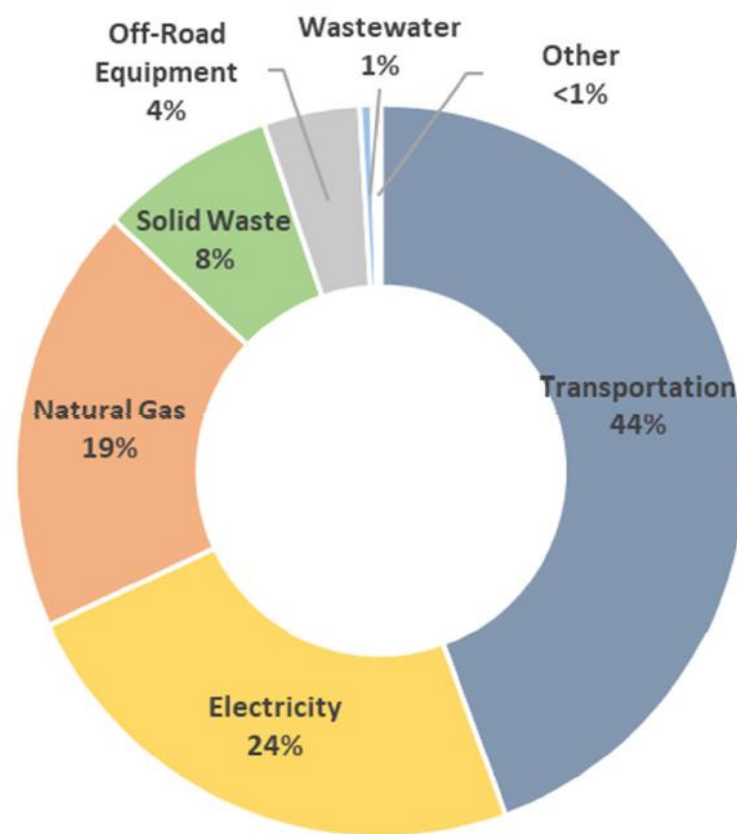
Update on Climate Action & Adaptation Plan

Kathleen Mallory, Planning & Sustainability Manager
Community Development Department
Jeff Caton, Environmental Science Associates

Community Service, Public Safety, Housing & Development Committee
January 25, 2022

- Update Committee on the recent CAAP efforts;
- Present information on the GreenHouse Gas (GHG) emission reductions proposed for the CAAP, with a focus on actions most effective to reduce GHG; and
- Summarize community, stakeholder, and survey input.

- March 2021 – Presentation to City Council on total GHG emissions and strategies to reduce them.
- 2018 community inventory: 95% of emissions from transportation, electricity, natural gas and solid waste.
- Municipal operations contributed ~3% of the total community emissions.



City of Oxnard – 2018 Community GHG Emissions by Sector

- City must reduce community-wide GHG emissions by approximately 40 percent below 1990 levels by 2030, per state law (Senate Bill/SB 32).
- State's economy-wide GHG reduction programs and policies are not enough; with these alone the City will not reach this target.
- Additional strategies are needed; some will require a commitment of City resources and funds.
- Achieving 2030 target, will need strategies to reduce community emissions (critical), but reducing GHGs from municipal operations (3% of total) will demonstrate City leadership and commitment.

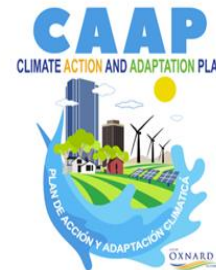
March 2021 Council report on the CAAP explained to achieve target alignment/SB32 compliance, the City must examine the following sector-specific strategies:

- Green electricity supply: including electrifying buildings and transportation;
- Improve energy efficiency of buildings; and
- Reduce waste and conserve water

To support these efforts the City has:

- Greened the electricity supply by joining the Clean Power Alliance (CPA);
- Improved energy efficiency of buildings;
- Developed actions to reduce Vehicle Miles Traveled (VMT); and
- Developed programs to lead to zero waste

- May '21 City conducted virtual stakeholder group meetings and community meetings (English & Spanish); event recorded and on City's CAAP website. <https://www.oxnard.org/climate-action-plan/>
- 60 participants in community meetings.
- Online survey (English & Spanish) to gather ideas about the best ways to reduce GHGs in the community; 133 survey responses received.
- Strong support for City actions to reduce emissions and ensure that disadvantaged communities are protected from climate change impacts.



What Can We Do to Reduce Greenhouse Gases in Oxnard?/
¿Qué podemos hacer para reducir los gases de efecto invernadero en Oxnard?

Support was expressed for GHG reduction programs, and consideration of community vulnerabilities:

GHG Reduction Recommendations

- Reduce VMT:
 - New development and safe routes that promote walking and biking
- Improve energy efficiency of buildings/electrify buildings
- Electrify transportation:
 - Support EVs by expanding charging options; electrify the City fleet
- Green the electricity supply:
 - More renewable electricity, more rooftop solar power systems
- Strive for zero waste:
 - Increase recycling

Engagement targeted community vulnerability:

- Strategies/solutions which are fairly distributed; measures that do not put vulnerable populations at risk;
- Strategies to aid renters; measures to address older housing stock; and farmworkers; and
- Three climate change impacts of greatest concern/vulnerability: extreme heat, drought, and air pollution (wildfire smoke in particular).

Additional City actions are needed to reach the 2030 GHG target with focus on:

- Electrify transportation;
- Green electricity supply; and
- Improve energy efficiency of buildings.

Each strategy, and associated actions, are presented for discussion on the following slides.



Expand local Electric Vehicle (EV) charging infrastructure, with priority going to disadvantaged communities.

Context: Transportation largest source of City emissions. Shifting to EVs is a State priority; funding for EV infrastructure robust and envisioned to continue in the coming years.

Current Status: Oxnard has one of the lowest rates of EV ownership in California (1%), compared to 2% statewide.

Associated Actions:

- Complete a city-wide plan for expanding EV infrastructure;
- Track and pursue funding opportunities for expanding public EV charging infrastructure;
- Install EV charging and hydrogen fueling stations, as well as preferential parking for EVs;
- Implement EV car sharing programs; and
- Consider a fleet replacement plan or policy for City vehicles that includes EVs.

Green the Electricity Supply

Support maintaining a 95% participation rate in CPA's 100 percent Green through the year 2030.

Context: Electricity = 24% of emissions. Green electricity is one of the most effective means of reducing GHG emissions; over half of needed reductions can come from this action.

Current Status: Nov 2021 = 96 percent of residents and 92 percent of businesses were purchasing 100 percent Green from the CPA.

Associated Actions:

- Invest staff time/financial resource to maintain 95 percent participation in CPA;
- Educate businesses/residents on the importance of CPA's 100% Green;
- Partnering with CPA/equivalent on outreach to low-income customers to make them aware of assistance programs; and
- Subsidizing low-income communities participation in CPA's 100% Green,

Expand local solar energy generation and storage capacity in the community, with priority going to disadvantaged communities (DACs).

Context: Community solar programs can reduce cost of green electricity, and storage can help ensure resilience during outages.

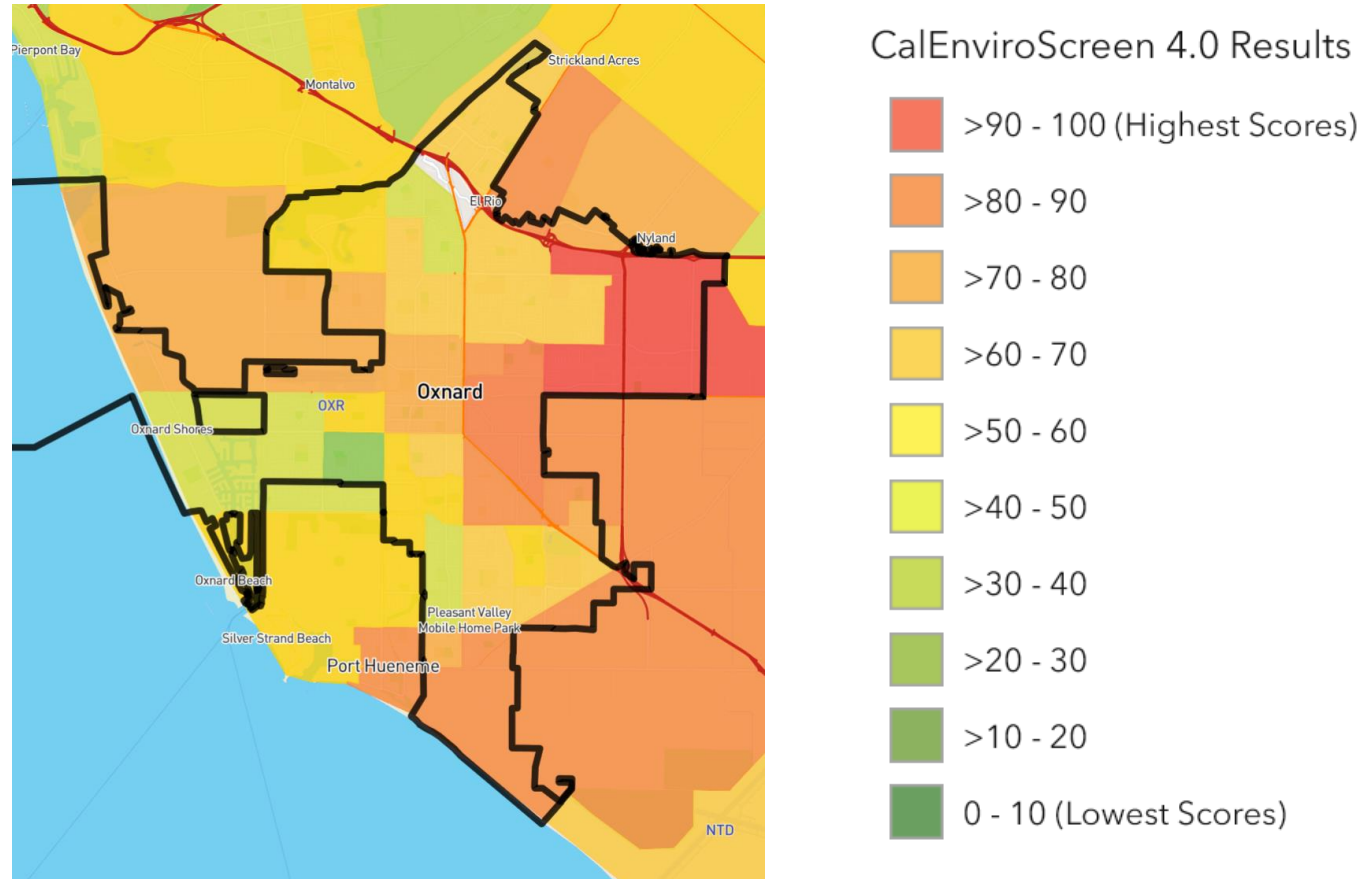
Current Status: Oxnard is not currently participating in CPA's Community Solar program. CPA is currently funding an energy storage pilot project at the Service Center (214 S. C St.).

Associated Actions:

- Partner with CPA to develop a Community Solar Program and identify sites for implementation.
- Promote CPA customer awareness and enrollment in the Community Solar program.
- Help develop CPA's Demand Response Program, which offers incentives to non-residential customers to install energy storage.

Disadvantaged Community Areas

Highest scores = most disadvantaged



Source: California Office of Environmental Health Hazard Assessment (OEHHA), CalEnviroScreen Tool, version 4.0, accessed on December 20, 2021.

Improve Energy Efficiency & Electrify Buildings¹⁴

Partner with CPA and other organizations to improve energy efficiency of existing buildings and promote building electrification.

Context: Energy used by buildings represents 43% of Oxnard's community GHGs. Higher efficiencies and building electrification will be needed to reduce emissions from the current use of natural gas.

Current Status: Title 24 ensures that new construction and major retrofits are efficient and pre-wired for electrification; There is no requirement to upgrade existing buildings.



Improve Energy Efficiency & Electrify Buildings¹⁵

Associated Community Actions:

- Market local utility rebates and incentives;
- Promote programs that help residents and businesses swap out gas appliances for electric ones (e.g., space and water heaters); and
- Promote technical support services to improve energy efficiency of existing buildings and building electrification.

** Actions to reduce Municipal Emissions will also be considered in the CAAP, with consideration of fiscal resources and CIP timeframes and feasibility.*

- January 26th & 27th: Outreach to stakeholder groups to:
 - Present the findings of climate change vulnerability assessment (VA)
 - Solicit input on strategies for increasing resilience to hazards
- April 30, 2022: Virtual CAAP community engagement meeting to summarize input received in May 2021 and receive additional input on VA and recommendations
- Spring 2022: Draft CAAP released for public comment
- Summer/Early Fall 2022: City Council adoption of CAAP

- Cost details and fiscal implications for each strategy will not be known at time of CAAP adoption.
- CAAP will include an implementation chapter identifying actions by year; envisioned to be updated every 5 years.
- Anticipated Yr. I recommendation: Complete a fiscal/cost estimate and funding strategy for CAAP actions; this will guide yearly City departmental budgeting:
 - Guide departmental budget requests - inform the City's Capital Improvement Program (CIP) and Community Development's staffing (dedicated staff for successful CAAP implementation will be needed)
 - Assist in overall City financial decision making
- CAAP succes = City must align its expenditures with CAAP strategies and the CIP process.

That the Community Services, Public Safety, Housing & Development Committee (“Committee”) receive an update on the CAAP efforts and information on the Greenhouse Gas (GHG) emission reduction strategies that will guide the development of the City’s CAAP.



End of Presentation



COMMUNITY SERVICES, PUBLIC SAFETY, HOUSING & DEVELOPMENT COMMITTEE AGENDA REPORT

REPORTS AGENDA ITEM NO. D.3

DATE: January 25, 2022

TO: Community Services, Public Safety, Housing & Development Committee

FROM: Emilio Ramirez, Housing Director, (805) 385-8094, emilio.ramirez@oxnard.org

SUBJECT: Impact Fee Loan Agreement Amendment Las Cortes Phase III. (0/5/5)

RECOMMENDATION

That the Community Services, Public Safety, Housing & Economic Development Committee recommend that the City Council approve and authorize the Mayor to execute a first amendment to the loan agreement with A0592 Oxnard, L.P., a California limited partnership, for an increase in deferred impact fees related to the development of the Las Cortes Phase III affordable housing project (Agreement No. A-8226) for a total of amount of \$3,133,436.

Please click the following link to view the required Measure M pre-recorded presentation video: <https://youtu.be/at2XqeMHsC4>

BACKGROUND

Colonia Village was originally constructed in 1952. Due to the condition of the units, the Oxnard Housing Authority ("Authority") submitted an application (HUD Demolition and Disposition Application) to the United States Department of Housing and Urban Development ("HUD") requesting approval for the demolition and disposition of the Property in accordance with Section 18 of the U.S. Housing Act of 1937. The Authority received HUD's approval of such disposition in a letter from HUD dated March 20, 2008. That approval has subsequently been amended several times by HUD upon the Authority's request.

On September 18, 2012, the Board of Commissioners of the Oxnard Housing Authority approved a Development Agreement with UHC 00558 Oxnard L.P. and a subsequent First Amendment in 2015. The Development Agreement called for the redevelopment of a former public housing site commonly known as Colonia Village (or the Courts). On June 16, 2020, the Oxnard City Council authorized the Mayor to execute a loan agreement between A0592 Oxnard, LP, a California Limited partnership ("Developer"), for deferred impact fees in the amount of \$1,916,880 related to the development of the Las Cortes III affordable housing project (Agreement No. A-8226). The project is structured as a partnership involving Las Cortes, Inc. (the City's non-profit affordable housing development entity) and Urban Housing Communities, forming the entity A0592 Oxnard, L.P.

To date, the Developer has demolished all 260 former public housing units on site and completed development of Phase II of Las Cortes, consisting of 142 replacement units, plus two units for resident managers. Las Cortes Phase III will consist of a total of 108 affordable units and one unrestricted manager's unit (109 total units). Eighty-six of the 109 units being developed will replace a portion of the 260 units that have been demolished. The project is generally located along First Street between Rose Avenue and Marquita Street in

Oxnard (“Property”).

Per the Development Agreement between the Authority and the Developer, up to 86 replacement units in Phase III are eligible for impact fee credits. The project, however, has the ability to bring more funding to the project by actually incurring the fees based upon a financing plan which includes Low Income Housing Tax Credits. By incurring these impact fees, the project adds costs eligible to receive tax credit funds. Therefore, staff previously recommended and the City Council authorized the fees to be charged, but that the payment of such fees be structured as a cash residual note. The executed Loan Agreement between the City and the Developer requires the fees to be paid with excess cash generated by operations of the project beginning the date the project is placed-in service (Certificate of Occupancy). The projected impact fees subject to the request for deferral included fees for eighty-six (86) units, based on the City’s building impact fees prior to the impact fee increases approved by the City Council in May 2020. The Developer agreed to pay impact fees for the remaining twenty-three (23) units.

DISCUSSION

The Developer of Las Cortes has not been successful in securing tax credit financing in prior funding rounds. The Developer intends to submit a new tax credit application in late February of 2022. However, given the increase in building impact fees in 2020, the Developer is requesting to amend their current Impact Fee Loan Agreement to include increased building impact fees and Quimby fees for eighty-six (86) units. The increase in deferred fees to be added to the existing Loan Agreement is \$1,216,556 for a total amended loan agreement of \$3,133,436 for a term of fifty-five years. In addition to this Loan Agreement the Loan will be evidenced by a Surplus Cash Note and Deed of Trust. Prior to the Maturity Date the developer will be required to make payments of principal and interest on the Loan equal to ten percent of Surplus Cash (as defined in the Surplus Cash Note) on the dates required by the Surplus Cash Note. Should there be any variation in the calculated fees after the Impact Fee Agreement is executed, the exact fee calculation will be determined at the time the building permits are issued and an amendment will be made to the Impact Fee Agreement to reflect the actual fee amount.

If awarded tax credits, Phase III of Las Cortes may begin construction as early as September 2022 and complete construction in December of 2023. The total estimated cost for development of Phase III is \$81,005,438. The completed development will include 108 affordable units restricted to households with annual gross incomes ranging from 30% to 60% of the Area Median Income and one market-rate manager’s unit. In addition to on-site amenities, the project includes twenty-three (23) one-bedroom units, fifty-four (54) two-bedroom units, thirty-one (31) three-bedroom units, and one two-bedroom manager’s unit.

The Developer’s proposed financing plan is provided below:

Amount	Sources of Funds
\$21,335,000	Permanent Loan
\$41,833,508	Tax Credit Proceeds from Investor
\$8,710,000	Oxnard Housing Land Contribution*
\$1,870,000	Oxnard Housing Authority**
\$3,133,436	Deferred Impact Fees (86 Units)
\$3,304,818	Deferred Developer Fee
\$628,410	Revenue Prior to Conversion
\$81,005,438	Total

*Long-term ground lease on Authority-owned property authorized in the Development Agreement between the Developer and the Authority dated, September 2012.

**Promissory Note between the Authority and the Developer for demolition of 146 vacant housing units on the

existing project site, approved by the Housing Authority Board of Commissioners on January 21, 2020.

If the current effort for project financing is not successful, the Housing Department staff will work with Urban Housing Communities to redefine the overarching development agreement.

STRATEGIC PRIORITIES

This agenda item supports the Quality of Life strategy. The purpose of the Quality of Life strategy is to restore and increase quality services and programs that enrich Oxnard's diverse community, promotes safe neighborhoods, encourages community engagement, and supports our residents in their efforts to improve their quality of life.

FINANCIAL IMPACT

The 2012 Loan Agreement is for \$1,916,880 (A-8226). The proposed amendment adds \$1,216,556 in deferred fees for a total amended loan of \$3,133,436. Per the Loan Agreement the fees would be deferred for a term of fifty-five years from the date the project is placed-in-service (Certificate of Occupancy). Although this project is eligible for a fee waiver, the recommended action is to defer the fees rather than waive them.

Prepared by: Emilio Ramirez, Housing Director

ATTACHMENTS

1. IMPACT FEE LOAN AGREEMENT
2. LAS CORTES POWER POINT PRESENTATION

AMENDED AND RESTATED IMPACT FEE LOAN AGREEMENT

THIS AMENDED AND RESTATED IMPACT FEE LOAN AGREEMENT (this "Agreement") is entered into as of February 1, 2022, (the "Execution Date") by and between the City of Oxnard ("City"), and A0592 Oxnard, L.P. a California limited partnership ("Borrower"). This Agreement amends, restates, and supersedes that certain Impact Fee Loan Agreement dated as of July 1, 2020, which is hereby deemed terminated.

RECITALS

A. Borrower is developing a 109-unit residential apartment complex, including 1 manager's unit, in the City upon that certain real property located within City (the "Project").

B. Borrower has agreed to restrict the Project for occupancy by tenants earning no more than Sixty percent (60%) of the area median income adjusted for family size appropriate for the unit for a period of Fifty-Five (55) years from the date the Project is placed-in-service (the "Affordability Restrictions"). As consideration for Borrower agreeing to the Affordability Restrictions, the City agrees to make a loan (the "Loan") to Borrower up to an amount of Three Million, One Hundred and Thirty-Three Thousand Four Hundred Thirty-Six and 00/100 dollars (\$3,133,436.00) to finance a portion of the development impact fees ("Development Fees") related to the Project. In addition to this Agreement the Loan will be evidenced by a Surplus Cash Note and Deed of Trust (this Agreement, the Promissory Note and the Deed of Trust are collectively referred to as the "Loan Documents").

C. The parties desire to enter into this Agreement evidencing City's agreement to make the Loan upon the terms and conditions of this Agreement.

NOW THEREFORE, IT IS AGREED AS FOLLOWS:

AGREEMENT

1) Loan. City hereby agrees to make a loan to Borrower for the payment of Development Fees (or reimbursement for Development Fees previously paid) in the amount up to Three Million, One Hundred and Thirty-Three Thousand Four Hundred Thirty-Six and 00/100 dollars (\$3,133,436.00) at the applicable federal rate for a term of Fifty-Five (55) years commencing with the date the Project is placed-in-service.

2) Repayment. All principal and accrued interest shall be due and payable upon the Fifty-Fifth (55th) anniversary of the date the Project is placed-in-service (the "Maturity Date"). Prior to the Maturity Date Borrower shall make payments of principal and interest on the Loan equal to Ten 10% percent of Surplus Cash (as defined in the Surplus Cash Note) on the dates required by the Surplus Cash Note.

3) Affordability Restrictions. Borrower hereby agrees to restrict no fewer than One Hundred (100%) of the dwelling units, not including the manager units, in the Project for occupancy by tenants earning no more than Sixty percent (60%) of the area median income adjusted for family size appropriate for the unit for a period of Fifty-Five (55) years from the date the Project is placed-in-service.

4) Conditions of Funding. City agrees to defer to Borrower the full amount of the Loan upon receipt of fully executed originals of each of the Loan Documents.

5) No Liability of City Officials. No councilmember, director, official or employee of the City shall be personally liable to Borrower, or any successor in interest, in the event of any default or breach by the City under this Agreement or for any amount which may become due to Borrower under the terms of this Agreement.

6) Miscellaneous Provisions.

a) Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of California, to the jurisdiction of which the parties hereto submit.

b) Time of the Essence. Time is of the essence of each and every provision of this Agreement.

c) Notices. Notices or other communications given under this Agreement shall be in writing and shall be served personally or transmitted by first class mail, postage prepaid. Notices shall be deemed received either at the time of actual receipt or, if mailed in accordance herewith, on the third (3rd) business day after mailing, whichever occurs first. Notices shall be directed to the parties at the following addresses or at such other addresses as the parties may indicate by notice:

Borrower: A0592 Oxnard, L.P.
Attn: John Bigley
2000 E Fourth Street, #205
Santa Ana, CA 92705

City: City of Oxnard
Attn: City Manager
300 W. Third Street
Oxnard, CA 93030

d) Invalidity. If any provision of this Agreement shall be invalid, illegal or unenforceable, the validity, legality, and enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

e) Headings. The titles and headings of the various sections of this Agreement are intended solely for reference and are not intended to explain, modify or place any interpretation upon any provision of this Agreement.

f) Severability. Whenever possible, each provision of this Agreement shall be interpreted in such manner as to be effective and valid under applicable law, but if any provision of this Agreement shall be prohibited or invalid under applicable law, such provision shall be ineffective to the extent of such prohibition or invalidity without invalidating the remainder of such or the remaining provisions of this Agreement.

g) Waiver. No waiver of any provision of this Agreement shall be deemed or shall constitute a waiver of any other provision, whether or not similar, nor shall any waiver constitute a continuing waiver. No waiver shall be binding unless executing in writing by the party making the waiver.

h) Number and Gender. As used in this Agreement, the masculine, feminine or neuter gender, and the singular or plural number, shall each include the others whenever the context so indicates or requires.

i) Further Assurances. The parties shall execute, acknowledge, file or record such other instruments and statements and shall take such additional action as may be necessary to carry out the purpose and intent of this Agreement.

j) Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties' respective heirs, legal representatives, successors and assigns.

k) Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes all prior or contemporaneous agreements, representations, warranties and understandings of the parties concerning the subject matter contained herein, written or oral. No change, modification, addendum or amendment to any provision of this Agreement shall be valid unless executed in writing by each party hereto.

l) Attorneys' Fees. In the event of any litigation arising out of this Agreement, the prevailing party in such action, or the nondismissing party where the dismissal occurs other than by reason of a settlement, shall be entitled to recover its reasonable costs and expenses, including, without limitation, reasonable attorneys' fees and costs paid or incurred in good faith. The "prevailing party," for purposes of this Agreement, shall be deemed to be that party who obtains substantially the result sought, whether by settlement, dismissal or judgment.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Execution Date.

BORROWER

CITY

A0592 Oxnard, L.P., a California Limited Partnership

CITY OF OXNARD

By: A0592 Oxnard Holdings LLC, a California Limited Liability Company, Its Administrative General Partner

By: John Bigley, Manager

By: John C. Zaragoza, Mayor

ATTEST:

Rose Chaparro, City Clerk

APPROVED AS TO FORM:

Stephen M. Fisher, City Attorney

Las Cortes Phase III

Emilio Ramirez

Housing Director

Community Services, Public Safety, Housing & Economic Development Committee

January 25, 2022

Redevelopment of Colonia Village



Las Cortes Phase III



Architecture • Planning
 17011 Von Karmann Ave.
 Suite 200
 Irvine, CA 92614
 (949) 851-2133
 ktgy.com

Urban Housing Communities
 2000 E. Fourth Street, Suite 205
 Santa Ana, CA 92705

LAS CORTES II, PHASE 3
 1300-1700 SAN GORGONIO AVE. & FIRST ST.
 OXNARD, CA # 2017-1200

SCHEMATIC DESIGN
 JUNE 26, 2020



CONCEPTUAL SITE PLAN

A1.0

Current Status



View 3 - Perspective of Rec Building Along Carmelita Court

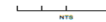


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OXNARD, CA #2017-1200

SCHEMATIC DESIGN
JUNE 26, 2020



PERSPECTIVES

A6.2

Financing Plan



View 5 - Northern Corner Perspective Along Dolores Court



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SCHEMATIC DESIGN
JUNE 26, 2020



PERSPECTIVES

A6.4

Amending the Impact Fee Loan Agreement



View 2 - Perspective Along Interior Paseo



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SCHEMATIC DESIGN
JUNE 26, 2020



PERSPECTIVES

A6.1

Recommendation

That the Community Services, Public Safety, Housing & Economic Development Committee recommend that the City Council approve and authorize the Mayor to execute a first amendment to the loan agreement with A0592 Oxnard, L.P., a California limited partnership, for an increase in deferred impact fees related to the development of the Las Cortes Phase III affordable housing project.