Taking Local Action

Mayors and Climate Protection Best Practices

June 2024

18th Anniversary Winners
Mayors' Climate Protection Awards

THE UNITED STATES CONFERENCE OF MAYORS

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Contents

First Place Award Winners

Large City Honorable Mentions

Small City Honorable Mentions

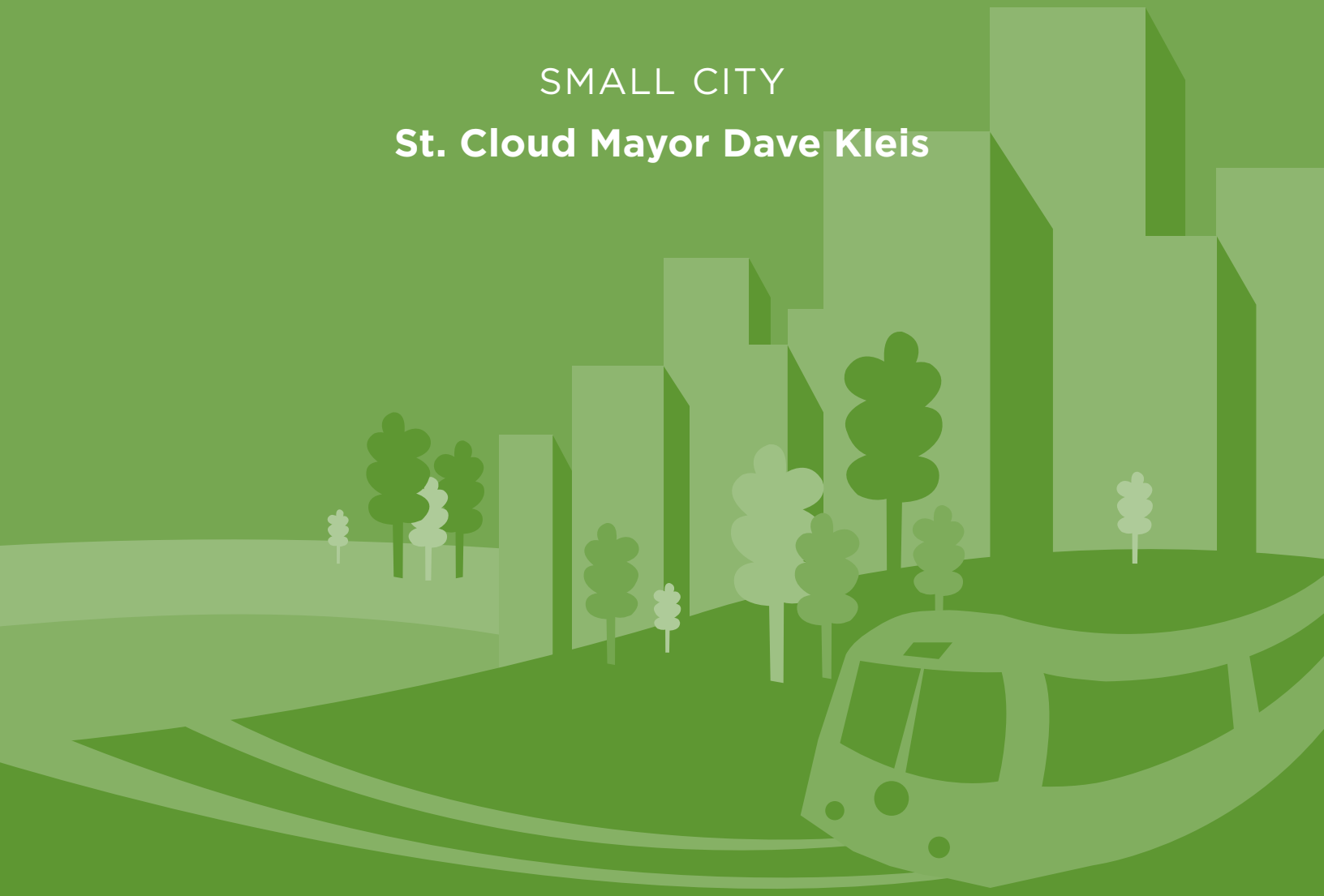
First Place Award Winners

LARGE CITY

Reno Mayor Hillary Schieve

SMALL CITY

St. Cloud Mayor Dave Kleis



Reno Mayor Hillary Schieve

Community-Based Solar Resource

In 2021, The City of Reno partnered with NV Energy (northern Nevada's primary electric utility) to build a Community-Based Solar Resource (CBSR), Nevada's first community solar project, behind Fire Station 3 located in the heart of Reno, near the Moana Springs Recreational Complex. The Community-Based Solar Resource allows participating businesses and residents to receive solar energy from a utility-scale facility, as opposed to installing a private solar system on their property. Low-income eligible customers are guaranteed a lower rate for energy than the standard rate as part of this program. The project consists of approximately 1,500 solar panels, has a 480-kilowatt capacity, and provides additional shaded parking for the adjacent soccer field. The lot was selected as a host site through both a community voting process and NV Energy. This private-public partnership allows for a creative way to foster community solar in Nevada, while bringing clean energy to all demographics.

Installing a community-based solar resource in the City of Reno was identified as a great way to increase the city's resilience. By adding additional sources of energy to the electric grid, the City of Reno becomes more diverse in its generation, reducing the potential of wide-spread outages, and effectively potential harm to our community. Additionally, reducing the utility burden for the community was also identified. By contributing to the grid and creating a program that customers can opt into, it reduces the electricity bills for participating customers. The site served an additional purpose because the city wanted to offer desirable parking to families utilizing the soccer fields. The lot was brought to code and provides shade, as well as evening lighting, to those who park there. Overall, this program met several needs of our community, and contributed to the well-being of our residents.

Because this was Nevada's first CBSR project, communication to both internal and external stakeholders was a challenge, including financial, technical, and programmatic considerations There were not any major barriers when it came to installation or construction, but being able to explain the details regarding NV Energy's responsibilities as opposed to the responsibilities of the city, and how the program would work logistically was the biggest hurdle in initiating this first-of-its-kind project. It required dedication and public review of the project proposal to properly communicate the importance and function of this program.

The City of Reno's grid is primarily reliant on natural gas to create electricity. This project replaced about 5.6 million cubic feet of natural gas, which is equivalent to removing 66.5 gasoline-powered vehicles driven for a year, and the CO2 emissions from 34,709 gallons of gasoline consumed. This community-based solar project provides a major reduction in greenhouse gas emissions for our community.

This is an innovative program because it is not only the first community-based solar resource to be installed in Reno, but also within the state of Nevada. Community solar can be a complex initiative to stand up because it requires the installation of a large-scale solar site, and typically provides a credit for participating customers that can be added to their utility bill for their share of generation. What is unique about this CBSR project is that participating customers receive a direct, monetary credit on their electric bill. Additionally, because this was a partnership between the City of Reno and NV Energy, it was constructed in a public area that will be visible and provide added benefits to the community, via an improved parking lot in a recreational space. In Nevada, only utility-owned community solar is allowed, but NV Energy lacks land for development. This provided proof of concept and has launched the city into new opportunities to continue this partnership.

The city contributed $1.5 million to improve the parking lot and ensure that the lot was up to code. This came from the city's excess balance within our General Fund. The solar panels and accompanying infrastructure, including lighting, were installed and are owned by NV Energy. The budget for the project was handled through a transparent process before the Public Utilities Commission of Nevada.

This program has enhanced the quality of life for Reno residents in many ways by reducing utility bills, increasing access to clean energy, and enhancing a public recreation facility. As stated, eligible, income-qualified customers, and certain businesses and non-profits can subscribe to the program to receive monetary credit on their utility bill. Based on a generation of 800 MWh per year, this is about $7,000 per year in savings to subscribers, which equates to nearly $175k over the project life. Additionally, residents will be able to enjoy the benefits of solar energy without having to install solar themselves, and this advances clean energy options for the community. Apart from the benefits directly related to solar generation at this site, upgrades to the parking lot and installation of panels have provided safe, shaded, well-lit parking to soccer field attendees.

St. Cloud Mayor Dave Kleis

St. Cloud Citywide Energy Transformation

The City of St. Cloud began most of its sustainability and energy work in 2014. The city's original goals focused on meeting the electrical demand for city services with 75 percent renewable energy by 2035. By 2020, 100 percent of the electrical demand for city services was supplied by renewable energy sources.

With the city's original goals met and exceeded, the priorities became transforming St. Cloud into a resilient, renewable community while reducing energy costs and continuing the tradition of providing excellent, innovative public services. Increasing and volatile energy costs, urgent environmental and climate change concerns and the need for increased community resilience proved the necessity of these goals. To meet these goals, the city created a diverse portfolio of energy and sustainability projects.

This citywide transformation came with challenges and learning opportunities. St. Cloud's energy transformation included developing an energy management system, learning to understand contracts and funding sources, and creating methods to reliably predict project outcomes. Energy management was instrumental in planning which sites were good fits for onsite renewable energy projects, energy efficiency projects, or community solar garden subscriptions. This management was also essential for the calculation of project paybacks, utilizing guaranteed savings or performance contracts, and developing grant and funding applications. Each project and financial success helped open doors for future projects – and helped develop community trust in the city's sustainability work.

These efforts across St. Cloud have resulted in significant environmental benefits. The city's energy efficiency work has decreased utility energy purchases and produced year-over-year greenhouse gas emissions reductions that accumulate over the lifespan of the projects. Renewable energy production reduces greenhouse gas emissions as well. The transportation sector has also seen benefits with the installation of electric vehicle charging stations and the introduction of electric or hybrid vehicles into the city fleet.

One of the unique facets of St. Cloud's energy transformation is the diversity of strategies used to accomplish the city's goals. Another outstanding element is that fact that the goals have been achieved more quickly than projected. As goals have been exceeded, the city has continued to develop even more aggressive goals. Some of the strategies used in St. Cloud include the installation of developer-owned solar arrays with power purchase agreements, city-owned solar arrays, community solar garden subscriptions, energy efficiency projects, biofuel generators, an industrial waste to energy program, electric vehicle charging stations, and a public education program.

St. Cloud utilized an equally diverse array of funding sources including city funds, guaranteed savings contracts, grant funding, low interest loans, leasing city land to large scale solar developers, public/private partnerships, and the creation of an energy fund. This energy fund was developed to capture energy-related savings across the city, which are used to fund future energy projects.

The benefits of this citywide energy transformation are many and varied. They range from economic to industry development to environmental, among many others.

St. Cloud's projects strengthen the local economy and are made possible with strong ties to local industries. For example, the city has worked to develop public/private partnerships, one of which helped provide funding for the biofuel energy project, while increasing production capacity and allowing a local beverage manufacturer to expand operations and create local jobs.

St. Cloud is dedicated to education and industry development. Many of the city's projects, particularly at the Nutrient, Energy and Water Recovery Facility are among the first of their kind in the state or region. St. Cloud has implemented a host of projects that protect our natural environment and contribute to overall climate resiliency at this facility. These projects include onsite solar panels, combined heat and power biofuel engines, a nutrient recovery process, a waste to energy process, a Class A biosolids program and conducting clean energy and water protection programs and pilot projects. Lessons learned from these projects have been shared with the public and with industry professionals to help spur development.

A significant portion of the City of St. Cloud is located within identified areas of environmental justice concern. The risks and dangers of climate change fall disproportionately on disadvantaged communities. Creating a more sustainable St. Cloud creates a more equitable climate future for the entire region.

Large City Honorable Mentions

Population Over 100,000

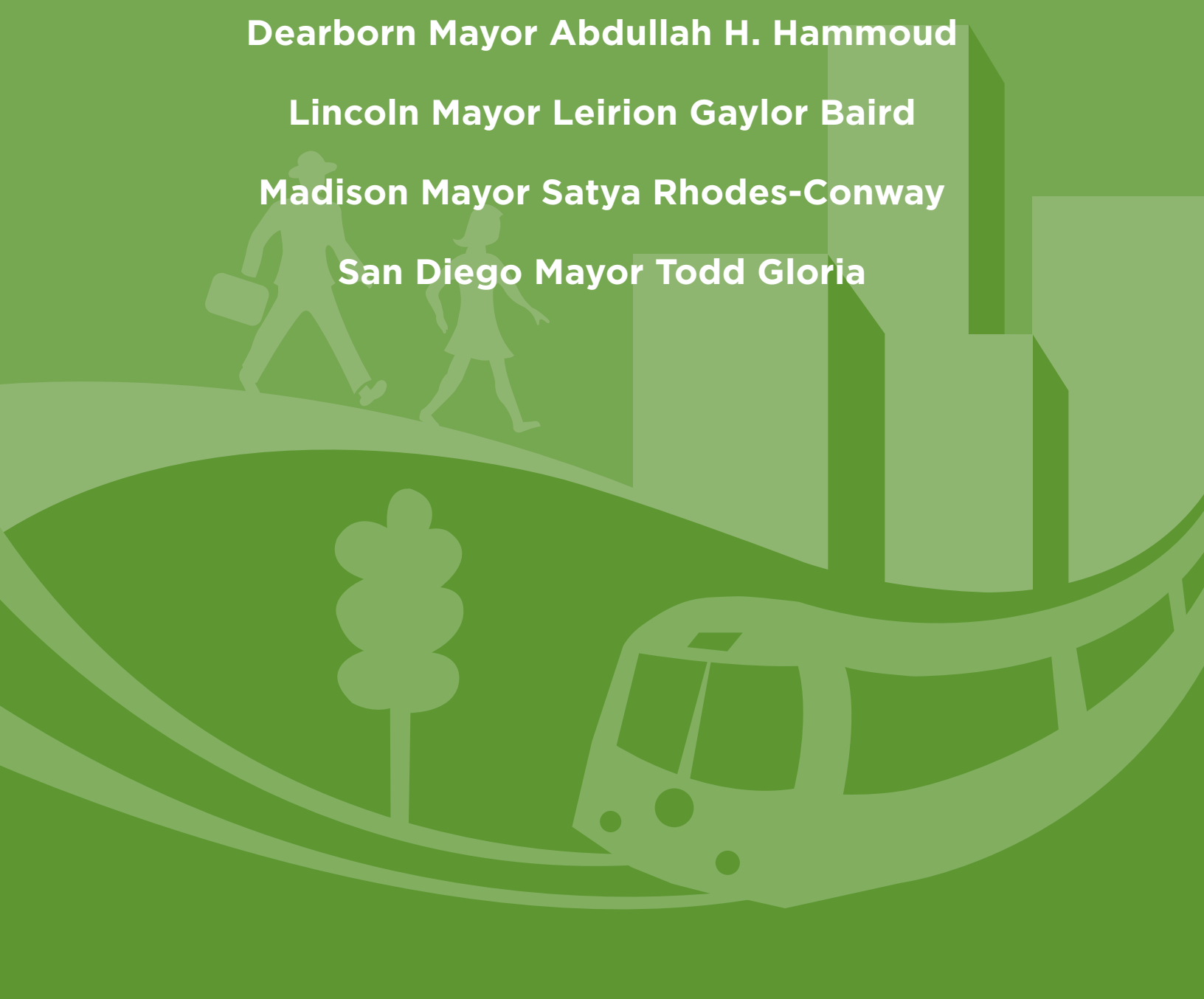
Bridgeport Mayor Joseph P. Ganim

Dearborn Mayor Abdullah H. Hammoud

Lincoln Mayor Leirion Gaylor Baird

Madison Mayor Satya Rhodes-Conway

San Diego Mayor Todd Gloria



Bridgeport Mayor Joseph P. Ganim

Decommissioning Bridgeport's Coal-Fired Power Plant and Reimagining the Waterfront

In 2021 the City of Bridgeport and PSEG decommissioned the last coal-fired power plant in New England. It had been operational since 1968. The retired coal plant is located in Bridgeport Harbor and makes up one of the largest private waterfront development sites on the East Coast. While the plant provided power to over 50,000 homes and businesses far beyond the municipal boundaries of Bridgeport, its most immediate environmental and public health impacts were local.

Coal plants are notoriously the dirtiest fossil fuel and, with the threats of climate change looming large, the closure of the PSEG plant was an essential step in the decarbonization of the region. Taking the coal plant offline has significantly reduced Bridgeport's greenhouse gas emissions and the greenhouse gas emissions of the region, and has had a positive impact on air quality in the neighborhoods surrounding it. In fact, it is estimated that closure of the plant eliminated over 3 millions tons of carbon-dioxide, as well as several other greenhouses gases, being emitted into the atmosphere on an annual basis.

As part of the arrangement closing the coal plant, an Environmental Task Force was created which was granted $2 million to fund a variety of projects including walking trails, outdoor fitness facilities, air quality monitoring, among other programs that contribute to further decarbonization of our city. This program not only improved the health of residents, but also created tangible and visible benefits for the community.

Furthermore, the power plant's closure created funding to plan the future reuse of the site in order to ensure it is put to productive use for the community. Additional funding provided by the closure was invested in sustainability-minded projects in furtherance of the overall goal of the plant's closure, accelerating Bridgeport's decarbonization while also investing in the community.

In late 2023, the City of Bridgeport was provided with a $22.5 million grant to tear down the old coal plant structure to make way for a 33 acre, mixed-use waterfront development on Bridgeport Harbor that promises to create jobs, housing opportunities, and tax revenue for the city.

Overall, the city's approach to the decommissioning the old coal plant has been one focused on decarbonization and creating a clean energy future, remedial efforts to address the negative impacts of pollution and greenhouse gases, redevelopment of the Bridgeport's waterfront, and collaboration with stakeholders and government officials at all levels of government. This site stands out in Bridgeport Harbor as one of the most visible and desirable development sites along Connecticut's coastline. Future development of the site will compliment the city's new outdoor Amphitheater featuring acts by Live Nation, hundreds of new waterfront housing units complimented by retail and a variety of amenities, a new Marriott hotel, and a proposed new soccer stadium which would host the first MLS Next Pro team in the state. Ultimately, decommissioning of the coal plant and redevelopment of the site will help facilitate Bridgeport's transformation from its industrial past to a more sustainable community and the "arts and entertainment capital of Connecticut."

Dearborn Mayor Abdullah H. Hammoud

Public Health Department Review of Climate Action

In April 2022, under Mayor Hammoud's leadership, Dearborn, Michigan, created the Department of Public Health (DPH), becoming just the second city in Michigan with a formal health department, and the first city in the country to voluntarily launch a health department. The goal was to use the social determinants of health as the primary means of evaluating public policy and prioritizing environmental health and climate action. DPH functions as a health policy think tank, working closely with other departments and community partners to adjust programs and policies to center resident and environmental health. DPH goes beyond an individual program that slashes GHG emissions in one area and applies a framework of public health and climate action to every municipal policy and program.

As an industrial city in the Midwest, Dearborn is overburdened by air and water pollution, generating significant and deleterious health impacts for our frontline and Justice40-designated areas. Climate change only exacerbates this, as demonstrated by catastrophic *once-a-century* flooding events in 2014 and 2021, which overwhelmed the municipal sewer system and disproportionately flooded these neighborhoods. While important, traditional public health treats symptoms—our city needed an institutional mechanism to prioritize the environment and the public as its first and only concern. That's why establishing DPH was one of Mayor Hammoud's first priorities. Rather than launch an environmental policy or program, Mayor Hammoud dedicated the resources of a department to ensure that climate considerations are woven into the fabric of all government operations.

The most formidable challenge we faced was establishing the Department of Public Health (DPH) as an essential part of Dearborn's infrastructure, especially in a post-pandemic era where public health was under intense scrutiny. As a new department in a city with existing county-level health services, there was considerable skepticism about the necessity and potential duplication of efforts. The city's task was not only to justify the creation of a municipal-level department but also to ensure it was understood and accepted by both the public and key stakeholders.

To overcome these challenges, we focused on clear, effective communication highlighting the direct impact of environmental health on our community's daily lives. We used community meetings, social media, and partnerships with local organizations to disseminate information about the unique role of the DPH, emphasizing its integration with environmental policy and action. This approach was crucial in building public trust and understanding.

Two years into its operation, DPH has achieved remarkable success. It enjoys unprecedented awareness and recognition for its vital role in uplifting the lives of the Dearborn community through proactive public health policies and climate action initiatives. Our focus on integrating public health perspectives into every municipal decision has set a new standard for holistic urban management, fostering a healthier, more sustainable environment for all residents.

Ultimately, DPH makes the "greenest" choice the easiest choice. In two years, DPH has worked with our Public Works and Community Relations Departments to expand tree coverage, the Economic Development Department to promote the uptake of clean and energy-efficient technology, planning and permitting officials to elucidate and streamline solar panel placements, and the Legal Department to go after corporate polluters who serially violate environmental ordinances. We built critical community partnerships with academic and community institutions to rebuild trust, identify what parts of our municipal code prevent climate interventions, and pursue grants for projects like green schoolyards and vegetative buffers. This work has expanded Dearborn's capacity to remove carbon and cut emissions in a sustainable, scalable, and resident and business-driven way.

Dearborn is only the second city in Michigan to host a municipal health department and the only city to do so voluntarily. To our knowledge, we are one of the only cities nationwide prioritizing Public Health 3.0—which views public health as a broad, multisectoral policy-based effort rather than clinical intervention—in this way. We have successfully pursued and built novel partnerships with researchers to transition knowledge from the academy into practice while prioritizing evaluation and communications to understand if they are working and how they can scale elsewhere.

In funding this city initiative, general fund and significant generation of grant funds for specific projects were used to finance the program. DPH also worked with the Economic Development Department to ensure that $25 million in CDBG-Disaster Relief funds prioritized green storm infrastructure and other nature-based flood mitigation solutions:

- Implemented a publicly available, real-time air quality monitoring network; collected these data into a database to inform and evaluate future mitigation policy initiatives.
- Worked with over 100 student fellows, ranging from undergraduate to PhD level, from local universities on capstone projects, internships, and more; provided an understanding of how local government can be used to promote health and protect the environment.
- Publicized information about state and federal subsidies for energy efficiency and clean energy projects.
- Rebuilt relationships with community groups victimized by policies from previous administrations and most at risk from climate change.

Lincoln Mayor Leirion Gaylor Baird

Residential Rental Rehabilitation Project

The City of Lincoln's Residential Rental Rehabilitation Project takes an innovative, climate-smart approach to improving the quality of low-income rental housing by increasing energy efficiency, reducing emissions, and ensuring tenants are provided with safe, comfortable housing at an affordable rate.

In a Qualified Census Tract with 94 percent renters, this project offers up to $15,000 per dwelling unit to upgrade affordable rental housing. Upgrades include energy-efficient windows and doors, additional insulation, and repairs to roofs and foundations. The program is a partnership between the city, Lincoln Electric System, Black Hills Energy, and NeighborWorks Lincoln, and aims to rehabilitate 1,000 rental units over a 10-year period.

The project advances two of Mayor Gaylor Baird's top priorities: advancing climate action and improving affordable housing. Lincoln's 2021 Climate Action Plan, the first in Nebraska, calls for a multi-agency approach to improve energy efficiency in low-income housing, which this program fulfills.

Lincoln sought a solution to a multi-pronged challenge: alleviating the energy burden on low-income residents in a highly variable climate, improving quality of life for low-income residents, improving the quality of affordable housing, and strengthening the South of Downtown neighborhood. The city undertook an extensive community engagement effort to understand the needs of area residents and landlords, and the findings confirmed that both parties wanted the same thing: critical building improvements. This community engagement provided a clear focus and actionable priorities for improving this vital housing stock.

An initial challenge in moving this initiative forward was a product of its own success: the city received more than 2,000 applications for 100 slots in the first year of the program. Challenges that were overcome included developing prioritization criteria in an area of high need, coordinating insurance requirements between the city and property owners, developing policies that meet the city's needs while remaining accessible to participants, and developing a streamlined application process. The city's inter-agency team worked closely together to solve each of these challenges.

Recently, the city commissioned an in-depth analysis of priority measures to reduce greenhouse gas emissions. The findings showed that energy efficiency and electrification efforts will be a major focus of the work to achieve the City's goal of an 80 percent emissions reduction by 2050. The Rental Rehabilitation initiative is a significant strategy and demonstration project in the pursuit of this goal.

The program boasts a unique funding model, the first of its kind in Nebraska. Unlike traditional Tax-Increment Financing (TIF) tied to specific buildings, it leverages a district-wide TIF established after a comprehensive redevelopment plan. This allows any property owner within the district to access grants of up to $15,000 for improvements. These grants essentially become self-funding through the natural rise in property values across the district over the 20-year TIF period. To prevent displacement, the city partners with building owners to ensure long-term affordability. This innovative approach serves as a model for future projects, offering a replicable solution for other cities looking to revitalize low-income neighborhoods.

In its first year, the program revitalized 109 units with a $1.6 million investment. Additionally, Lincoln Electric System has contributed over $230,000 for energy-efficient upgrades like heat pumps, while NeighborWorks Lincoln provides discounted program administration and contracting services at 60 percent below market rates. This collaborative funding approach ensures the program's long-term sustainability and maximizes its impact.

The city's Residential Rental Rehabilitation Project is transforming affordable housing for Lincoln's most vulnerable residents. Residents benefit from a higher quality of life, including lower energy costs and a more comfortable living environment. Furthermore, the program boasts significant energy efficiency improvements, reduces emissions, and extends the lifespan of these historic buildings (many over a century old). This translates to a more stable neighborhood, fostering better homes for children and families, and strengthening neighborhood connectedness.

Madison Mayor Satya Rhodes-Conway

Efficiency Navigator Program

The City of Madison's Efficiency Navigator program provides free energy efficiency retrofits and other upgrades to small- and medium-sized multifamily housing. Participation is open to unsubsidized renter-occupied buildings with rents that are affordable to households with incomes at or below 80 percent Area Median Income (AMI). Selected buildings receive free technical assistance and building upgrades such as efficient lighting; improved heating, ventilation, and air conditioning; better insulation and air sealing; water softener optimization, tune-ups, or replacement; water conserving fixtures; and recommendations to improve home health.

Since its launch in 2021, the Efficiency Navigator has completed energy-saving retrofits in 19 buildings with 112 units, and upgrades to more buildings are underway. These upgrades reduce annual energy costs by an average of $625 per building. Upgraded buildings are also more comfortable and healthier for residents - they're cooler in the summer, warmer in the winter, and have better indoor air quality. So far, the program has cut carbon emissions by more than 116,000 lbs/year. Over the next 15 years, these upgrades will cut carbon pollution by an estimated 1,746,755 lbs.

The program only pursues projects where energy cost savings flow to the tenants and requires participating building owners to keep rents stabilized for 5 years after project completion. Due to its success in Madison, the Efficiency Navigator programs is expanding to neighboring cities of Middleton and Fitchburg.

The Efficiency Navigator is part of the City of Madison's work to both advance affordable housing and tackle climate pollution. Energy efficiency upgrades in affordable housing are a triple win – they save energy, reduce carbon emissions, and lower utility bills for residents. These upgrades are especially important for naturally occurring affordable housing (NOAH) – that is, unsubsidized multifamily housing with rents that are affordable to households with incomes at or below 80 percent AMI. NOAH represents nearly 70 percent of the available affordable housing stock in Madison and surrounding Dane County communities.

While everyone can benefit from lower utility bills, it is especially important for households with lower incomes. Low-income households in the U.S. spend as much as three times more on home energy costs than other households. This high energy burden means these households have less flexibility to pay for other basic needs and less financial stability.

Building upgrades that save energy and money are essential for lowering energy burden but are particularly challenging to implement for NOAH in Wisconsin. Barriers to energy efficiency retrofits in unsubsidized multifamily housing, include:

- state laws prevent local jurisdictions from adopting more efficient building energy codes and from utilizing rental licensing or inspections as tools for improving building energy performance;
- homes often need multiple improvements, including basic repairs, weatherization, upgrades to the building envelop, or more efficient heating and cooling systems, but available incentives and funding often only pay for one type of work;
- the up-front cost of retrofits still prohibitive for many small, multifamily building owners, and they often lack the time and expertise to take on projects; and
- it is often difficult to reach and enroll building owners in building efficiency programs.

Seeing a clear and urgent need for a comprehensive, whole-building approach to improving the energy efficiency in NOAH, the City of Madison worked with local nonprofit partners Sustain Dane and Elevate Energy to create the Efficiency Navigator program. The City of Madison and its partners designed the Efficiency Navigator to overcome these challenges by:

- creating a voluntary, incentive-based approach to delivering residential energy efficiency retrofits;
- braiding multiple sources of public and private funding to provide a one-stop-shop for whole-building improvements that eliminates costs for building owners and tenants; and
- collaborating with local community-based organizations to help reach and engage with tenants and building owners.

- The Efficiency Navigator program's innovations include:
- creating a peer learning network of municipalities for sharing resources and knowledge;
- applying multiple sources of public and private funding to eliminate costs for building owners and tenants - even before IRA incentives were available;
- collaborating with community-based organizations to build trust with building owners and tenants, making it possible to work in this particularly difficult-to-reach building sector;
- partnering with experts in energy efficiency retrofits who have experience working with NOAH housing to guide and implement leading edge technologies and efficiency measures, including air source heat pumps;
- engaging local workforce development organizations to leverage the efficiency retrofits to build and strengthen local underrepresented contractor networks and workforce; and
- requiring participating building owners to keep rents stabilized for 5 years after project completion to help keep housing affordable.

The program was launched with a $250,000 grant from the Wisconsin Office of Energy Innovation's Energy Innovation Grant Program. In 2023, the program was funded by $250,000 from American Rescue Plan Act of 2021 (ARPA) State and Local Fiscal Recovery Funds and $220,500 from federal Community Development Block Grant (CDBG) funds. In 2024, the program is funded by $250,000 from the City of Madison's capital budget. The city is also exploring using funds made available through Tax Increment Financing (TIF) for the program. In April 2024, the city was awarded a $500,000 Department of Energy (DOE) Energy Future Grant to create networks, tools, and resources to scale up the Efficiency Navigator program – that means increasing the number of households served and enabling the launch of additional programs in communities across Wisconsin.

San Diego Mayor Todd Gloria

Zero Emissions Municipal Buildings and Operations Policy

The City of San Diego's Zero Emissions Municipal Buildings and Operations Policy (ZEMBOP) aims to remove natural gas from 50 percent of municipal facilities by 2030 and 100 percent by 2035, which matches our Climate Action Plan's (CAP) target of net zero emissions by 2035. The CAP also requires transitioning municipal fleet vehicles to zero emissions vehicles by 2035. ZEMBOP establishes an implementing framework to ensure the city leads by example in decarbonizing the built environment and fleet vehicles by 2035. In October 2022, the San Diego City Council adopted ZEMBOP as Policy No. 900-03.

ZEMBOP requires new municipal facilities to be all-electric, 10 percent more efficient than the state code, and designed to include solar or other renewable energy generation and battery storage system large enough to cover the facility's electricity load. All fleet parking spaces in associated parking lots must be EV Ready (wiring to spaces), and 50 percent of staff and public spaces must be EV Capable (conduit to spaces). The facility must have electric panel capacity for eventual charging stations at all EV fleet spaces.

For the city's 400+ existing municipal facilities, the policy is triggered if a natural gas burning system is replaced and requires the new equipment to be electric. In the case of a major renovation, project scopes must be expanded so the facility meets ZEMBOP requirements.

San Diego's CAP sets aggressive goals for decarbonizing the built environment, calling for 45 percent reduction in natural gas usage in 2030 and 90 percent by 2035. Of the six CAP strategies, decarbonization of the built environment accounts for the greatest projected emissions reductions. With a large and varied building portfolio, ZEMBOP is a way for the city to lead by example, gather lessons learned, and help streamline the process for fuel switching as all building and vehicle owners move toward decarbonization. ZEMBOP also benefits the city through reduced energy costs and improved working conditions for employees.

In order to understand the scope and costs of electrification retrofits required by ZEMBOP, an energy engineering consulting firm was hired to analyze over 400 sites. They collected data including fossil fuel burning systems and appliances, fleet charging needs, and electric panel capacity and circuits. The consultant then recommended necessary upgrades and estimated costs.

Operationalizing these improvements requires every part of the city to align around decarbonization. ZEMBOP requires departments to establish Fossil Fuel Elimination Plans and Fleet Charging Plans. City engineers are assessing the remaining useful life of existing gas-burning systems and providing a recommended order and timeline for replacement, along with cost estimates for projects organized by fiscal year.

The city leases out over 300 buildings and parcels to outside entities. ZEMBOP's application to these facilities raised concern, especially for small nonprofit tenants. As those leases are renewed and new leases executed, the city is working with lessees to incorporate applicable ZEMBOP requirements and assign responsibility for upgrades to one or both parties.

Implementation of ZEMBOP is expected to eliminate 32,639 MT CO2e from municipal facilities owned and operated by the City of San Diego, along with 15,990 MT CO2e from fleet electrification by 2035. The city currently purchases 100 percent renewable electricity from San Diego Community Power, the community choice aggregator the city helped create. Removing natural gas from facilities and operations will ensure that all electricity consumed, either generated and stored onsite or purchased from the grid, will be free of emissions.

ZEMBOP implementation has driven valuable collaborations between many city departments, helping internal decision makers better understand the scope and scale of decarbonization and supporting development of implementation solutions. For example, staff worked with the New Buildings Institute to develop a ZEMBOP Applicability Checklist to help implementers understand specific policy requirements based on their project's scope of work.

Few jurisdictions have similarly required this kind of sweeping transition through adopted policy. San Diego's comprehensive electrification study, fossil fuel elimination planning process, and whole-of-government approach to decarbonization, make this initiative both novel and incredibly impactful.

While much of the work will be funded by the city's existing Capital Improvement Program, the city has also worked to secure outside financing. This includes partnering with a shortlist of Energy Services Companies the city has retained that can cover upfront retrofit costs in exchange for a share of the long-term energy savings. The city has secured grant funding from the California Energy Commission to construct micro-grids and other improvements at eight city facilities.

Indoor air quality at city facilities will be greatly improved as a result of ZEMBOP, benefiting the public accessing these facilities as well as city workers. The city is leveraging its Climate Equity Index and Justice40 elements to help inform prioritization of retrofits in structurally disadvantaged communities. Staff are also leveraging decarbonization retrofits to increase resiliency in our communities via deployment of renewable microgrids at facilities that serve as cool zones and as shelters or emergency distribution centers during grid outages and other emergencies.

Small City Honorable Mentions

Population Under 100,000

Edina Mayor James B. Hovland

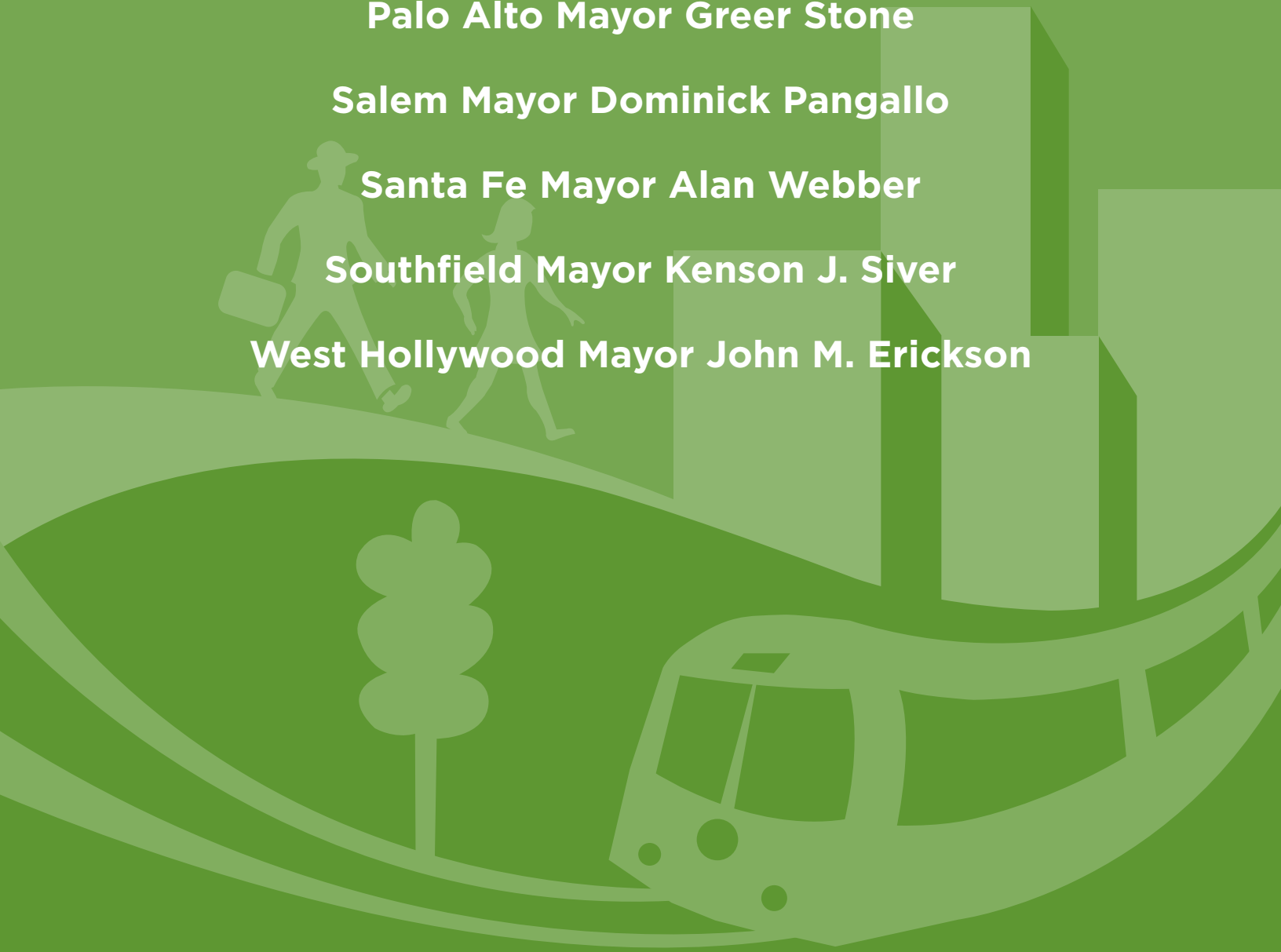
Palo Alto Mayor Greer Stone

Salem Mayor Dominick Pangallo

Santa Fe Mayor Alan Webber

Southfield Mayor Kenson J. Siver

West Hollywood Mayor John M. Erickson



Edina Mayor James Hovland

NextGen Trees

The NextGen Trees initiative planted over 1,100 diverse, climate-resilient trees on public and private property across Edina. NextGen Trees focused on areas with lower tree density to help improve climate, health, and tree equity. Additionally, there was a concerted effort to plant trees at affordable housing locations citywide. Large-scale tree plantings like NextGen have high upfront costs, so Edina took a scattered-site approach to increasing the tree canopy in the past. When $250,000 of ARPA funding became available, the city realized the opportunity it offered to reduce tree canopy disparities more holistically.

Edina's Climate Action Plan, passed by Council in 2021, has several actions supported by NextGen Trees. This includes increasing Edina's overall tree canopy, prioritizing climate-adaptive trees, and reversing the urban heat island effect. The tree canopy in southeast Edina – where low-income households are concentrated and the neighborhoods with the hottest summer surface temperatures are according to American Forests – was around 12 percent before NextGen began. Citywide, pre-NextGen tree canopy average was around 35 percent, while more affluent neighborhoods like Country Club had a canopy closer to 40 percent. This disparity inspired the NextGen Trees initiative.

According to U.S. Forest Service research, trees can save energy and money by shading buildings and reducing the need for air conditioning, reduce stormwater runoff and flooding, and improve air quality by absorbing air pollution, carbon dioxide, and other greenhouse gas emissions. These co-benefits mean the 1,100 planted trees will, for decades to come, help reduce emissions not just on their own but also by reducing how much residents and businesses will need to cool their buildings in the summer.

The focus of the NextGen Initiative is to increase the diversity of Edina's tree canopy, focusing on areas with low tree density. Leveraging tree canopy, demographic, and climate data, the city identified that many of these lower density tree areas were also areas where affordable housing was located and extreme heat was present. Centering our approach on the city's values of sustainability, health, and equity, these areas were NextGen's focus. To track progress, Edina's GIS team created an interactive dashboard which reports the number, location, and species of trees planted, along with data layers like affordable housing locations, race and ethnicity, extreme heat, and overall tree canopy. This innovative storytelling approach allows our community to track the initiative's progress, and how these different indicators interact.

By planting climate-adaptive trees such as oaks, redbud, tamarack, and white pine, Edina is preparing its tree canopy for the climate we are projected to have in the coming decades. NextGen's trees will be maturing as the more southerly, hotter climates they are adapted for arrive in Minnesota. Thus, they will have reduced long-term watering needs and costs compared to much of our current canopy that is adapted for the colder climate we are rapidly losing. As summers get hotter in Minnesota, NextGen's trees are the first step in making sure Edina's tree canopy keeps our residents and visitors shaded, safe, and healthy in the heat.

Palo Alto Mayor Greer Stone

Palo Alto's Electrification Initiative: A Step Towards a Sustainable Future

The City of Palo Alto launched an ambitious electrification campaign to encourage residents to electrify water heating, appliances, and transportation. This initiative aims to reduce greenhouse gas (GHG) emissions and improve the quality of life for its residents. The electrification campaign helps advance the city's goals of reducing GHGs 80 percent by 2030, relative to a 1990 baseline, and achieving climate neutrality by the same year. Currently, approximately two-thirds of the city's emissions come from on-road transportation, and about one-third comes from natural gas use. To achieve these goals, the city plans to electrify virtually all gas appliances in single-family homes and all commercial rooftop H/VAC units, greatly expand EV adoption from 30 percent to 85 percent of new vehicle purchases, and reduce emissions in multi-family and commercial buildings.

In March 2023, the city introduced a Full-Service Heat Pump Water Heater (HPWH) Pilot Program as its flagship program to facilitate the transition from gas to electric water heating. The program strives to make it as easy as possible for residential customers to switch from a gas water heater to a HPWH, with up to $6,200 in savings. With just one call, the city handles the site assessment, purchasing, installation, and permits and offers a $1,200 zero-interest loan. Residents opting to use their own contractor receive a rebate of 55 percent of total project cost, capped at $3,500. Additionally, installations are free for residents on the Rate Assistance Plan. Since the program's launch about a year ago, over 400 residents installed a HPWH through this program – about a third of the overall water heaters replaced each year. This enthusiastic response underscores the community's readiness to embrace sustainable practices. Palo Alto's program is innovative as quite possibly the first direct installation program to serve both market-rate and income-qualified residents, with an option for on-bill financing.

The city is also encouraging residents to switch from internal combustion engine vehicles to electric vehicles (EVs), including e-bikes, by offering incentives and support for EV purchases and EV charger installations. One in five households in Palo Alto drive an EV – the highest adoption rate in the country. The vast majority of Palo Alto's EV drivers live in single family homes – 85 percent compared to 15 percent in multi-family buildings. Facilitating EV charging in multi-family buildings is a key part of this strategy, with a goal of providing equitable access to chargers in all types of housing. The city offers technical assistance and incentives to building owners to install chargers and is on track to add EV charging in buildings representing over 10 percent of the units in Palo Alto.

An affordable and eco-friendly rideshare service, Palo Alto Link, is available to further promote sustainable transportation. In its inaugural year, Palo Alto Link completed over 50,000 rides, serving an average of 900 unique riders monthly. This service, particularly beneficial to vulnerable and transit-dependent populations, has seen a 54 percent growth in rides, demonstrating its critical role in the community's mobility ecosystem.

The journey towards achieving the city's climate goals has presented some challenges. The initial overwhelming interest in the HPWH program led to long wait times, but the city addressed contractor staffing and streamlined the customer intake process, resulting in reduced wait times. The city created new customer leads and maintained program momentum through outreach activities and social marketing. Additionally, the program now includes both shared circuit and dedicated circuit 120V HPWH models to accommodate homes with limited panel capacity. The city developed an informative brochure to help residents understand the operational characteristics of HPWHs before making the switch.

Looking ahead, Palo Alto plans to launch a water heater emergency replacement program with the goal of restoring hot water within 48 hours and provide a loaner gas water heater, if necessary, at no extra cost to the customer.

Transitioning from gas to electric appliances is expected to lead to substantial GHG reductions. HPWHs alone are estimated to avoid one ton of CO2e per year per unit, potentially reducing over 300 tons of CO2e annually. This shift also eliminates harmful combustion byproducts, improving air quality.

Equity is a key aspect of Palo Alto's electrification campaign. The city provides additional assistance to low-income and vulnerable residents to ensure everyone can benefit from the electrification initiative. Funding for the campaign comes from various sources, including the Low Carbon Fuel Standard, Gas Cap & Trade, Public Benefits Electric Cap & Trade, IRA grants, the General Fund, Utilities Reserve funds, and partnerships with organizations like GoGreen Financing.

This initiative has benefitted from consistent support from City of Palo Alto's Mayors and City Council year after year. Since 2021, the city has had Council Ad Hoc Committees focused on making progress on the Sustainability and Climate Action Plan (S/CAP) and the city's climate goals. The Committee has facilitated discussions with various stakeholders in the community and provided support and direction to maintain an ambitious pace and scope for implementation of the S/CAP - the city's roadmap to meet its climate and sustainability goals.

Palo Alto's electrification campaign is a significant step towards achieving 80 x 30 and carbon neutrality by 2030. By reducing GHG emissions and improving air quality, the city is working towards its climate and sustainability goals and setting an example for other communities.

Salem Mayor Dominick Pangallo

Off-Shore Wind Marshalling Facility

In the exact location where Salem, Massachusetts, once hosted one of the dirtiest coal power plants in America, the city is about to break ground this May on a major offshore wind marshaling terminal. Salem's historic port will become just the fourth in the northeast US making the clean energy future of our nation possible. (https://www.salemoffshorewind.com/)

When the 42-acre deep water port begins operation in 2026, it will help facilitate up to 6.1GW of electricity, almost one-fifth the nation's goal by 2030. From the mid-Atlantic to the Gulf of Maine, 100 percent renewable, American-generated power from off-shore wind will be facilitated from a site where there was once a multi-story high coal pile, oil tanks, and a polluting power plant.

Through a public-private partnership that links together USDOT MARAD grants from the Biden-Harris administration, state funding, local subsidies, and private investment, the Salem Offshore Wind Terminal will be a major part of our nation's climate transformation. (https://www.salemma.gov/home/news/masscec-city-salem-and-crowley-announce-agreements-salem-offshore-wind-terminal)

In Salem, we know that the sea can sink us, but it can also save us. For generations, whenever we've looked to the future, we've looked to the ocean and what's possible on its distant horizon. This endeavor is no exception. This transformational project will grow Salem's local tax base and create hundreds of green and good-paying jobs in a place that is both an environmental justice community living with the impacts of our fossil-fuel legacy and a coastal community living with the impacts of the climate crisis.

This project is incredibly complex, involving both public and private funding, multiple land transfers and project agreements, as well as local, state, and federal permitting. On top of that, the project site abuts a historic and residential neighborhood, with limited up land infrastructure - for example, only two roads in and out of the site.

When complete, the terminal will help make possible over 6GW of clean, off-shore electricity generation - enough to power 3.5 million homes and businesses and one-fifth of the nation's offshore wind energy goal by 2030. The carbon emissions reductions would be equivalent to removing half of all the gasoline-powered vehicles from Massachusetts roadways.

This is a unique partnership between all three levels of government and the private sector, to transform the site of a former coal plant into a clean energy facility. This effort was financed with state funding of $110 million ($30 million for acquisition and $80 million for development), federal funding of $34 million, private sector funding of $150 million, and a local tax subsidy of $53.5 million (leveraged to make private sector up-front funding possible).

When completed the project will create several hundred jobs, generate $104 million in property taxes and $9 million from a community benefits agreement over the first 25 years of operation.

Santa Fe Mayor Alan Webber

Facilities Improvement Measures

The City of Santa Fe has implemented a number of Facilities Improvement Measures (FIMs) recommended by an Investment Grade Audit (IGA). The FIMs included weatherization, water conservation, lighting conversions, high efficiency transformers, and solar installations at city facilities and offices. Approximately 9,000 light fixtures were converted to LED technology, 2.75MW of photovoltaic systems were installed, 760 water fixtures were upgraded, 200 sq.ft. of air leakage was remediated, and 28 high efficiency transformers were installed.

Reducing energy and water consumption and offsetting energy usage with renewable energy generation, such as solar, are effective ways to save money on utilities. These measures also reduce emissions, which is essential to accomplishing the City's sustainability goals.

One of the challenges to this project was determining which facilities were the best candidates for the project: 38 facilities were assessed for baseline energy and water usage, as well as potential for return on investment and 34 were selected to receive one or more measures. Additional challenges were created by the timing of the project: The assessment was done in 2020 and the construction, which took place from 2021 to early 2024, encountered a number of challenges due to supply chain issues and cost escalation.

The Guaranteed Energy Service Performance Contract (GESPC) project estimated a reduction of 6,717,380 lbs. of CO2 emissions, or 3,047 metric tons, annually. In 2018, total CO2 emissions from electricity for City of Santa Fe Buildings and Water & Wastewater Facilities were 33,856 metric tons. These savings represent a 9 percent reduction in CO2 emissions that is directly linked to electricity. Also, 2,007,380 gallons of water were saved, producing uncalculated, indirect emissions savings at the points of production and distribution.

GESPCs are innovative in as much as the improvements are financed with the utility cost savings from the energy use and water use reductions. This particular project was estimated to cost $15.4 million with $14.3 million financed through the utility cost savings. The total reduction in annual utility costs was 16.8 percent. Year One saw $752,137 in utility cost savings and $27,643 in Operations and Maintenance Savings. The project financing period is 18 years and the average service life of the FIMs is 31 years. The level of detail from the building audits and the utility bill analysis will continue to serve the city in its future plans to improve buildings and facilities.

A substantial portion of the project was financed based on the guaranteed energy savings, as described above. The city provided $1,125,000 in up-front capital contribution.

Investing in the energy efficiency of city facilities shows the community that the City of Santa Fe is leading by example and is serious about reaching its 2040 goal of carbon neutrality. Reduced emissions increase the environmental quality of Santa Fe for all residents. Additionally, improved maintenance of HVAC equipment and buildings improves the air quality and comfort for City of Santa Fe employees directly.

Southfield Mayor Kenson J. Siver

Sustainable Southfield Initiative

The City of Southfield's Sustainable Southfield initiative is intended to transform the city into an environmentally-conscious, economically prosperous, and socially equitable community. In order to be successful, the Sustainable Southfield initiative requires a collaborative effort between city residents, businesses, students, and elected officials. The ultimate goal is to enhance the quality of life for all living things.

The Sustainable Southfield initiative encompasses the creation of an upcoming Sustainability Action Plan along with several other implementation projects and research documents. The city has been incorporating public education, placemaking (art, exterior furnishings, wayfinding signage), green infrastructure, micromobility, trail systems, solar light bollards, EV charging stations, and fleet electrification into city operations for residents, guests, and employees.

The city recognized the need to formalize all the sustainability initiatives that have been implemented in the city for the last 15 years. Great work was being accomplished across various city departments. However, it was not formally measured or recognized in a comprehensive document. In addition, the city wanted to be able to implement new sustainability projects by forming local and regional partnerships as well as learn from other communities. The city decided that it would hire its first sustainability planner in 2022 to help achieve all of these goals.

The biggest challenge is gaining the trust and understanding of the public, other stakeholders, and elected officials that the Sustainable Southfield initiative is a worthwhile program that exemplifies the three pillars of sustainability: environmental, economic, and social. Branding the initiative with its own logo, having a landing page on the city's website, handing out public education material during city festivals and events has helped build a relationship with the public. The city has a Community Advisory Board that allows local, regional, and state stakeholders to offer input into the future Sustainability Action Plan and those relationships have helped convey the importance of various sustainability projects to elected officials and other decision makers in the city.

The city's ongoing bus stop improvements, trail system expansion, bike share stations, bike repair stations, EV charging stations, and fleet electrification has helped the community rely less on their vehicles.

In addition, the city became the first municipality in the nation to conduct a food waste elimination study. Once the food waste elimination study is complete, the city hopes to further reduce greenhouse gas emissions by implementing a compost program. The Sustainable Southfield initiative is particularly innovative because of the stakeholder engagement and partnerships the city has formed over the years.

One of the major partnerships that has contributed to the success of many projects throughout the city is the city's own Lawrence Technological University (LTU). LTU serves on city boards and has introduced the Centrepolis Accelerator at LTU which is an incubator program for start-up companies with the goal of accelerating the growth of Michigan's advanced manufacturing, innovative hardware entrepreneurs and small manufacturers by providing access to funding, experts and key business and product development resources. Through Centrepolis Accelerator, the city has been able to pilot innovative technologies like the solar light bollards along trails and pathways.

The overarching program encompasses various projects in collaboration with multiple city departments, allowing the funding sources projects to come from individual department budgets, boards and commissions, grants, special assessment districts, and/or general funds. Here are some examples of these Sustainability Projects and Funding Mechanisms:

- Bus Stop Improvements & Placemaking - Metro Funds & Special Assessment District Funds ($125,000 Annually);
- Food Waste Elimination Study - 100 percent Grant Funded ($258,000) through the Michigan Department of Environment, Great Lakes, and Energy (EGLE); and
- Solar Light Bollards - 60 percent Grant Funded through the Michigan Economic Development Corporation ($6,000) and 40 percent Special Assessment District ($4,000).

There are various sustainability projects that have drastically improved the quality of life in the City of Southfield, including:

- *Public Art* - The Southfield Public Arts Commission consists of 11 members with the common purpose "to serve the public interest, convenience, and enjoyment through the promotion of the arts" and has been active since 2014. In 2016, City Council established a public art requirement for all new, large-scale real estate projects in committing to the procurement and display of public art. The Friends of the Public Arts complement the efforts of the Southfield Public Arts Commission by raising awareness about the importance of art and improving funding mechanisms for city art projects. To date, the City of Southfield proudly displays more than 30 pieces of art throughout various parts of the city, including the Southfield Municipal Campus. Please visit the City of Southfield Public Arts Commission page to stay informed about art projects throughout the city. Residents and visitors are encouraged to visit these vibrant art pieces and learn the story behind them through the interpretive panels placed along trails and pathways. The city offers a self-guided Pocket Sights tour that is available as an application for download on your mobile device.
- *Green Infrastructure* - The City of Southfield's Stormwater Master Plan was created to guide the management of stormwater throughout the city. The Stormwater Master Plan identifies stormwater challenges and goals that the city strives to accomplish through the implementation of various projects. To encourage the implementation of green infrastructure, the city continues to pursue grant funding and has incorporated green infrastructure and low impact requirements in the Landscaping Ordinance.
- *Micromobility* - To promote micromobility, the city is partnered with Movatic, a company that maintains and monitors the bike share program throughout the City Centre district. There are a total of nine bike share stations available for use. Potential riders are encouraged to download the Movatic app and utilize the promotional offers for memberships and other discounts.
- *Placemaking* - Placemaking is a design concept that prioritizes the human experience when envisioning a place. Rather than designing a place around a building or the automobile, the way in which people experience a place is the priority. It is often thought that a great place is defined by four elements: sociability, uses and activities, comfort and image, and access and linkages. To make placemaking successful in a city, the community must be an active participant in voicing its needs. Through public engagement activities and surveys, the City of Southfield has incorporated various placemaking elements throughout the city to enhance the quality of life for its residents and visitors. Some of these placemaking elements including trail markers, signage, interpretive panels, respite stations, dog waste stations, dog treat stations, bike repair stations, bat houses, and bird houses.
- *Renewable Energy* - The City of Southfield was selected to participate in a pilot study with an emerging company, APT Solar Solutions, dedicated to improving solar lighting technology by creating off-grid products. This technology compliments the City's placemaking strategies along current and future non-motorized pathways by enhancing safety measures and promoting renewable energy. A total of 20 solar bollards have been installed along the pathway southeast of Red Pole Park. Ultimately, the solar lighting fixtures will make it possible to construct additional pathway segments in locations that are thought to be a deterrent to pedestrians due to limited illumination, such as under freeway overpasses or heavily wooded parks.
- *Trails & Pathways* - The City of Southfield has been continuously striving for better non-motorized connectivity not only to provide alternative modes of transportation, but also to promote health and wellness within the community. With over 20 miles of additional constructed pathways in the last decade, residents and visitors can rely less on vehicle transportation, participate in recreational activities, and contribute to the overall sustainability of the City's mobility network.
- *Parks & Greenspace* – With over 800 acres of parkland, the City of Southfield proudly boasts of the many parks and nature preserves where you can unwind, relax, and immerse yourself in nature. It has been scientifically proven that spending time outside has numerous benefits for physical and mental health by helping people cope with stress, lowering blood pressure, boosting the immune system, and reducing the likelihood of depression and anxiety. The most prominent parks where you can experience Southfield's natural beauty include Carpenter Lake Nature Preserve, Valley Woods Nature Preserve, and Berberian Woods Nature Preserve.
- *EV Charging Stations* - As automotive manufacturers increase the production of their electric vehicles, cities must be able to provide the necessary infrastructure to power these new modes of transportation. The City of Southfield is preparing for the increased use of electric vehicles and strategizing the best ways to implement more public charging stations. In addition, the city is planning to electrify its fleet of vehicles for employees in efforts to be more sustainable while performing daily City operations and maintenance services.

- *Adaptive Reuse* - Adaptive reuse is the process of converting an existing structure for purposes other than those originally intended. This is a sustainable building design and construction practice because it saves on the amount of new materials used. An example of adaptive reuse is an old warehouse being converted to apartment units. The City of Southfield has several adaptive reuse projects that include Arbor Lofts (former office building converted to apartments), The Alcove (former hotel converted to apartments), the former John Grace School (proposed subsidized senior housing), and the former McKinley School (proposed market-rate condominiums). Perhaps the biggest example of adaptive reuse and brownfield redevelopment is the conversion of the former world's largest mall, Northland Shopping Center, into a mixed-use development project with new retail and housing options.

The City of Southfield has been recognized in local and regional newspapers for the unique sustainability projects and ongoing research. The city continues to receive positive feedback from local residents about the Sustainable Southfield initiative.

West Hollywood Mayor John M. Erickson

WeHo Climate Action

WeHo Climate Action outlines the City of West Hollywood's path to achieve carbon neutrality by 2035, maintain net-negative emissions, and adapt to a changing climate while centering equity and quality-of-life outcomes for West Hollywood. WeHo Climate Action is organized around 5 focus areas – city governance, energy, transportation and mobility, waste, and natural environment – setting the vision for a sustainable, resilient, and equitable West Hollywood for all generations. Community feedback, existing conditions, best practices, and state and regional policies informed 20 climate measures that outline the city's approach and 60 specific actions to undertake.

The city recognizes that climate change is an urgent crisis. Cities play a critical role, as they contribute more than 70 percent of global emissions and are laboratories to pilot innovative ideas. The city also recognizes that climate change is fundamentally about equity. Historical policies rooted in segregation, discrimination, and oppression have caused certain populations to bear a disproportionate share of the consequences of climate change. The city has a responsibility to prioritize those most severely impacted during engagement processes, policy drafting, implementation, and resource allocation. As a community, we must acknowledge historical and current injustices and holistically approach climate action without causing additional harm.

The engagement process occurred during the COVID-19 pandemic, economic recession, and Black Lives Matter justice uprisings, requiring the city to reimagine the approach for WeHo Climate Action. Outreach and engagement pivoted to leverage existing communications used by social service providers and capture feedback from specific sub-populations, via phone and/or physically distanced in-person interviews.

In 2011, West Hollywood adopted its first Climate Action Plan that set an emissions reduction target of 20 percent to 25 percent below 2008 levels by 2035. By 2018, the city reduced its emissions by 31 percent, surpassing that target ahead of schedule. Building off that success, 12 percent of WeHo Climate Action projects are complete, and 87 percent are expected to be completed on time, enabling the city to become carbon-neutral by 2035. The city will conduct GHG inventories regularly, prepare annual reporting, and recently launched the WeHo Climate Action Public Dashboard to monitor progress.

WeHo Climate Action sought to better understand traditional ecological knowledge to guide climate action, incorporate leadership from the original stewards of the land, and build trust between the city and the local Indigenous community for future collaboration. The city worked with an Indigenous-led organization to co-develop an engagement effort for Tongva and non-Tongva Urban Indigenous Peoples, including a tribal community information and listening session, a survey and needs assessment, and one-on-one interviews. This engagement was unlike conventional government-to-government processes, with the city's partner organization identifying Tongva and non-Tongva Indigenous people living in the Tongva Basin through relationships which had been developed through years of trust and respect. The nature of this engagement effort was historic: a landless tribe being asked to engage in this planning process is extremely rare.

The City of West Hollywood finances WeHo Climate Action through the General Fund, employs full-time staff who implement it, and seeks opportunities to fund climate action through grants like U.S. DOE's Energy Efficiency and Conservation Block Grant and California Air Resources Board's Sustainable Transportation Equity Grant.

The city reduced GHG emissions from energy by more than half between 2018 and 2022; added 8 EV charging ports in 2023 with 30 more planned; started a program to help businesses achieve sustainable practices; and is developing building performance standards that require existing buildings to gradually reduce emissions. WeHo Climate Action will bring economic benefits – reducing energy costs, reducing the city's exposure to financial risks, and bolstering the city's economic competitiveness – and environmental co-benefits – clean air and water and improved urban habitat and biodiversity.

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