



Executive Summary

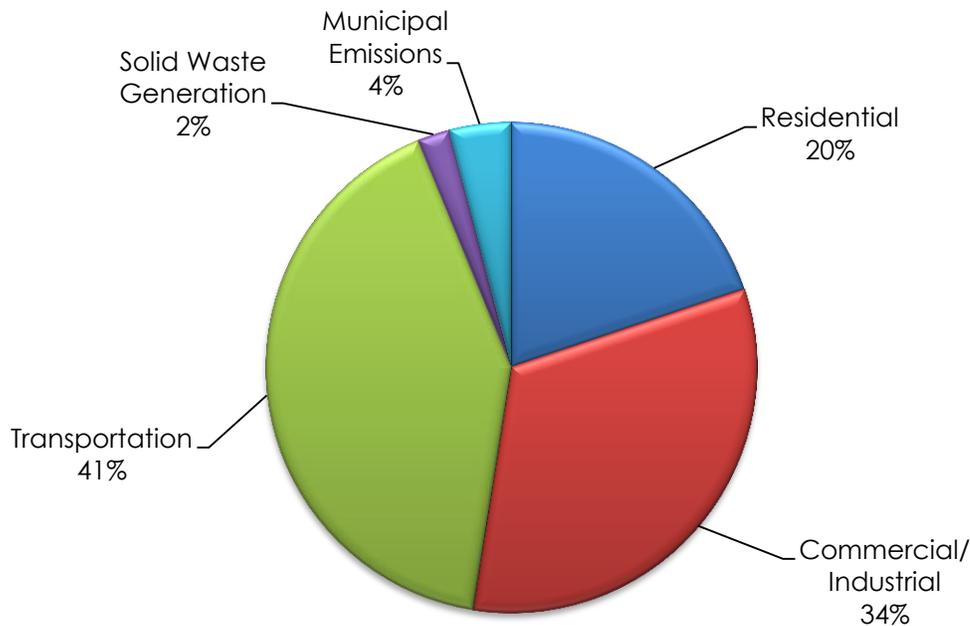
Over the past decade, the City of Riverside (City) has progressively demonstrated its dedication to environmental quality, equity and opportunity, and economic prosperity for all, by taking action to address the pressing issue of climate change. It is the City's view that actions to reduce greenhouse gas (GHG) emissions represent opportunities to inspire economic development through investment in urban development, infrastructure, mobility systems, and entrepreneurship. The adoption of the Riverside Restorative Growthprint Climate Action Plan (RRG-CAP) and Economic Prosperity Action Plan (RRG-EPAP) is a commitment to reducing GHG emissions in a way that also advances economic growth, inspires entrepreneurial opportunities, and provides meaningful benefit to the residents, employees, investors and visitors to Riverside.

In 2014 Riverside was one of twelve cities that collaborated with the Western Riverside Council of Governments (WRCOG) on a Subregional Climate Action Plan (CAP) that includes 36 measures that guide Riverside's GHG reduction efforts through 2020. The RRG-CAP expands upon the Subregional CAP and provides a path for the City to achieve GHG reduction goals through 2035. By using energy more efficiently, harnessing renewable energy to power buildings and vehicles, enhancing access to sustainable transportation modes, recycling more waste, conserving water, and building local food systems, the City can keep dollars in the local economy, create new green jobs, and improve public health and community quality of life.

MEASURING RIVERSIDE'S EMISSIONS

To establish a baseline emissions level, and track the City's progress in achieving future reductions, the City will conduct regular, community-wide GHG emissions inventories that provide a "snapshot" of GHG emissions for a given year, and compare them to a 2007 baseline. The inventory identifies the quantity and major sources of GHG emissions produced by residents, businesses, and municipal government operations including water conveyance. The inventory reflects the emissions generated within the City that result from the operation of motor vehicles, electricity and natural gas consumed, and waste generated. **Figure ES-1** illustrates these emissions by source.

Figure ES-1: Baseline Greenhouse Gas Emissions by Source



In 2007, the City's total community-wide emissions were estimated at 3,024,066 metric tons of carbon dioxide equivalent (CO₂e); while emissions resulting from municipal operations were responsible for approximately 122,525 MT¹ CO₂e. In 2010, the City conducted a second inventory that indicated the City's emissions had decreased by approximately 13.4 percent over the three year time period. The reduction in emissions is largely attributed to actions already taken to reduce the carbon intensity associated with the City's electricity portfolio, as supplied by municipally-owned Riverside Public Utilities (RPU). In addition, the City's energy efficiency and renewable energy incentive programs have helped reduce energy use by residential, commercial, and industrial customers; and landfill emissions have decreased as more waste is diverted from landfills.

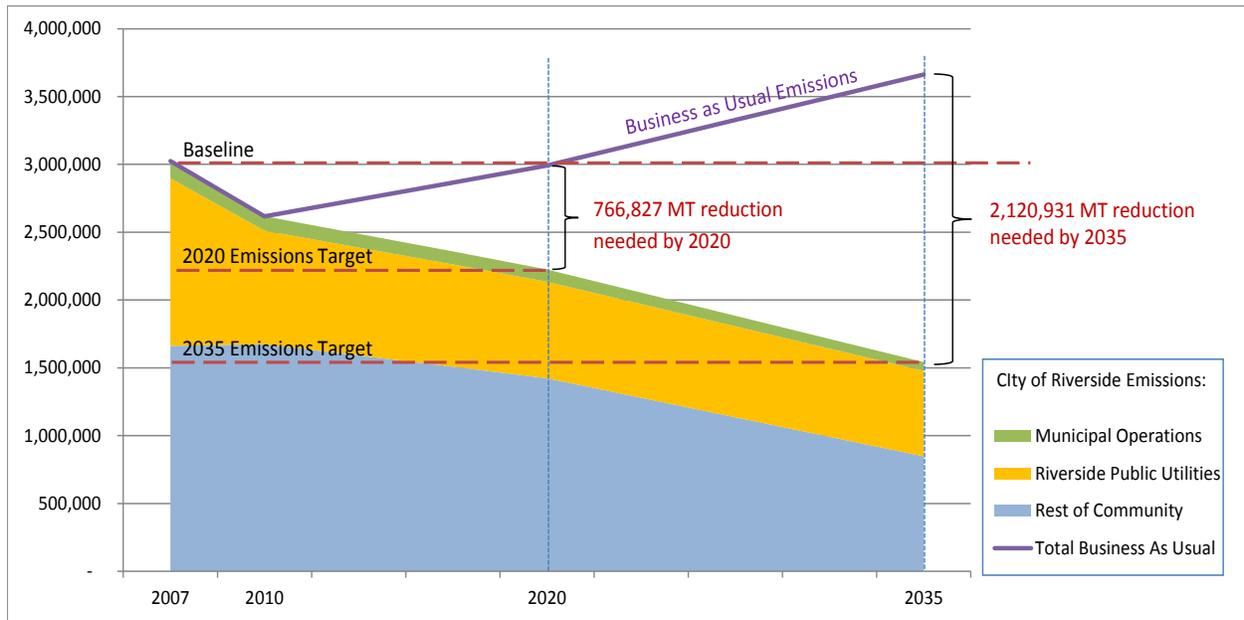
These policy-driven efforts have resulted in significant GHG emission reductions since 2007, which significantly contributed to the City achieving its 2020 GHG targets. To ensure that these efforts and policy decisions are captured within the City's future efforts, the City will continue to measure and compare emission reduction efforts against the 2007 baseline.

¹ This figure excludes emissions associated with the City's electric utility, which are included in the community inventory under the residential and commercial/industrial sectors that the utility serves.

REDUCING RIVERSIDE'S EMISSIONS

Through the WRCOG Subregional CAP process, the City has committed to a 2020 emissions target of 2,224,908 MT CO₂e, which is 26.4% below the City's 2007 baseline and 15% below 2010 emissions. This represents a reduction of 779,304 MT CO₂e from the 2020 business-as-usual (BAU) forecast. The City of Riverside is aiming for a 2035 emissions target of 1,542,274 MT CO₂e, which is 49% below the 2007 baseline and represents a reduction of 2,120,931 MT CO₂e from the 2035 BAU forecast.

Figure ES-2: City of Riverside GHG Reduction Targets for 2020 and 2035



TAKING ACTION

The RRG-CAP expands upon the efforts of the WRCOG Subregional CAP, employing local measures to help the City achieve its GHG reduction target for 2035. To further develop local GHG reduction measures for the RRG-CAP, the City conducted a more detailed assessment of local strategies and actions related to the measures identified in the Subregional CAP, and expanded the discussion and analysis with respect to implementation (particularly post-2020), costs and funding, performance metrics, and local co-benefits. Importantly, the discussions identify local economic and entrepreneurship opportunities that can be integrated with local, regional, and global GHG reductions such as the development of green enterprise zones.

The RRG-CAP contains GHG reduction measures organized into four primary sectors, as defined by the following policy statements:

ENERGY



Energy measures will increase community-wide building and equipment efficiency and renewable energy use, and promote energy efficiency and renewable energy generation for use supporting municipal operations that support the community.

TRANSPORTATION AND LAND USE



Transportation and land use measures will reduce single-occupancy vehicle travel, increase non-motorized travel, improve public transit access, increase motor vehicle efficiency, encourage alternative fuel vehicles and promote sustainable growth patterns.

WATER



Water measures will conserve potable water and reduce water demand by the community and municipal operations.

SOLID WASTE



Solid waste measures will reduce solid waste sent to landfills that is generated by the community and municipal operations.

Through locally-implemented measures, the City of Riverside anticipates reductions of 156,439 MTCO₂e and 235,273 MTCO₂e from the City's 2020 and 2035 BAU emissions forecasts, respectively. This is enough to reach the City's 2020 target. Moving forward, the City will continue to identify opportunities to further reduce emissions and achieve the 2035 emissions target, and to encourage a business environment that supports and nurtures innovative practices and investments.

NEXT STEPS

The RRG-CAP contains the framework for measuring GHG emissions, tracking the success of the reduction measures contained within this plan, and establishes new measures that close the gap in the reductions needed to meet the year 2035 GHG target.

A primary goal of the RRG-CAP and EPAP is to maximize the economic benefits inherent to addressing climate change, and to do this by cultivating opportunities for entrepreneurial growth that contribute to a thriving, prosperous, and sustainable community. Furthermore, implementation of the RRG-CAP will result in not only economic benefits for individuals, businesses, and institutions in Riverside, but also provide public health benefits, environmental benefits, a variety of feasible transportation modes, the protection and preservation of valuable resources, and enhanced resource efficiency.

Both the City's decision makers and community members will need to make deliberate efforts to implement the RRG-CAP. Through the implementation of the strategies in the RRG-CAP, as well as the creation of new strategies that emerge with technology advancements and business opportunities, the City will be able to move toward a more sustainable and economically prosperous future.