

**LINKS:** *Because City of Richmond staff do not have the ability to contribute to the chat feature in MS Teams, we will create a list of links to be shared with the WG here - slides, agenda, other materials, etc.*

- [Meeting slides](#)
- [Agenda](#)
- [Equity Screening Tool](#)
- [Feedback survey](#)
- [RVAgreen 2050 Community Capacity Survey](#)

# Q&A:

*Because City of Richmond staff do not have the ability to contribute to the chat feature in MS Teams, we will use this slide to communicate questions and answers throughout the meeting*

- Type your questions here!

**RVAgreen 2050 Transportation & Mobility Working  
Group**

*Thursday, November 18, 2021*

*Plan Deliverables*



**Equitable climate action for a healthy and resilient Richmond**

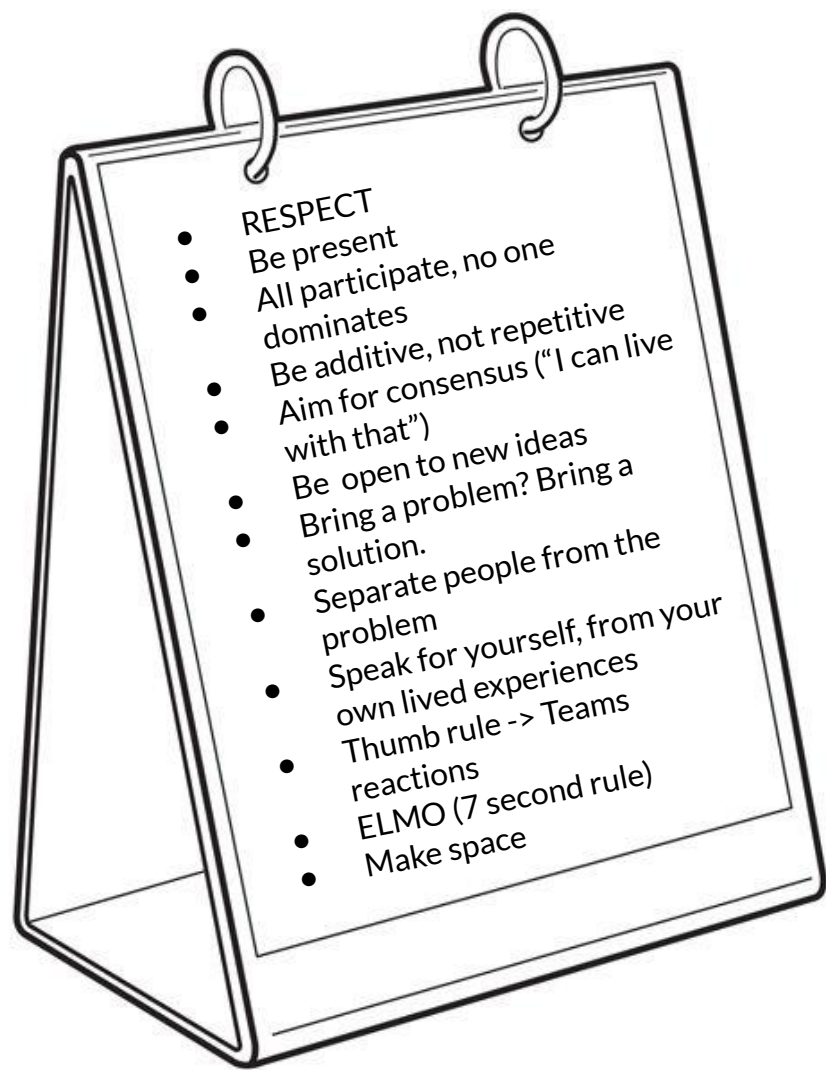
# Agenda

- I. **Intro:** Settling in & ground rules
- II. **Partner Updates:** What are your recent “wins” for equitable climate action and resilience?
- III. **Review:** Where we’ve been
- IV. **Discussion:** Elements of the plan & strategy and subcomponent information
- V. **Discussion:** What’s your pitch?
- VI. **Conclusion:** Wrap-up and next steps

# Today’s Objectives

- Discuss updates, questions, etc. related to the RVAgreen 2050 planning process
- Provide input on the deliverables for the RVAgreen 2050 plan
- Help create content for the plan - why is this so important?

# Ground Rules / Group Expectations



# Partner Updates

*What are your recent “wins” for equitable climate action and resilience?*

Native plants in the front yard!

GRTC micro transit feasibility study for greater Richmond metro area

Here's the link for the micro transit study if anyone has time (feel free to pass it along!)

<https://grtc.metroquest.com/>

Great work everyone!

Expanding bus stop infrastructure! Targeting historically underinvested-in communities

RVA Rapid Transit Better Bus Stop Program (adopt a bus stop)

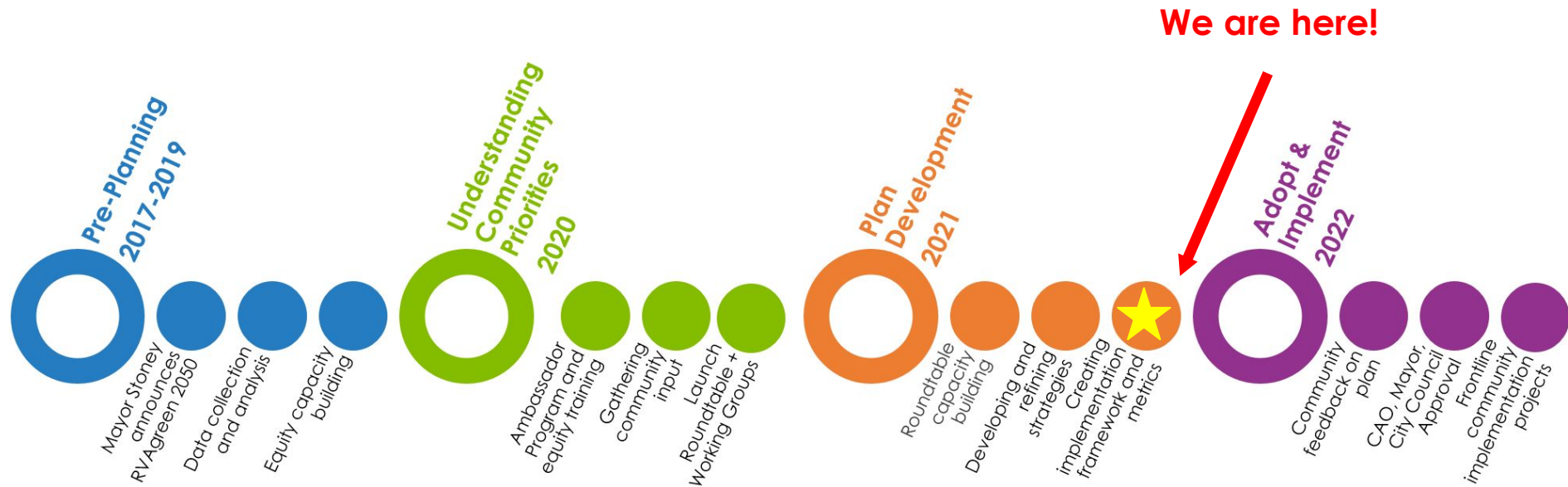
Expanding bike share! Stations coming to Chimborazo Park, Battery Park and more stations going to Southside

AND e-scooter legislation to expand ridership hours

*Where we've been*

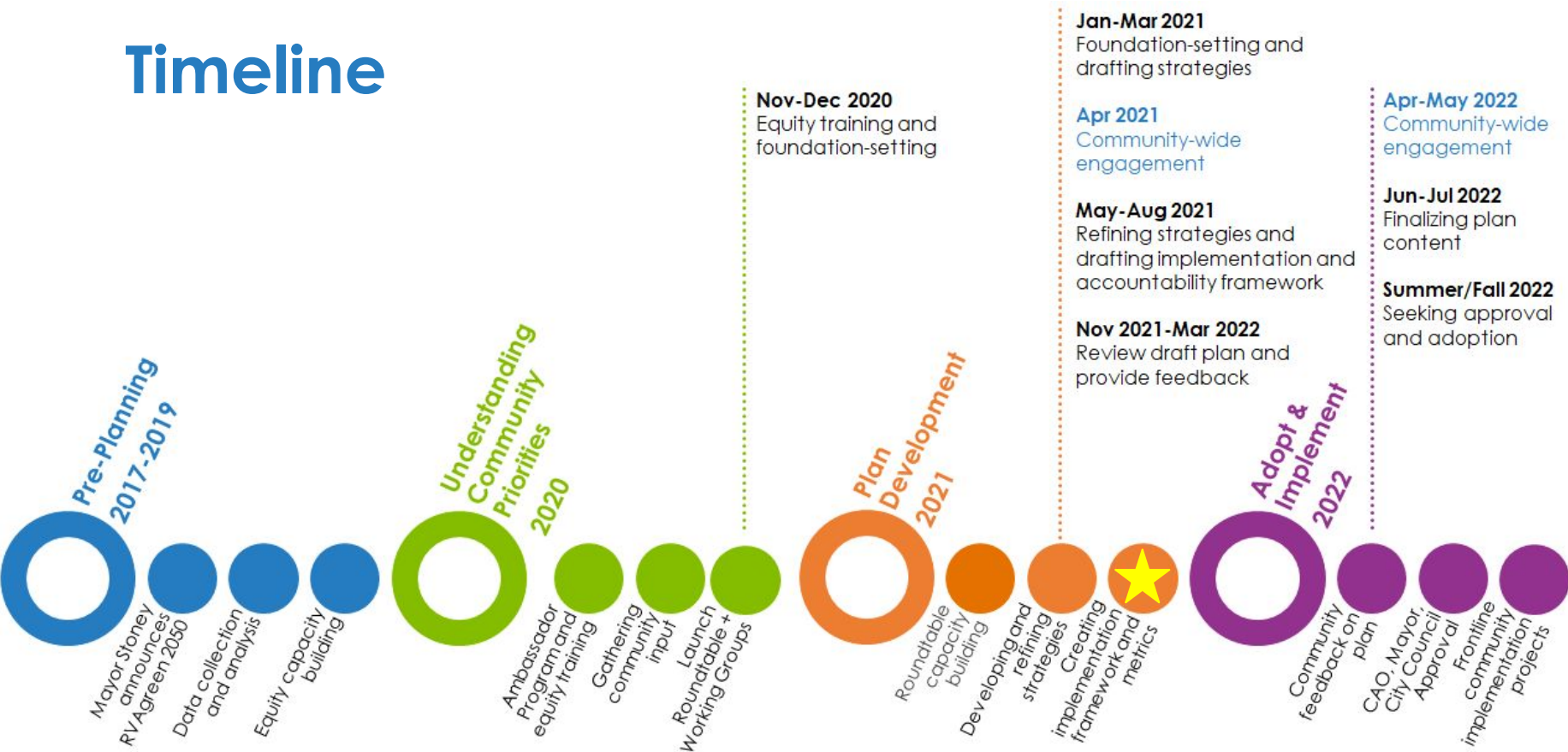


# Process Overview





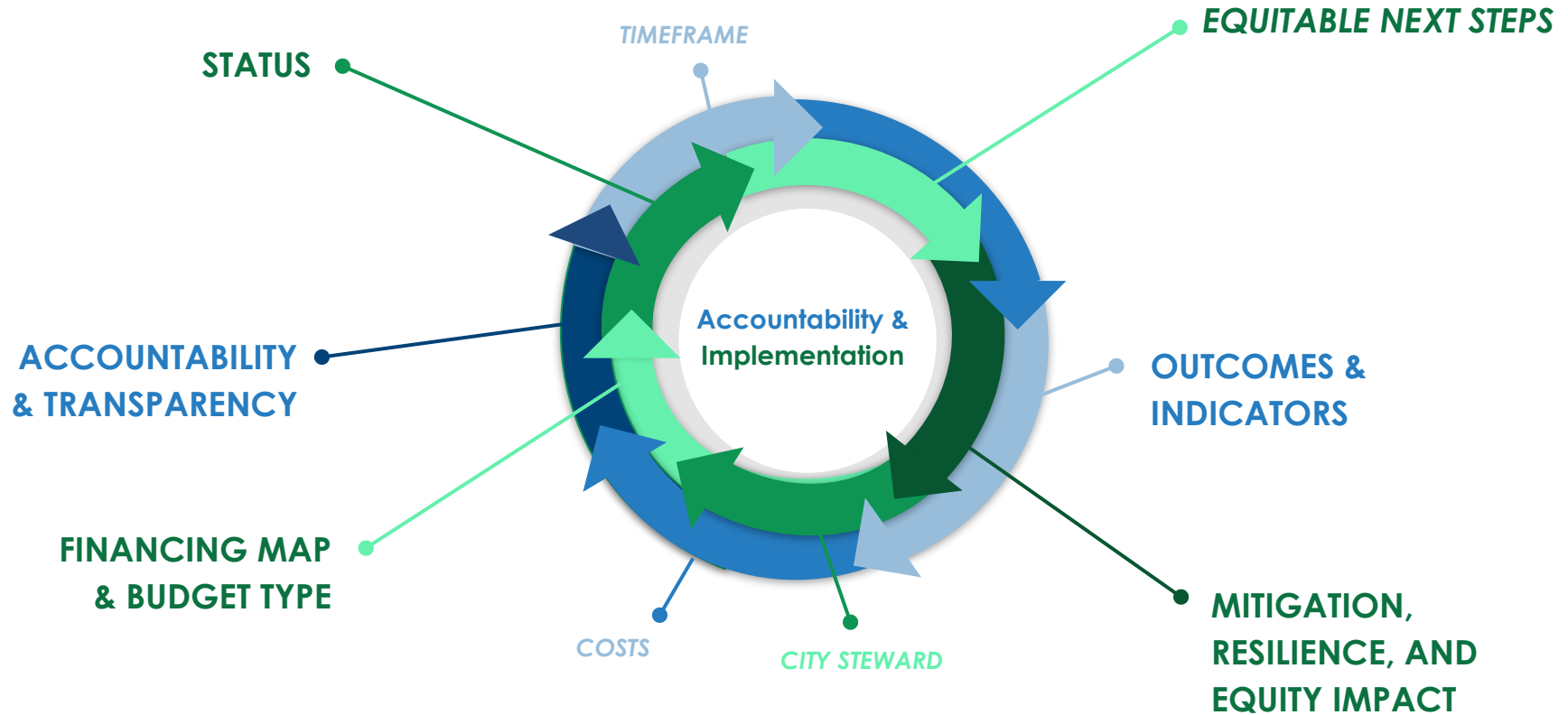
# Timeline



# RVAgreen 2050 DRAFT Structure

Goals	What is the purpose of RVAgreen 2050?
Vision	What does the ideal future look like when RVAgreen 2050 is implemented?
Community Priorities	What cross-cutting public values do we want to center in our plan?
Pathways	What leverage points will lead us towards realizing and operationalizing the goals and community priorities?
Objectives	What are the long-term aims we want to accomplish, organized into the different pathways?
Prioritized Strategies	What are the strategies that will help us achieve our goals and what are the SMARTIE <u>actions</u> that will lead us there?
Impacts	How will our strategies impact the community and lead to a more equitable, resilient, and adaptive Richmond?
Indicators	How will we measure success?
Implementation	How are we going to equitably implement, measure progress, and ensure accountability in this plan?

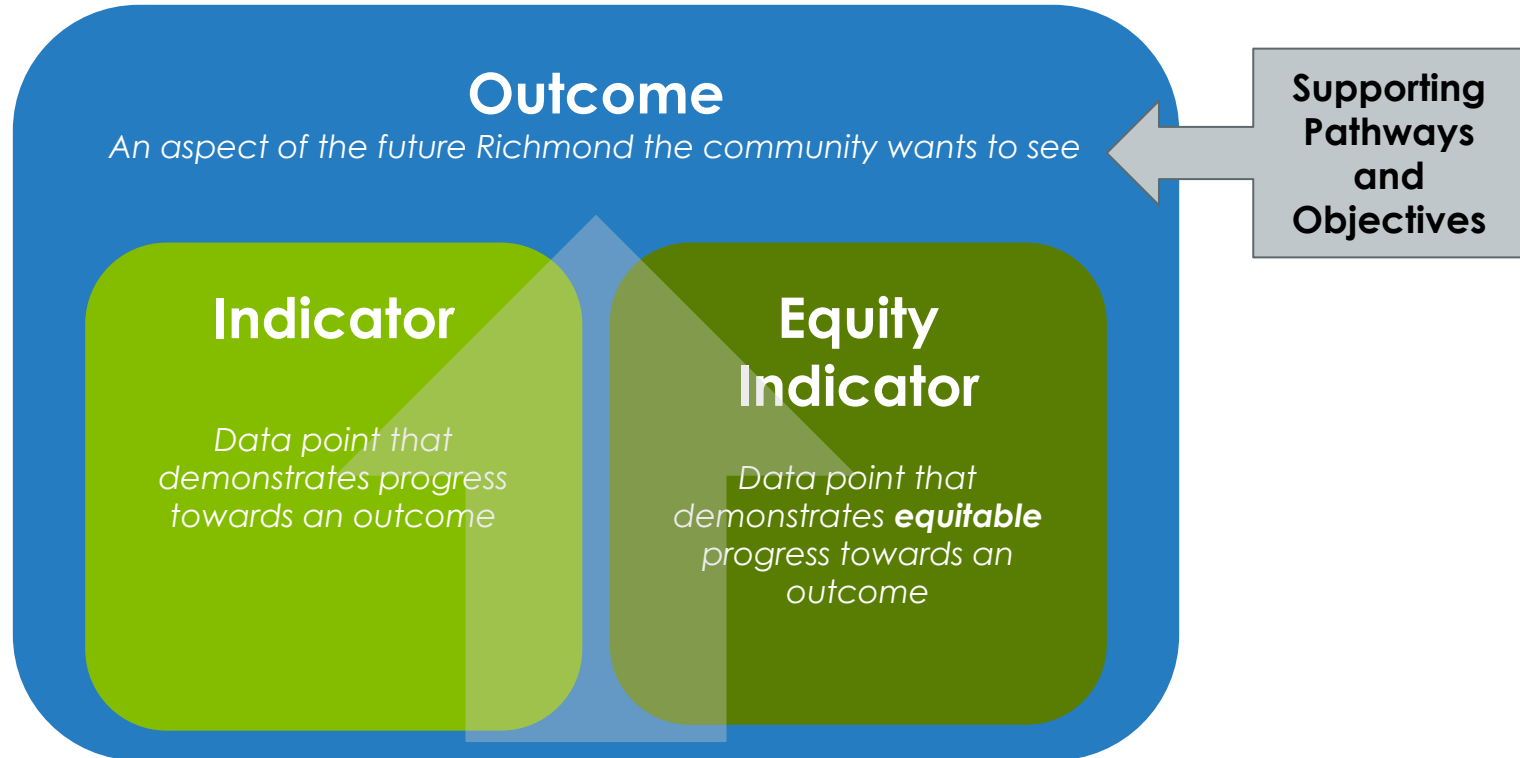
# Equitable Implementation and Accountability Framework



# RVAgreen 2050 Outcomes

- Cleaner and more efficient buildings
- Engaged and involved community
- Improved air quality
- Advanced green economy
- Increased support for climate action and resilience
- More green space and trees
- Lower greenhouse gas emissions
- Increased heat resilience
- Increased flood resilience
- Climate-ready community
- Less landfill waste
- Cleaner and more efficient transportation

# Measuring progress of RVAgreen 2050



# *RVAgreen 2050*

## *“THE PLAN”*

# What is “the plan”?



A document

+



an interactive website



# What informs the plan?



# DRAFT OUTLINE (high level)

- I. Letter from the Mayor
- II. Land stewardship acknowledgment
- III. Acknowledgments
- IV. Definitions & acronyms
- V. Guide: how to read the plan / at a glance map
- VI. Vision, guiding principles + why now? + cost of inaction
- VII. Background, context, accomplishments
- VIII. Planning process
- IX. Racial equity and environmental justice (context, maps, planning process)
- X. Richmond today: climate conditions and GHG emissions
- XI. Richmond 2030: pathways, objectives, and strategies
- XII. Advocacy: what can I do?
- XIII. Lessons learned
- XIV. Appendices
- XV. Methodologies



Each pathway section begins with the pathway description and objectives

## TRANSPORTATION & MOBILITY

Accelerate the transition for all to clean and equitable mobility systems.

### OBJECTIVES

TM-1

Achieve climate neutrality in municipal fleet operations and increase resilience and stewardship of transportation infrastructure.

TM-2

Create vibrant neighborhoods where all residents can easily ride transit, walk, or bike to meet daily needs in alignment with Richmond Connects.

TM-3

Transition the community rapidly and equitably to clean-fuel vehicles and transit.

Symbols and/or text to indicate which of the 12 outcomes are supported by this objective

## TRANSPORTATION & MOBILITY

TM-2

Create vibrant neighborhoods where all residents can easily ride transit, walk, or bike to meet daily needs in alignment with Richmond Connects.

### OUTCOMES

How does this objective contribute to a more resilient, adaptive, healthy, and equitable Richmond?



### STRATEGIES

#### TM-2.1 Resilient Bus Transit System

Improve and expand bus routes, stops, and bike share options, with priority for low car ownership and underserved areas.

#### TM-2.2 Integrated Connectivity

Develop shared-used, green biking and walking paths that connect neighborhoods to Richmond's employment centers and amenities.

#### TM-2.3 Residential Mobility and Complete Streets

Promote the stewardship of safely walkable and bikeable neighborhoods that connect Richmonders to jobs, necessities, and amenities throughout the city in alignment with Richmond Connects.

List of strategies for each objective



Context information:  
data, maps, and  
research to show why  
this strategy is important

### Each action will have:

#### Status

- Ongoing
- Ready to go
- Facing obstacles

#### City steward

#### Cost

- \$ = under 100k
- \$\$ = 100k - 1M
- \$\$\$ = 1M+

#### Time

- Near: 2022-25
- Far: 2026-30

## TRANSPORTATION & MOBILITY

TM-2.3

### RESIDENTIAL MOBILITY & COMPLETE STREETS

Promote the stewardship of safely walkable and bikeable neighborhoods that connect Richmonders to jobs, necessities, and amenities throughout the city in alignment with Richmond Connects.

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ACTIONS TO BE COMPLETED BY 2030	STATUS	CITY STEWARD	COST	TIME	IMPACTS		
					MITIGATION	RESILIENCE	EQUITY
Prioritize the expansion and improvement of pedestrian and biking infrastructure to all areas of Richmond through city budgeting.		Office of Equitable Transit and Mobility	\$\$	Near	L M H		
Implement pedestrian-friendly networks (ADA, street trees, solar-powered LED) through beautification and placemaking, prioritizing underserved and low car ownership communities.		Office of Equitable Transit and Mobility	\$	Near	L M H		 



Additional information will go in an appendix:

- Equitable next steps
- Financing map
- Budget type

### Symbols to demonstrate impacts:

- GHG reduction (high, med, low)
- Climate resilience (heat, extreme weather, flooding, and community)
- Equity (7 community priorities)

# *Discussion*

*~15 minutes*



## Discussion questions:

- What information is most important/relevant to you?
- Is anything missing?
- What format/design would work best to communicate this information?

# NOTES

- *Outline - put the “what can I do?” earlier in the document*
  - *Letter from the mayor can include this too - we can't do this without our residents - call to action*
- *Labels like “TM-2.3” not meaningful for readers, is there a way to simplify this or make it more tangible? Maybe just use the number*
- *Include hyperlinks to other plans like Richmond Connects*
  - *and/or have a resource page at the beginning of the pathway section with all related plans/initiatives*

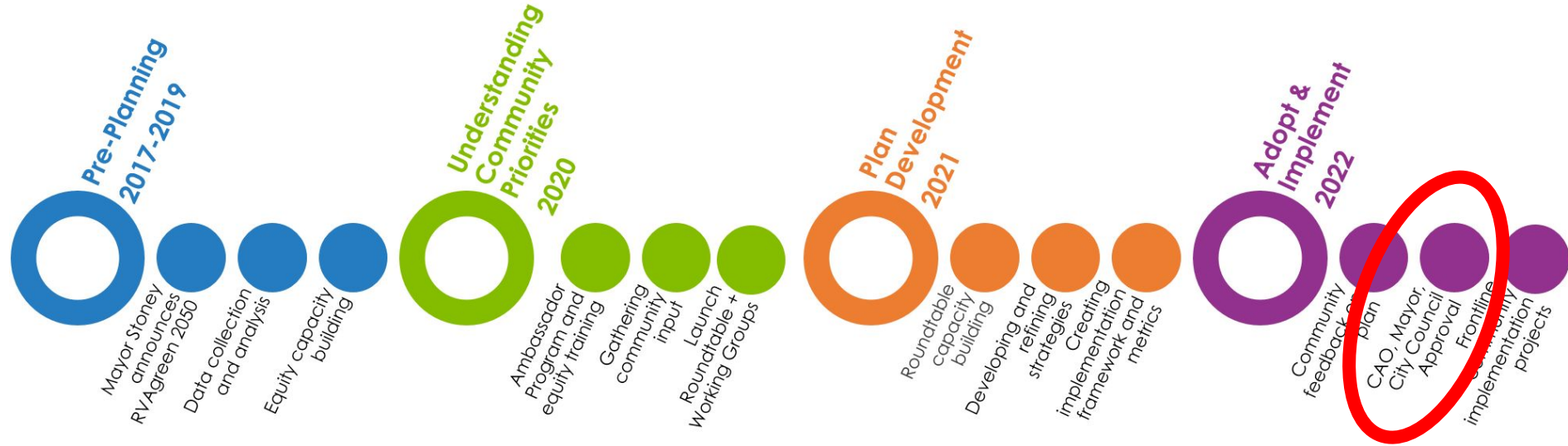
# NOTES

- *notes...*

*We need your help!*

*Why is this so important?*

# Process Overview



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## TRANSPORTATION & MOBILITY

TM-2.3

### RESIDENTIAL MOBILITY & COMPLETE STREETS

Promote the stewardship of safely walkable and bikeable neighborhoods that connect Richmonders to jobs, necessities, and amenities throughout the city in alignment with Richmond Connects.

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# *Discussion*

*~15 minutes*



# What's your pitch?

Objective 1: Achieve climate neutrality in municipal fleet operations and increase resilience and stewardship of transportation infrastructure.



1.4 - Richmond is already reacting to real climate change impacts - think flash flooding events overwhelming drain and street infrastructure - so we already know what needs to be done, and it's a lot of old infrastructure we need to phase in over time prudently and manage the budget to accomplish this.

1.3 reduce impact on green house gases. Cleaner air, better health  
1.1 reduce SOV, reduce emissions, reduce need for parking  
1.4 Construct infrastructure that considers impact on people and environment.  
1.2 complete streets promote active transportation, improve health

Municipal fleet operations represent a considerable portion of the City's expenses and associated debt. Investing in the municipal fleet operations of the future now will yield reduced expenses in the future. The cost of inaction is a burden on future fiscal year budgets.

# What's your pitch?

Objective 2: Create vibrant neighborhoods where all residents can easily ride transit, walk, or bike to meet daily needs in alignment with Richmond Connects.



3:00

2.1 - public transportation connects people to each other - to jobs, housing, healthcare, education, retail, and other critical community resources. It's more than a basic quality of life - it's making the lived experience better for each person. When public transportation is useful in this way, all boats rise with that water!

2.1 - As someone who grew up in the City of Richmond and relied on public transit to get to work as a teen, I can state how important it is to me and others who went through the same experience.

Using Public transit by choice needs to happen. Connects people to jobs, entertainment, activities. Further connect with safe and comfortable bike paths/sidewalks. All modes interconnected means vibrant neighborhoods

Have you ever tried to street park in this city? But in all seriousness - our parking enterprise fund is not, historically, self sufficient. It's time to re-prioritize where our city budgets transportation dollars. We need to fund getting people moving, equitably, not subsidizing those who have the ability to pay for parking.

# What's your pitch?

Objective 3: Transition the community rapidly and equitably to clean-fuel vehicles and transit.



3.1 - Electric is a clean, renewable source that we can take advantage of now and in the future with power providers. We know it's coming, and we need to prepare our aging fleets for new vehicles that are able to utilize this expanding electric network.

3.2 - The largest infrastructure bill in a lifetime was recently passed and now is likely the best time ever capitalize on the deluge of funds for electric vehicle infrastructure. The city should strike while the iron is hot and invest in a cleaner energy future.

Convenient charging stations will support transition to more e vehicles. Can't do it without it.  
Geographic distribution critical to equitable opportunities for e vehicles.

The cost of inaction is a lack of investment from private entities (Tesla, etc.), a lack of investment will lead to a lack of future residents who require this infrastructure (traditionally the higher end of the socio-economic spectrum). Richmond is ranked highly for livability - but what 'livable' means to some people will change in the very near future.

*Adopted unanimously!*  
*Woo hoo!*

# Wrap-up and next steps

- **NEXT STEPS:**

- Volunteers-we'll be reaching out
- Next meeting in February: THE DRAFT PLAN!

- **NOW:**

- General reflections
- Fill out [feedback survey](#)
- Share updates, upcoming events, and resources

**THANK YOU!**



# EXTRA SLIDES

*Examples from other cities*

## MUNICIPAL MITIGATION STRATEGIES

San Antonio's municipal government will take the lead on GHG mitigation efforts within the City. While municipal government operations only account for 3% of the city's total GHG emissions, the municipal mitigation strategies set a significant reduction goal that will allow the City to pilot approaches before implementing them in the broader community. The City of San Antonio commits to a greener and more efficient government to benefit all San Antonians and will continue to strive for excellence through implementation of City plans, including the SA Tomorrow Sustainability, Comprehensive and Multi-Modal Transportation Plans.

### LEGEND

Initiation Phase NT Near-term (initiated by 2021) LT Long-term	Constraints A Awareness BC Behavior Change I Investment P Policy T Technology	In Current City Plan* Y Yes	Co-Benefits AQ Air Quality NC Natural Capital/ Ecosystem Services QJ Quality Jobs H Health Outcomes A Affordability
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Example:  
San Antonio

		STRATEGIES			LEAD DEPARTMENTS	PHASE	GHG	CONSTRAINTS	IN PLAN	AQ	NC	QJ	H	A
REDUCE BUILDING ENERGY CONSUMPTION	M1	BENCHMARKING AND PUBLIC DISCLOSURE OF BUILDING ENERGY CONSUMPTION Benchmark and publicly disclose building energy and water use for municipal buildings.	←→	→	Office of Sustainability, Finance Department	NT	L	P	Y	✓			✓	
	M2	MUNICIPAL ENERGY POLICY To reduce energy consumption, adopt an Energy Policy Ordinance for City-owned buildings and facilities.			Office of Sustainability, Building and Equipment Services	NT	L	P	Y	✓			✓	✓
	M3	ZERO NET ENERGY (ZNE) BUILDINGS Achieve ZNE for all municipal buildings by 2040.			Transportation & Capital Improvements, Office of Sustainability	LT	H	I, P	Y	✓		✓	✓	✓
	M4	COOL/GREEN ROOFS Install cool or green roofs on municipal government buildings, as appropriate.			Transportation & Capital Improvements	LT	L	I, P	Y	✓	✓	✓	✓	✓
REDUCE TRANSPORTATION ENERGY CONSUMPTION	M5	STREETLIGHT CONVERSION Convert all streetlights to LEDs with daylight sensors by 2021 and implement the recommendations of the Urban Lighting Master Plan.	←→	→	Finance Department, Transportation & Capital Improvements, Center City Development & Operations Department, CPS Energy	NT	L	I	Y			✓		✓
	M6	CLEANER AND MORE EFFICIENT VEHICLE TECHNOLOGIES Convert all fleet passenger vehicles and small trucks to more efficient options by 2025, with a priority on electrification based on recommendations of the Electric Fleet Conversion and Infrastructure Study (currently in development). Additionally, research and pilot the electrification of heavy trucks.			Office of Sustainability, Building and Equipment Services, Solid Waste Management Department, Transportation & Capital Improvement	NT	H	I	Y	✓			✓	
	M7	TRANSPORTATION DEMAND MANAGEMENT Reduce the GHG impact of employee commuting.			SA Metro Health District, Transportation & Capital Improvements, Human Services	NT	L-H	I, P, BC	Y	✓		✓	✓	✓
	M8	AIRPORT ACCREDITATION Consider pursuing and achieving Airport Carbon Accreditation.			Aviation	LT	H	I		✓			✓	
ADVANCE THE CIRCULAR ECONOMY	M9	PRIORITIZATION IN DECISION-MAKING To encourage ongoing education and decision-making around GHG reduction, include a carbon impact analysis in City projects and budgeting processes as well as consideration of City investments.	←→	→	City Manager's Office, Mayor and City Council, Office of Management & Budget, Office of Sustainability	NT	L	P, BC	Y	✓	✓	✓	✓	✓
	M10	ENVIRONMENTALLY-PREFERABLE PURCHASING Update the City's green purchasing policy to consider the lifecycle impacts when choosing products.			Finance Department	LT	L	P	Y			✓	✓	
	M11	GREEN SPECIFICATIONS Reduce the GHG impact of materials specified in public works and roadway projects.			Transportation & Capital Improvements, Finance Department	NT	L	P	Y	✓		✓		
	M12	ZERO WASTE Strive to achieve zero waste for all municipal government operations by 2030 with a focus on overall reduction, product reuse, and circularity.			Solid Waste Management Department, Office of Sustainability	LT	L	BC	Y	✓	✓		✓	✓
EDUCATE & ENABLE	M13	GHG EDUCATION Develop and implement a comprehensive sustainability and GHG education program for municipal employees.	←→	→	Office of Sustainability	NT	L	BC	Y	✓	✓	✓		

GHG = GHG Reduction Potential (Total to 2030)  
 H High Reduction Potential: More than 1,000,000 tCO<sub>2</sub>e by 2030  
 M Medium Reduction Potential: 100,000 – 1,000,000 tCO<sub>2</sub>e by 2030  
 L Low Reduction Potential: Less than 10,000 tCO<sub>2</sub>e by 2030

# CLIMATE ACTION PLAN AT A GLANCE

This *Climate Action Plan* identifies twenty 2030 objectives and more than one hundred actions to be completed or significantly underway in the next five years. This plan puts Portland and Multnomah County on a path to reduce carbon emissions 80 percent from 1990 levels by 2050 (and 40 percent by 2030) and to prepare for the impacts of a changing climate. It focuses principally on major actions to be taken to accelerate emission reductions.


To draft this *Climate Action Plan*, City and County staff worked with a Steering Committee, an Equity Working Group and technical advisors. These groups helped to identify the near-term actions most likely to result in the long-term changes necessary to achieve these ambitious climate action goals, while also advancing other community goals related to prosperity, the environment, health and equity.

Example:  
  
**Portland**

### BUILDINGS AND ENERGY

**2030 OBJECTIVES**

- 1 Reduce the total energy use of all buildings built before 2010 by 25 percent.
- 2 Achieve zero-net carbon emissions in all new buildings and homes.
- 3 Supply 50 percent of all energy used in buildings from renewable resources, with 10 percent produced within Multnomah County from on-site renewable sources, such as solar.




READ MORE ON PAGES 58-69

### URBAN FORM AND TRANSPORTATION

**2030 OBJECTIVES**

- 4 Create vibrant neighborhoods where 80 percent of residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit. Reduce daily per capita vehicle miles traveled by 30 percent from 2008 levels.
- 5 Improve the efficiency of freight movement within and through the Portland metropolitan area.
- 6 Increase the fuel efficiency of passenger vehicles to 40 miles per gallon and manage the road system to minimize emissions.
- 7 Reduce lifecycle carbon emissions of transportation fuels by 20 percent.




READ MORE ON PAGES 70-87

### CONSUMPTION AND SOLID WASTE

**2030 OBJECTIVES**

- 8 Reduce consumption-related emissions by encouraging sustainable consumption and supporting Portland businesses in minimizing the carbon intensity of their supply chains.
- 9 Reduce food scraps sent to landfills by 90 percent.
- 10 Reduce per capita solid waste by 33 percent.
- 11 Recover 90 percent of all waste generated.



READ MORE ON PAGES 88-97

# 2019 CLIMATE ACTION PLAN STRATEGIES

LAST UPDATED  
FEBRUARY 2021



**NOT STARTED**

Step or initiative has not been started.



**IN PROGRESS**

Implementation is on schedule.



**DELAYED**

Implementation is behind schedule.



**COMPLETE**

Step is implemented and may be ongoing.





















**ALL STEPS COMPLETE**

Implementation ongoing.

Example:

**Boston**

STRATEGY SUMMARY	STATUS # OF STEPS UNDERWAY	STRATEGY SUMMARY	STATUS # OF STEPS UNDERWAY
1 Set a net-zero standard for municipal buildings	 1/1	10 Parking and transportation demand management	 6/8
2 Set a net-zero standard for City-funded affordable housing	 7/9	11 Citywide zero-emission vehicle deployment	 8/10
3 Update zoning to a zero net carbon standard	 3/6	12 Zero-emission municipal fleets	 3/5
4 Energy efficiency in municipal buildings	 6/7	13 Community Choice Energy	 3/5
5 Develop a building emissions performance standard	 6/8	14 Carbon-neutral district energy microgrid systems	 2/2
6 Green building workforce development	 4/5	15 Energy advocacy at the state level	 3/4
7 State advocacy on building policy	 1/1	16 Consumption emissions	 2/4
8 State advocacy on transportation	 8/9	17 Green municipal investments	 1/3
9 Biking and walking infrastructure	 3/4	18 Value framework for carbon offsets	 1/3

# HOW TO READ THE ECAP

Example:  
Oakland

