

7 FUNDING, ADAPTATION, AND MONITORING

This chapter presents information about funding for projects and staffing necessary to implement this Energy and Conservation Action Strategy, as well as how this Strategy should be monitored and adapted over time.

IMPLEMENTATION FUNDING

One of the main barriers to seeing through an implementation plan is lack of available funds and City staff. There are multiple grant and loan programs through State, federal, and regional sources to combat climate change. With the establishment of this Energy and Conservation Action Strategy, Vacaville is in a position to apply for funding to implement the supporting measures in a timely fashion. Funding sources may include the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), as well as State and federal agencies with similar programs.

One federal funding source is the American Recovery and Reinvestment Act of 2009 (ARRA). As part of this program the US Department of Energy administered Energy Efficiency Conservation Block Grants, and in September 2009, Vacaville received an \$849,000 allocation for energy efficiency audits at City facilities, as well as replacement of heating, ventilation, and air conditioning (HVAC) system components and controls.¹ While another federal stimulus package is not anticipated in the near future, the Department of Energy or another federal department may continue to occasionally offer funding or grants for similar projects. Other federal funding may be available through the EPA, which offers a wide selection of grants at varying time intervals. Some grants which Vacaville could potentially seek during their respective application periods include:

- Non-Construction Market-Based Approaches to Reducing GHG Emissions through Energy Efficiency in Homes & Buildings grants.
- Community Action for a Renewed Environment (CARE) grants.
- Solid Waste Assistance grants.
- Source Reduction Assistance grants.

Federal transportation funding also offers important opportunities for funding projects under this Energy and Conservation Action Strategy. Like the Department of Energy, the

¹ U.S. Department of Energy, Solution Center – Project Map, http://www1.eere.energy.gov/wip/solutioncenter/project_map/projects.aspx, accessed on June 12, 2012.

Federal Transit Administration (FTA) was another source of ARRA funds and may continue to offer funding for transportation- and transit-related initiatives under the Energy and Conservation Action Strategy. In the years 2009 and 2010, Vacaville received three large ARRA grants totaling \$2,860,059 from the FTA. These grants were issued to cover bus replacement, creation of new intermodal stations, and installation of electronic fare-boxes.² Though the FTA has closed out its ARRA funding, other federal grants, loans, or awards may be available to pursue transportation projects. Transportation Investment Generating Economic Recovery (TIGER) is a competitive grant program begun under ARRA and administered by the US Department of Transportation (USDOT). This program was continued for fiscal year 2013 and may be renewed in future years, pending congressional action. The federal Safe Routes to School (SRTS) program offers another potential funding source for transportation projects which improve the safety of walking and bicycle routes to local schools. Additionally, federal Transportation Enhancements (TE) funding has been used in recent years to support bicycle and pedestrian facilities projects. Lastly, the Transportation Infrastructure Finance and Innovation Act (TIFIA) offers direct loans, loan guarantees, and other forms of credit assistance for transportation projects. Such federal credit programs could be utilized in support of transit infrastructure projects under this Energy and Conservation Action Strategy. Though the availability of these programs and funding options will largely depend on forthcoming legislation and funding allocations, federal transportation initiatives will likely remain a crucial source of support for implementation of this Strategy.

California State departments, such as CalRecycle and the California Energy Commission, have at times offered grants or other funding for climate or sustainability programs. Pursuant to Senate Bill (SB) 1754, the California Alternative Energy and Advanced Transportation Financing Authority offers programs that, among other things, support distributed generation of renewable energy, as well as energy or water efficiency improvements. Additionally, California's implementation of GHG Cap and Trade programs could offer new sources of funding. While it remains uncertain how program revenues would be allocated, some proposals, such as that to create a GHG Reduction Account, could lead to funding availability for local governments. Also at the State level, Assembly Bill (AB) 2466 mandates that local governments be paid for the excess renewable energy they generate, offering another potential revenue stream.

² Federal Transit Administration, 2010, *ARRA Grants Awarded*, http://www.fta.dot.gov/about/12350_10536.html, accessed on June 12, 2012.

Beyond the grants and programs offered by the State, there are also a variety of local or regional agencies and programs that have the potential to offer additional funding or support. As part of its regional planning efforts, MTC provides multiple grant opportunities under its Climate Initiatives Program. MTC has also previously offered multiple grant cycles for planning efforts in Priority Development Areas (PDAs). Since there are areas in Vacaville that are designated as PDAs, the City could be eligible to pursue these funds for mixed-use development planning. Additionally, as part of the recently-passed One Bay Area Plan, the MTC will be offering grant awards from the One Bay Area Grants program, as well from the now fully-funded Climate Innovative Grants program. There may also be opportunities to pursue funding through private charitable organizations, such as the Hewlett Foundation, which offers grants through its Bay Area Communities and Energy & Climate programs.

With the funding from federal programs, current State legislation and programs, and grant opportunities like those above, Vacaville is likely to receive assistance in seeing through its climate action goals and measures.

PLAN ADAPTATION, RE-INVENTORY, AND MONITORING

This Energy and Conservation Action Strategy represents Vacaville's communitywide response to the threat of climate change at the time of this document's preparation. The field of climate action planning is rapidly evolving. Over the next decade, new information about climate change science and risk is likely to emerge, new GHG reduction strategies and technologies will be developed, and State and federal legislation are likely to advance. Therefore, in order to remain relevant and to be as effective as possible, the Energy and Conservation Action Strategy must evolve over time.

The City's Community Development Department will primarily be responsible for continually monitoring the City's progress towards meeting the GHG emissions reduction target, with significant assistance from the Public Works Department. The Energy and Conservation Action Strategy, as a whole, will be reviewed and modified in 2019 to evaluate implementation and achievement of measure reductions and to identify potential updates. It is also anticipated that this Energy and Conservation Action Strategy will be updated at some point to address emissions beyond 2020, in which case regular reviews will continue every five years beyond 2020.

As part of the monitoring evaluation, the City will re-inventory their GHG emissions. The process of conducting a re-inventory will allow the City to monitor progress and report results toward local emissions reduction targets and identify opportunities to integrate new or improved measures into the emissions reduction plan. If forecast target reductions are not being met, the Community Development Department will determine which measures are not achieving the target and which measures are exceeding the target. As new technology comes online each year, the Community Development Department will consider improvements to climate science, explore new opportunities for GHG reduction and climate adaptation, and determine what innovations can be implemented to help reduce emissions to reach reduction targets.