

## Paris agreement

Signed in 2016, when most nations committed to reducing their emissions 28% by 2025, and 80% by 2050, using a baseline of 2005 emissions.

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## IPCC report

In order to achieve the 1.5 °C target set by the Paris Agreement, human-caused CO2 emissions must decline by 45% (relative to 2010 levels) by 2030, reaching net zero by around 2050, per [this](#).

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## City of Philadelphia

**Powering our Future | [Powering Our Future: A Clean Energy Vision for Philadelphia](#)**  
Emissions | August 2018

Goal of 80% emissions reduction by 2050.

Citywide energy usage / emissions are from

- Building energy use -- 60%
- Transportation -- 19% (split to passenger vehicles 54%, heavy trucks 19%, transit 9%)
- Waste -- 8%
- Fugitive -- 10%
- Other -- 3%

**Municipal Energy Master Plan | [Municipal Energy Master Plan](#)**

## Philadelphia Resolution

- The Ready for 100 resolution for Philly, bill 190728.
- The Action Plan developed to date --  
[sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u16572/philly-ready-for-100-action-plan.pdf](https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u16572/philly-ready-for-100-action-plan.pdf)
- Waste - Zero Waste Cabinet -

- "Just this one shared trash compactor and pick-up location is saving 30 trash truck trips a week—four per day—just for one city block."  
[http://www.phila3-0.org/how\\_to\\_cut\\_traffic\\_congestion\\_by\\_fixing\\_trash\\_policy](http://www.phila3-0.org/how_to_cut_traffic_congestion_by_fixing_trash_policy) Fewer trash truck trips = less congestion, also less emissions. Anybody have an idea to quantify emissions reduction? This is another recommendation from the Halfway There report which talks about a 46% emissions reduction from transportation by transitioning to electric vehicles, driving less, flying less and moving our stuff [including trash] around smarter.

#### Other Proposed Philadelphia Platforms

**Alliance for a Just Philadelphia** - See <http://www.ajustphiladelphia.org/platform/>

- The Alliance for a Just Philadelphia is a coalition of nearly 30 community-based grassroots organizations fighting for major changes in our city. The Alliance came together to craft a multi-issue, cross-class, issue platform that speaks to the needs and aspirations of all Philadelphians. Rooted in groups that are leading and winning campaigns to benefit all residents of the city and led by those most impacted by key issues, the Alliance is redefining the political landscape to challenge over-policing, displacement, and broken systems that do not meet our needs. Learn more at [www.ajustphiladelphia.org](http://www.ajustphiladelphia.org).

Excerpt: P. 17 – STOP FOSSIL FUELS

#### The Problem

- The fossil fuel economy is robbing our community's right to breath and our children's future and is hastening climate change, which will exacerbate Philadelphia's housing, energy, health and economic insecurities.
- Because of SEPTA's development of a natural gas station in Nicetown, Philadelphia, Gas Works' (PGW) proposal to expand liquefied natural gas in Southwest Philly, or Philadelphia Energy Solutions (PES) refinery, Black and Brown residents disproportionately face increased rates of asthma and cancer.
- Further, the expansion of these fossil-fuel plants not only threatens our health and our lives, but also come at expense of Philadelphia residents' wallets; for instance, Philadelphia Energy Solutions owes \$3.8 Billion to the state in back-taxes!

- At a time of worsening climate crisis and economic inequity in our city, we should not be investing in fossil fuels that will only make the problem worse.
- Our fossil fuel infrastructure is old, antiquated, and making us sick, while the natural gas and petroleum industries reap profits at our expense and hold a heavy influence over our elected officials in the city and across the state. This is making policy solutions that incubate and fund community-driven solutions around renewable energy even more difficult at a time when we must be investing in them. • While renewable energy is a critical step towards a better city, the access to renewable energy ownership continues to follow the path of redlining communities: those with access to capital and housing ownership are able to participate, leaving many renters and low-income residents out of the renewable energy economy - particularly Black and Brown residents.

#### Our solution

- Pass a moratorium on the development of fossil fuel infrastructure in Philadelphia and transition the Philadelphia Energy Solutions oil refinery to restored public land and community-owned renewable energy projects.
  - We need a just transition away from a fossil-fuel economy towards a renewable energy-- one that is rooted in racial equity and community ownership. This transition requires centering labor and impacted communities in the plans for our future. This means advocates, environmentalists, and our city officials must engage in deep listening, community-driven planning processes, and grassroots organizing that invest time and resources in a community and labor transition.
  - The entities that constantly poison our air, water, and land and have profited off the burning of fossil fuels at the expense of our environment and home must be held accountable.
  - PES's debt is maturing. We have an opportunity to lead a community-driven plan to reimagine the future of that land--a plan that advances equity, invests in the neighborhoods that have been most impacted by PES pollution, and builds Philadelphia's collective resilience.
  - Make intentional investments in Black and Brown communities towards ownership and job creation in the renewable energy economy.
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# Climate action plans for other cities

## Atlanta

City of Atlanta Climate Action Plan 2015

<https://atlantaclimateactionplan.wordpress.com>

Covers these areas:

- Building energy efficiency
- Energy Production
- Waste and Recycling
- Water and Wastewater Management
- Transportation
- Green Spaces/Food Security

## Boston

included behavior changes, see this:

[greenribboncommission.org/document/executive-summary-carbon-free-boston/](http://greenribboncommission.org/document/executive-summary-carbon-free-boston/)

Covers the following:

- Buildings
- Transportation
- Waste (will do)
- Energy (will do)
- Offsets (will do)

**CARBON FREE BOSTON:** (Lynn Robinson) **Note:** The state grid affects any city's ability to decarbonize. 3 obvious energy differences between Massachusetts & Pennsylvania:

## Massachusetts

- ~No fossil energy reserves
- ~Relies on New England's grid: Renewables 9%
- ~In 2018, N.E. imported 17% of its power.
- ~Clean Energy Standard by 2050:  
80% electricity generated from  
low- zero-carbon sources by 2050

## Pennsylvania

- ~Vast fossil fuel reserves
- ~Renewables 5%
- ~Energy exporter
- ~No legislation yet at state level.

**BUILDINGS:** Calculations assume that 3% of Boston's buildings undergo a deep energy retrofit with electrification each year. *Can Philadelphia do 5% a year, and speed up the clock?*

1. **Energy Conservation:** Whole building retrofits are superior to a single actions approach. Whole building approach provides 30 to 40 % ghg reduction by 2050, using current technologies. Less aggressive retrofits: 20%. Single actions approach could reduce ghg by 2 to 6%.

2. **Heat Electrification:** Heat Pumps can reduce GHG by 50% under low carbon grid, compared to natural gas. The following constraints on heat pumps seem manageable:

- Require outdoor space for heat exchangers.
- Less efficient in very low temps (-5 F will not operate) Some non-residential buildings will require a mix of heat pumps and electric boilers
- Energy storage necessary for peak times and emergency events

3. Hydrogen power needs more research, according to this report. Hydrogen has zero-GHG emissions at the point of combustion and can be manufactured with extremely low lifecycle GHGs with wind or solar electricity to drive electrolysis (splitting water into hydrogen and oxygen).

4. **Red Flag:** "Residual Emissions will likely remain in the building sector..... Residual emissions ultimately may require the purchase of carbon offsets. If we retrofit buildings, use a 100% clean grid, and electrify everything, the emissions will be approximately 1/8 of what they are today. The remaining 1/8 is residual emissions from

- some cooking (which cooking?)
- large hot water heating systems (Can warming at the tap system replace hot water tanks?)

- c. historical preservation goals (I think artistic creativity can solve problems.)

#### **4. Economics: Beneficial**

- a. Cumulatively over a 20 year period, the dollar value of energy saved is greater than the cost of implementation. A deep retrofit is cost comparable to a standard retrofit, while delivering greater GHG reduction. Most costly is rooftop PV.
- b. Projected cost of energy to consumers in 2050: \$600 million saved.
- c. Indoor and outdoor air quality improvements: lower medical bills.
- d. More disposable income, jobs, building asset value
- e. Retrofits designed to reduce risks of flooding and thermal stress will reduce costs associated with mishaps and disasters

#### **5. Hurdles:** Policies need to address market, financial, and social equity-related challenges:

- a. Educate building owners, managers, occupants, and contractors about the benefits of energy efficiency
- b. Train a growing workforce of energy efficiency professionals;
- c. Improve the supply chain to improve access to clean technologies.
- d. Counterbalance policies for real and perceived disruptions to households and businesses during implementation
- e. Prioritize the needs of socially vulnerable populations, ensuring they benefit from these measures (e.g., lower utility costs and job opportunities) and are not displaced by increased housing costs. Provide for upfront financial costs and—for many building owners—access to capital to pay for the retrofits.

#### **6. Mandated Performance Standards:** Voluntary programs alone will not result in sufficient uptake. Performance standards that target GHG emissions are more consistent with achieving a carbon-neutral building stock, than standards that target energy use. Two types of mandates:

- a. Timetable for a performance target: highly effective in larger and lower-performing buildings, which often have the greatest potential for emissions reduction.

- b. A performance target can be triggered when a building undergoes a major renovation, property sale, or lease.

Incentives have limited impact: “They can reduce emissions and save money, but their limited impact and program penetration is insufficient to attain the deep carbon reductions necessary for the City to achieve its goal of carbon neutrality.”

ZONING question: How do Philadelphia’s municipal zoning requirements compare to Boston’s Building Energy Reporting and Disclosure Ordinance (BERDO) ? BERDO provides a strong foundation for expanded building performance standards. Every five years, buildings that do not meet performance levels necessary to be certified as highly efficient must demonstrate a 15 percent reduction in building energy use or GHGs, or undergo an audit. BERDO currently covers approximately 2,000 large commercial and large multifamily residential buildings, nearly half of the built environment in the city.

## **7. Marketing Tactics:**

- a. The City must lead by example with its own municipal buildings
- b. Design competitions to pilot the use of high-performance standards in multi-unit residential buildings
- c. Target a few major property owners: Leadership and early commitments to carbon neutrality by a few major property owners can demonstrate that decarbonization is feasible. (Boston’s top 75 property owners account for one-fifth of the city’s total GHG emissions.)

## **TRANSPORTATION:**

3 General Strategies (Over 75% of Boston’s transportation GHG emissions are from trips that start or end outside the city.) Shift trips out of automobiles to transit, biking, and walking

1. Expand biking (make it safe: more bike lanes, bike paths, etc.)
2. Expand walking (bring back pedestrian-only streets?)
3. Expand Public Transportation: Free and Reduced-Cost Public Transportation
  - a. Free public transit for those that walk or bike to a bus, subway, or commuter rail station
  - b. 50 percent reduced fare for those that drive to a commuter rail station.

- c. *(I think Philly needs more frequent trains at night, improved safety on subways, accessible entrances to subways/trains in low income neighborhoods, expanded bus service routes and added routes to reduce travel time ie to connect NE and NW.)*

#### 4. Land use planning

- a. Denser development and affordable housing in transit-rich neighborhoods.
- b. Employers can reduce the number of trips their employees take by offering them more opportunities and economic incentives for teleworking and compressed work schedules.

5. Shift most automobiles, trucks, buses, and trains to zero-GHG electricity: Consider a complete ban on all or some types of internal combustion engine vehicles that burn gasoline or diesel fuel. London, Los Angeles, Paris, Mexico City, Seattle, Copenhagen, Barcelona, Vancouver, Milan, Quito, Cape Town, Auckland, and other cities have proposed, or are considering this ban. A ban requires lead time sufficient to allow vehicle turnover that does not impose unreasonable costs on owners, and to enable the installation of sufficient charging infrastructure. To address social equity: rebates to low-income car owners.

#### **Red Flags: Things I subtracted from their recommendations:**

- a. Making it easier and cheaper to park electric vehicles, as Oslo Norway did, might exacerbate economic class inequities.
- b. Re the Ban: For addressing social equity, I removed “providing improved alternative transit options,” because it is not even close to fair. I think a buy-back system might work in Philadelphia, with a rebate for low income people wishing to purchase electric vehicles.
- c. A Private Vehicle Pricing system sounds like surveillance?
  - Congestion Cordon Fee (surveillance based?)
  - VMT fee – 1\$ per mile for miles traveled in the city. A statewide policy. (surveillance based? Discriminating against city drivers vs suburban drivers. It might keep suburban people out of the city, unless they can park outside and easily travel!
  - Making it easier and cheaper to park electric vehicles, as Oslo Norway did, might create friction over economic class inequities, unless a ban is

on the way and rebates/buy back programs have been in place for a few years.

## **WASTE**

### **Chicago**

<http://www.chicagoclimateaction.org>

Covers 5 areas:

- Energy Efficient Buildings
- Clean & Renewable Energy Sources
- Improved Transportation Options
- Reduced Waste & Industrial Pollution
- Adaptation

### **Los Angeles**

Name: "LA's Green New Deal" 2019

<https://plan.lamayor.org> - full plan at  
[https://plan.lamayor.org/sites/default/files/pLAn\\_2019\\_final.pdf](https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf)

Goals - on p.11 of plan:

Supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045 ·

Source 70% of our water locally by 2035, and capture 150,000 acre ft/yr (AFY) of stormwater by 2035 ·

Reduce building energy use per sq.ft. for all types of buildings 22% by 2025; 34% by 2035; and 44% by 2050 ·

Reduce Vehicle Miles Traveled per capita by at least 13% by 2025, 39% by 2035, and 45% by 2050 ·

Ensure 57% of new housing units are built within 1,500 feet of transit by 2025; and 75% by 2035

Increase the percentage of zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050 ·

Create 300,000 green jobs by 2035; and 400,000 by 2050 ·

Convert all city fleet vehicles to zero emission where technically feasible by 2028 ·

Reduce municipal GHG emissions 55% by 2025 and 65% by 2035 from 2008 baseline levels, reaching carbon neutral by 2045

## **New York City**

Climate Mobilization Act” 2019 - <https://onenyc.cityofnewyork.us>

Article:

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<https://www1.nyc.gov/office-of-the-mayor/news/209-19/action-global-warming-nyc-s-green-new-deal/#/0>

### New York City's Green New Deal- summary

- **Committing to carbon neutrality by 2050, and 100% clean electricity.** The City will pursue steep cuts in greenhouse gas emissions from buildings and source 100% clean electricity, while creating green jobs and holding polluters responsible for climate-related costs.
- **Requiring buildings cut their emissions – a global first.** With the passage of the building mandates law, New York City is the first city in the world to require all large existing buildings of 25,000 square feet or more, of which there are 50,000 citywide, to make efficiency upgrades that lower their energy usage and emissions – or face steep penalties.
- **Banning new inefficient glass-walled buildings.** The City will no longer allow all-glass facades in new construction unless they meet strict performance guidelines, making inefficient glass-heavy building designs a thing of the past.

- **Hydro-powered City government.** The City, working with partners, will pursue 100 percent carbon-free electricity supply for City government operations with the building of a new connection linking New York City to zero-emission Canadian hydropower. Negotiations will begin right away, with the goal of striking a deal by the end of 2020 and powering city operations entirely with renewable sources of electricity within five years. This action is the equivalent of converting the entire state of Vermont to clean energy.
- **Mandatory organics recycling.** The City will make organics collection mandatory citywide, expanding the country's largest organics management program, including curbside pickup, drop-off sites, and support for community composting opportunities.
- **Reducing waste and carbon-intensive consumption.** The City will end unnecessary purchases of single-use plastic foodware, phase out the purchase of processed meat, reduce the purchase of beef by 50 percent and commit to a carbon neutral City fleet by 2040
- **Aligning with U.N.'s Sustainable Development Goals.** With OneNYC, New York City was the first city to map our local strategy to the SDGs and to submit a Voluntary Local Review to the United Nations. The Voluntary Local Review monitors New York's advancement toward the goals, identifies areas where we can learn from others, and addresses remaining challenges. By demonstrating directly in our strategy how OneNYC aligns with the SDGs, we strengthen our efforts to build a strong and fair city and deepen the city diplomacy that makes New York City a leader on the world stage.

[citylab.com/environment/2019/04/new-york-city-climate-mobilization-act-energy-efficient-buildings/587548/](https://citylab.com/environment/2019/04/new-york-city-climate-mobilization-act-energy-efficient-buildings/587548/)

Excerpt: The effort demonstrates one of the clearest examples yet of what a municipal version of the Green New Deal, the national movement for a multi-trillion-dollar climate-friendly industrial plan, might look like. The legislation is forecast to spur thousands of blue-collar jobs and make it easier for the city to take advantage of future state and federal funding for clean-energy projects and climate change-ready infrastructure.

The measure..., is the centerpiece of a suite of six climate bills packaged together as the Climate Mobilization Act.

The legislation sets emissions caps for various types of buildings over 25,000 square feet; buildings produce nearly 70 percent of the city's emissions. It sets steep fines if landlords miss the targets. Starting in 2024, the bill requires

landlords to retrofit buildings with new windows, heating systems, and insulation that would cut emissions by 40 percent in 2030, and double the cuts by 2050.

<https://www.smartcitiesdive.com/news/nyc-picks-9-buildings-for-deep-energy-retrofits/564152/>

[Climate Mobilization Act](#) last spring, which set a goal to reduce government operation emissions 50% by 2030.

## **Pittsburgh**

Name: "Climate Action Plan 3.0" 2018

<https://pittsburghpa.gov/dcp/sustainability-resilience> Plan itself is at:  
[https://apps.pittsburghpa.gov/redtail/images/7101\\_Pittsburgh\\_Climate\\_Action\\_Plan\\_3.0.pdf](https://apps.pittsburghpa.gov/redtail/images/7101_Pittsburgh_Climate_Action_Plan_3.0.pdf)

GOALS, p. 18:

Pittsburgh's Greenhouse Gas Emission Reduction Goals (below on a 2003 baseline) -  
20% GHG Reduction by 2023 -

50% GHG Reduction by 2030 -

80% GHG Reduction by 2050 -

Pursue a future carbon neutral goal

Areas:

- 1) Energy Generation and Distribution
- 2) Buildings and End Use Efficiency
- 3) Transportation and Land Use
- 4) Waste and Resource Reduction

5) Food and Agriculture 6) Urban Ecosystems

included good & ag & water & transpo, not just buildings. That was good.

## Portland

Name: "Portland Climate Action Plan" 2015

<https://www.portlandoregon.gov/bps/article/53198>

easy to understand, like a Consumer Reports, with colored dots

GOALS, p. 14: "Through the adoption of the 2009 Climate Action Plan, the City and County established a goal of **reducing local carbon emissions 80 percent from 1990 levels by 2050, with an interim goal of 40 percent by 2030**. This updated [2015] Climate Action Plan maintains these goals and provides new guidance for the City and County's transition to a more prosperous, sustainable and climate-stable future"

Starts out with a Vision statement covering 4 areas (this might be a good idea for the Philly plan, too?):

PROSPEROUS: Portland and Multnomah County are the heart of a vibrant region with a thriving economy. Green living-wage jobs are a key component throughout the regional economy. Households and businesses save money and resources by favoring energy-saving appliances and durable, repairable goods, and routinely share and rent vehicles and other goods.

CONNECTED: Access to active transportation options has never been better, including frequent service transit to the city's many employment centers. Pedestrians, bicyclists and transit are prominent throughout Portland's vibrant community centers, bustling corridors and diverse neighborhoods. Vehicles are highly efficient and run on low-carbon electricity and renewable fuels.

HEALTHY AND RESILIENT: Homes and business buildings are affordable, healthy, comfortable, durable and highly efficient. The urban forest canopy, natural areas, biodiversity and habitat corridors and green roofs can be found throughout the community. Backyard gardens, farmers markets and other community-based food programs are plentiful, productive and thriving. The region's buildings, infrastructure, and natural and human systems are prepared to recover quickly from the impacts of a changed climate such as flooding, landslides and heat waves.

EQUITABLE: Every resident, regardless of socio-economic status, has easy access to a walkable and bikeable neighborhood that includes retail, schools, parks, jobs and affordable housing. There are plentiful employment and small business opportunities led by and employing under-served and under-represented communities. Communities of color and low-income populations are involved in the development and implementation of climate-related programs, policies and actions.

## Princeton, NJ

was more cultural - and easy to read -

<https://www.sustainableprinceton.org/climate-action-plan>

GOAL, p. 15: To achieve **80% reduction of greenhouse gas emissions by 2050**, from baseline year of 2010.

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## REVIEW OF AGRICULTURE (AND GREEN SPACE) SECTIONS

OVERVIEW (JUDY): Several of the city plans don't touch on agriculture at all, although including management of food waste as part of waste management.

Several cities focus on the link between climate and agriculture in the following ways:

- Increasing reliance on non-meat foods
- Growing locally, including urban gardens, to minimize fossil fuel used in transportation
- Increasing forest canopy to increase carbon uptake

Some also address the social justice link, in increasing availability of healthy affordable food to low-income areas, and creating more jobs in low-income areas within a sustainable food system.

## ATLANTA, GA

- "City of Atlanta Climate Action Plan" (2019) has a section entitled "Urban Parks, Green Spaces, and Food Security", pp 39-45.

<https://atlantaclimateactionplan.files.wordpress.com/2016/02/atlanta-climate-action-plan-07-23-2015.pdf> . Lists the following core goals:

GS1- Maintain and Increase park land to 7% by 2020 and 10% by 2025; increase accessibility to parks (within a half mile) to 40% of the population by 2020 and 45% by 2025

GS2- Maintain/Increase Urban Canopy Tree Protection Ordinance

GS3- Increase Urban Agriculture/Vertical Farming practices Urban Agr. Ordinance

GS4 - Reduce Food Deserts Mobile Markets

GS5- Trees Carbon Sequestration- Quantification

## BOSTON

- "Carbon Free Boston" 2019

[https://www.greenribboncommission.org/wp-content/uploads/2019/01/FINAL\\_CFB\\_SummaryRpt\\_FEB19.pdf](https://www.greenribboncommission.org/wp-content/uploads/2019/01/FINAL_CFB_SummaryRpt_FEB19.pdf)

[Judy Morgan: Boston seems to only cover agriculture in terms of managing food waste in the section]

Excerpt from Carbon Free Boston - As a part of its 2014 Climate Action Plan update, Boston committed to become a "waste- and litter-free city." A major step toward this goal was launched in 2018 in the form of Zero Waste Boston, an initiative that aims to "...transform Boston into a zero-waste city through planning, policy, and community engagement." A commonly adopted benchmark for achieving zero-waste is to divert at

least 90 percent of waste from landfills and municipal solid waste (MSW) combustors. Diversion refers to waste source reduction, reuse, repair, recycling, and biological treatment of organics. Zero-waste diversion activities conserve resources, reduce wastes and GHG emissions, and minimize the environmental and health impacts of the materials we use.

In early 2019, the Zero Waste Advisory Committee presented 30 recommendations to help Boston achieve its zero-waste goals. These strategies are divided into four core categories: reduce and reuse, recycle more, increase composting, and inspire innovation. Not only do these strategies aim to encourage Boston's residents and businesses to increase their waste diversion, they also establish the framework and infrastructure that is necessary to do so.

Each of these strategies require new rules to incentivize diversion activities, new services to handle the capacity for increased diversion, and education and outreach initiatives to help residents and businesses move toward zero-waste. New rules include requirements, fees, and bans that incentivize residents and businesses to reduce, reuse, recycle, and compost their waste. New services include food waste collection services, neighborhood drop-off centers, and City-owned transfer and processing facilities. Education and outreach initiatives include technical assistance, behavior-change marketing campaigns, and community waste prevention and recycling grants. The Zero Waste Boston analysis projected that implementation of these strategies would increase the overall diversion rate from 25 percent to 80 percent or more.

## **NEW YORK CITY**

- [Judy Morgan: In the articles about the new Climate Mobilization Act, I haven't seen any mention about agriculture; it seems to focus on energy production/consumption primarily. ]

## **PITTSBURGH, PA**

'Food and Agriculture' section of Pittsburgh Climate Action Plan 3.0, Pages 61-76

[https://apps.pittsburghpa.gov/redtail/images/7101\\_Pittsburgh\\_Climate\\_Action\\_Plan\\_3.0.pdf](https://apps.pittsburghpa.gov/redtail/images/7101_Pittsburgh_Climate_Action_Plan_3.0.pdf)

Excerpt from Climate Action Plan, p. 61:

Goal: Improve local food systems

Objective:

- Eliminate food waste by increasing food donation systems
- Strengthen the local food system
- Increase the demand for locally grown produce
- Increase the supply of locally grown produce
- Increase small farm profitability
- Promote growth and sales of local produce
- Determine realistic baseline numbers and relevant KPIs
- Increase composting of food waste

Strategies:

- Work with local schools in order to promote healthy eating habits
- Promote 'ugly' fruits and vegetables
- Increase cooking education
- Increase awareness of garden donation programs
- Pilot community composting programs
- Utilize biodigestion to reduce food decay in landfills
- Reduce beef consumption by 30% to meet USDA guidelines
- Adopt a city-wide definition of 'local' food
- Develop an Office of Food Initiatives
- Develop a regional food plan
- Increase institutional purchase of local foods
- Create a prescription program

- Promote climate-resilient, small-scale production methods such as silvopasture and alley cropping
- Increase the number of gardens, urban farms, and peri-urban farms
- Support alternative growing platforms such as hydroponics, aquaponics, and green rooftops
- Continued support for 2012 Healthy School Food requirements
- Create food hubs
- Create cottage food law
- Promote grant programs such as “Local Foods, Local Places”

#### Challenges:

- Many strategies and objectives do not have reliable baselines
- Inequity in food access
- Poor soil quality limits growing ability

#### **PRINCETON, NJ**

- <https://www.sustainableprinceton.org/climate-action-plan>

Food is included in their section on ‘Materials Management’ pp 46 - 51, mostly focusing on managing food waste.

## **PORTLAND, OR**

- <https://www.portlandoregon.gov/bps/article/531984>

Section on Food and Agriculture pp 98-101.

Excerpt from Plan:

Approximately 15 percent of local consumption-based carbon emissions come from supplying food to residents and businesses in Multnomah County. This figure may approach 30 percent when other food system impacts, such as importing, processing and agriculturerelated deforestation and soil degradation are included (European Commission, 2006).

There is a relationship between healthy eating and a low-carbon diet. Eating more fresh fruits, vegetables and less processed foods helps support healthy bodies while at the same time reducing carbon emissions associated with food production. However, low-income populations and communities of color may not have equitable access to healthy and affordable food. Consequently, access to lower-carbon food choices — especially fruits, vegetables and less processed or packaged foods — may be constrained by price and accessibility.

Food buying clubs and cooperatives, farmers markets and community-supported agriculture programs that accept Supplemental Nutrition Assistance Program (SNAP), also known as Oregon Trail cards, create opportunities for low-income people to buy less processed, healthier, lower-carbon foods. Many farmers markets in the Portland area have money-match programs for SNAP benefits, enabling the food dollars of low-income people to go further at places that sell less processed and packaged food. By choosing to eat healthier, lower-carbon foods, residents can bolster the local economy, help preserve the agricultural land base, and in some cases, reduce emissions from transporting foods.

Eating a low-carbon diet is easier if residents have: Increased access to affordable fresh fruits and vegetables. Reduced consumption of processed and packaged foods. Skills to grow their own food. Knowledge to make healthy consumption choices

## Other links

### **C40 Mayors**

Mayor's Guidebook

[We have the power to move the world: A mayors' guidebook on sustainable transport](#)

### **Phila OTIS**

What Philly can learn from Copenhagen

<https://why.org/articles/what-philly-can-learn-from-copenhagens-response-to-the-climate-crisis/>

### **PennFuture**

Stormwater Mgmt

<https://www.pennfuture.org/keep-philly-green>

**Green Building United**

<https://www.thegreencities.com/news/almost-70k-tons-of-co2-was-diverted-from-philly-buildings-in-the-past-2-years/>