Basic Scope of Climate Action Plan

RFTA invites proposers to submit a scope and cost of services to develop RFTA's Climate Action Plan (CAP). RFTA's project approach as set forth herein is RFTA's best judgement. Proposers are encouraged to develop a project approach that best meets RFTA's goals.

1. Establish Purpose and Need for Climate Action Plan

Transportation is now the highest source of GHG emissions in the United States, accounting for 29 percent of U.S. emissions. The Intergovernmental Panel on Climate Change has made it clear that achieving net-zero greenhouse gas (GHG) emissions globally by 2050 is essential to stabilizing global temperatures at 1.5 degrees Celsius above preindustrial levels and reducing the devastating health and economic impacts of the climate crisis. These health and economic impacts will be felt worldwide, in term of higher temperatures, more server storms and floods, and mass migration. In RFTA's service region, these impacts already appear manifest in wild fires, flooding, and reduced snowpack.

Proposers shall lead RFTA and its internal and external stakeholders, to be identified, in achieving a common understanding of the purpose and need for RFTA to develop and implement a CAP. Examples may include the necessity of stabilizing global temperatures to reduce devastating impacts; mitigating wildfires, floods and reduced snowpack in RFTA's service area; and establishing RFTA's roles and responsibilities , as a regional government service provider and emergency responder, to react to current and pending climate change-related impacts.

2. Establish Vision and Goals for Action Plan:

The vision for the CAP should paint a picture of where RFTA wants to be; should have a three- to seven-year timeframe; should be both action- and customer-oriented; and should be based on a common understanding of strategic context and future scenarios.

The goals for the CAP should identify how the vision will be realized. Goals should be broadly focused and should describe a desired future condition. The goals should be mostly qualitative and attainable within a meaningful timeframe. Consistent with many other CAPs, the goals should include specific baselines and targets. Examples for statewide CAPs are illustrated below:

Entity	GHG Baselines and Targets
California (Statewide)	2000 levels by 2010 1990 levels by 2020 80% below 1990 by 2050
Hawaii (Statewide)	1990 Levels by 2020
Illinois (Statewide)	1990 levels by 2020 60% below 1990 levels by 2050

San Francisco Municipal Transportation Authority (SFMTA) provides a more transit-agency based example:

Evaluation Category	Indicators
Operations	• Increase in ridership (mode share of 30%) • Reduction in auto/non-transit VMTs (10% reduction per capita by 2035) • Reduced need for off-street parking • Conversion of on-street parking to transit, bicycle and pedestrian uses • Reduction in road maintenance • Shorter commute times (all modes)
Vehicles	• Reduce transit fleet vehicle emissions (zero emissions by 2020) • Increase in number of green vehicle registrations
Facilities	• Increase in energy efficiency and renewable energy (respectively, 107 MW and 50 MW citywide) • Provision of infrastructure to support transit and non-transit electric vehicles
Solid Waste and Recycling	• Optimization of waste reduction (100% diversion by 2020)
Employee Travel Demand	• Reduction in total VMTs (at least10% reduction by 2035)

3. Develop Baseline Emissions Inventory

Consultant shall develop an inventory of RFTA current and/or base year emissions, from fleet and facilities and other sources as appropriate. This inventory will be used to as a reference for emissions targets and as a reference for evaluating emissions reduction strategies.

4. Identifying and evaluating GHG emissions reduction strategies

Consultant shall establish evaluation criteria, develop a master list of potential strategies, an initial strategy screening process, and advancement of promising strategies for further development

4.1: Develop evaluation criteria for screening and prioritization of strategies

The table below lists some key criteria to consider, divided into primary criteria and secondary criteria.

Evaluation Criteria	**Considerations**
Primary Criteria	
GHG Emissions Reduction Benefit	GHG per vehicle mile, revenue mile or passenger mile
Feasibility	• Certainty of technical advances • Project readiness • Ease of implementation
Costs	Initial Capital Cost and O&M Costs
Secondary Criteria	

Co-benefits	• Reduced emissions of other pollutants (such as criteria pollutants—NOx, Sox, PM, etc.) • Public Desirability • Land use multiplier effects • Impact on Travel choices • Long-term O&M savings
Risks	Certainty of cost estimates
Customer Satisfaction	• Passenger Crowding • Headways • Transit Travel Times

4.2: Establish a measurement process for all selected evaluation criteria

Consultant shall logical and verifiable methods for calculating how strategies meet the evaluation criteria, to allow RFTA staff to continue to evaluate new strategies and monitor existing strategies over time.

The calculations processes must balance rigor with simplicity, to ensure that RFTA staff can replicate the calculations during the monitoring of the CAP and in developing and evaluating new strategies. For instance, it is unlikely that RFTA can use travel forecasting models to estimate and monitor changes in GHGs from transit operations changes (such as adjustments to headways or fares or travel times), however, VTPI's ***Understanding Transport Demands and Elasticities: How Prices and Other Factors Affect Travel Behavior (2021)*** and may be able to provide less vigorous but relatively verifiable and replicable estimates, and APTA's Quantifying Greenhouse Gas Emissions from Transit (2018) provides transit-specific guidance for quantifying greenhouse gas emissions, including both emissions generated by transit and the potential reduction of emissions through efficiency and displacement.

4.3: Identify Potential GHG Reduction Strategies

Consultant shall develop a master list of potential GHG reduction strategies that are aligned with RFTA CAP vision and goals.

4.4: Screen strategies

Consultant shall assess all potential GHG emission reduction strategies using the selected evaluation criteria and concept-level calculations; screen down to the most promising strategies; and categorize strategies into short term, medium, and longer term (e.g., 10 years or more) timeframes, based on technical feasibility, costs, and time required for development and implementation.

Consultant shall also consider strategies that may increase GHG emissions in order to create a net decrease, such as increasing span of transit service, extension of transit routes, reduction of headways, streamlining of transit travel times, etc.

Consultant shall also identify strategically important strategies and supporting actions that need further technical development, funding, stakeholder and/or political support, but that could have significant GHG reduction benefits and other co-benefits.

4.55: Detailed strategy development and estimation of costs and benefits

Once the most promising strategies have been selected and assessed conceptually against evaluation criteria, consultant shall further develop and refine these strategies in more detail to better understand feasibility, costs and benefits, and supporting actions that may be needed to implement.

Step 4.6: Identify recommended strategies and implementation program

Based on the development and analysis of the screened strategies, consultant shall recommend and select the top priority strategies that will support the plan's targets and goals. Recommendations should consider short-term strategies that are feasible and can be advanced for funding and implementation right away, as well as medium- and long-term investments that are strategically important but need further research and development and/or political or stakeholder support.

5. Create Implementation and Monitoring Program

Consultant shall develop an implementation Plan and Monitoring program to initiate the CAP Plan and to track RFTA's progress on meeting the vision and goals of the CAP. The monitoring plan should be based on meaningful data and performance measures for which the agency can collect the necessary data, yet should not be overly burdensome on staff resources and budgets.

6. Climate-Related Emergencies Mitigation Plan

In consultation with relevant stakeholders, consultant shall develop a plan for RFTA to address its own resiliency and to work with other agencies to responding to events related to climate change. This plan, or some components of it, may be more conceptual that the plans for GHG emissions reductions. For instance, a strategy may be to develop emergency plans with other emergency response agencies for the closure of Glenwood Canyon—an outcome of which may be a table top exercise, followed by written plans or IGAs.

Step 1: Establish a vision and goals for RFTA's resiliency and emergency preparedness plan
Step 2: Identify relevant stakeholders, such as emergency responders
Step 3: Identify criteria and screening process to evaluate resiliency and emergency response and mitigation strategies
Step 4: Identify strategies for agency resiliency and emergency response and mitigation
Step 5: Screen strategies and divide into high, medium and low priority, and/or short-term, medium-term, or long-term implementation, for both internal resiliency and for emergency response and mitigation
Step 6: Create implementation and monitoring plan

7. Funding

Consultant shall identify funding opportunities, particularly those that are specific to climate change mitigation strategies and are not eligible to be used for regular transit capital or operations.

8. Option: Monitoring and Updates of CAP

As an option, consultant shall lead annual evaluation of the CAP plan and updates, for a period of five years, renewed annually, subject to annual appropriations.