



City of Peekskill

Local Government Operations 2024 Climate Action Plan

October 2024

Produced by the City of
Peekskill with Assistance from
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ICLEI – Local Governments
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Hudson Valley Regional
Council



City of
PEEKSKILL
NEW YORK

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Introduction

Overwhelming evidence has led to the scientific consensus that climate change is the greatest environmental challenge of the 21st century. It poses a serious threat not just to New York State's natural resources, but also to our jobs and our health. Simultaneously, climate change presents unprecedented opportunities for creating a healthier, safer, and more equitable zero-carbon world. The City of Peekskill has an unparalleled opportunity to make changes to its facilities and general operations in ways that benefit the local government and act as a model for the community and other public agencies. Scientists expect that with the current trends in greenhouse gas (GHG) emissions, Americans will experience more intense heat waves, droughts, rainstorms, floods, wildfires and landslides in the future. These impacts will have significant repercussions on our economy, stress our natural resources and worsen inequities facing many Americans and millions of people across the globe. Action is required at all levels, and local governments have a unique role to play in building low-carbon communities.

These impacts are caused by the accumulation of GHGs such as carbon dioxide (CO₂) and methane (CH₄) in the atmosphere, primarily resulting from burning fossil fuels and land use changes. Although the natural greenhouse effect is needed to keep the earth warm, human activities have created an enhanced greenhouse effect due to the rapid accumulation of GHGs in the atmosphere. Unprecedented concentrations of these gases in the atmosphere have led to an excess of heat and radiation being trapped on Earth. Carbon emissions from human activities have soared in recent decades and are currently at the highest rates in human history. About half of all carbon dioxide emitted between 1750 and 2010 occurred in the last 40 years. The energy, industry and transportation sectors have dominated these emissions increases. With the current trajectory of population growth, urbanization, and reliance on personal vehicles, global transportation emissions are expected to double by 2050. Given the serious impacts of climate change on humanity, the time to act to reduce GHG and our carbon footprint is now. While there is a great need for community-wide climate action plans, addressing emissions from local government operations and leading by example is critical.

Purpose, Scope, and Process

The 2021 Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6), written by a panel of hundreds of climate experts and scientists and approved by a team of external reviewers, states unambiguously that anthropogenic or “man-made” GHG emissions are causing global climate change. For this reason, the City of Peekskill is joining an increasing number of local governments committed to addressing climate change at the local level through reducing emissions in their own government operations and by supporting programs such as NYSERDA’s Clean Energy and Climate Smart Communities programs. The City of Peekskill recognizes the risk that climate change poses to its constituents, and is acting now to reduce the GHG emissions, or “carbon footprint,” of its government operations through the innovative programs laid out in this Climate Action Plan. Furthermore, it is recognized that the City needs to address existing climate risks such as [enter current climate hazards] and adapt its systems and infrastructure to new conditions. Ultimately, action is needed to reduce Peekskill’s contribution toward the problem of climate change and adapt to its current and future effects. This Climate Action Plan takes advantage of common sense approaches and cutting-edge policies that our local government is uniquely positioned to implement – actions that can reduce energy use, waste, and fuel use for the City’s vehicle fleet and employee commutes.

Purpose

By creating a clear course of action so that everyone has a role in creating and achieving climate and sustainability goals, our Climate Action Plan drives and coordinates efforts toward a 33% reduction in local government GHG emissions of 2019 levels by 2030 and 78% below 2019 levels by 2050. These reduction targets are in line with the CLCPA goal of a 40% reduction below 1990 levels by 2030 and 85% 1990 levels by 2050.

The Climate Action Plan is a framework for the development and implementation of actions that reduce the City of Peekskill’s government operations GHG emissions. The Plan provides guiding objectives and strategies to realize Peekskill’s government operations GHG reduction goals.

Scope

Mitigation

This Plan covers objectives and strategies for reducing GHG emissions resulting from local government operations within the City of Peekskill. It addresses the major sources of emissions in Peekskill’s infrastructure and operations and sets forth objectives and strategies in three focus areas that Peekskill can implement to achieve greenhouse gas reductions: Vehicle Fleets, Buildings & Facilities, Solid Waste, and Natural Resources.

The Plan creates a framework to document, coordinate, measure, and adapt efforts moving forward. In addition to listing actions, the Plan discusses how each action will be implemented via timelines, financing, and assignment of responsibilities to departments, staff, or other partner agencies where known.

Process

The CAPI team for the City of Peekskill includes:

Courtney Williams, Peter Erwin, Emma Kaminski, Elaine Caccoma, Kay Barthelmes

The team attended monthly meetings of the Westchester CAPI cohort hosted by the Hudson Valley Regional Council as well as office hours with the team at ICLEI for assistance with the inventory and climate action planning process.

The 2019 Inventory report was posted in October of 2023 to the municipal website for public view. The draft climate action plan was presented to Peekskill's Common Council at the August 5th, 2024 Committee of the Whole meeting. The draft climate action plan was posted to the municipal website's [climate action webpage](#) for public comment on August 7th, 2024.

Vision Statement

*Lead by example through sustainable improvements to buildings, operations and municipal assets that both mitigate greenhouse gases and increase the City of Peekskill's capacity to withstand and adapt to climate change.**

*The above vision statement is a sample and is subject to change with additional public input and will be discussed further in public engagement sessions related to CAPI ADAPT.

Background

Climate Change in Westchester County

The IPCC's Fifth Assessment Report asserts that "it is extremely likely that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forces. Globally, economic and population growth continue to be the most important drivers of increases in CO₂ emissions from fossil fuel combustion. Changes in many extreme weather and climate events have been observed since about 1950. Some of these changes have been linked to human influences, including a decrease in cold temperature extremes, an increase in warm temperature extremes, an increase in extreme high sea levels and an increase in the number of heavy precipitation events in a number of regions."

At the local level, Westchester County is not exempt from changes to Climate as a result of anthropogenic forces. While limiting the greenhouse gas emissions cannot reverse the changes to global climate patterns done in the last century, it is crucial to do

For a more detailed summary of the expected changes to climate and weather events in Westchester County, please refer to Appendix I, which contains a document on the subject courtesy of the Hudson River Estuary Program.

Climate Impacts

In order to plan for climate change, it is helpful to first understand the likely changes the City of Peekskill will experience in the coming years. Three significant climate hazards (trends) are expected to affect New York State residents during the 21st century: increasing temperatures, rising sea level, and changing precipitation patterns. These trends lead to three primary climate risks (human impacts): flooding, heat waves and drought.

Rising Temperatures & Heat

Annual average temperatures have been steadily increasing in New York State, posing new challenges to human health, the security of electricity demand, and many of our industries, including tourism, recreation, and agriculture. The average annual temperature in Westchester County is expected to increase approximately four to six degrees by 2050 and as much as 11 degrees by 2100.

Average Annual Air Temperature Projections for the South Hudson River Valley:

1981-2010: (Baseline) 50.8° F

2030s: 52.8°F – 55.7°F

2040s: 54°F – 58°F

2050s: 55.6°F – 62.7°F

2060s: 56°F – 64.7°F

Rainfall & Flooding

Precipitation patterns in the area have become more variable and extreme in past years, whereas total rainfall has changed only marginally. According to the 2024 New York State Climate Impacts Assessment report, The total annual precipitation in New York State from 1901 – 2022 has increased by 10% to 20%. Overall, while New York is projected to remain a “water-rich” state, water quality can be affected by an increase in total precipitation.

The below projections for mean precipitation are from the NYS Climate Impacts Assessment and are based on the global climate model (GCM) simulations from the latest version of the World Climate Research Programme’s Coupled Model Intercomparison project.

Mean Precipitation Projections for the South Hudson River Valley

1981-2010: (Baseline) 45.8 in.

2030s: 45.8” – 50.4”

2050s: 46.3” – 51.8”

2080s: 46.7” – 55.9”

2100s: 44.9” – 58.6”

Sea Level Rise

Global sea level is rising due to various human-influenced factors, including thermal expansion from warmer water temperatures, and melting of land-based ice. The Hudson River is connected to and influenced by the sea; therefore, it experiences tides and contains saltwater in its lower reaches. This is also the reason why the Hudson River’s water level is rising with global sea level. The City of Peekskill exists along approximately 3 miles of the Hudson River and is a part of the Hudson River Estuary Watershed.

Below are Albany sea level rise projections taken from the 2023 Climate Impacts Assessment for New York State which are based on the results from the IPCC 6th Assessment report and show the range from the low-estimate (10th percentiles) to the high-estimate (90th percentile).

Sea Level Rise Projections (10th-90th percentiles, inches):

1981-2014: (Baseline)

2030s: 5”–12”

2050s: 11”–21”

2080s: 18”–41”

2100: 21”–60”

Climate Goals

The City of Peekskill has chosen to align its reduction goals with statewide goals. The Climate Leadership and Community Protection Act (CLCPA), signed into law on July 18, 2019, sets goals to reduce emissions to 40% below 1990 levels by 2030 and then to 85% below 1990 levels by 2050, or 33% and 78% below, respectively, when using 2019 as the baseline year rather than 1990. When modeled in ICLEI’s ClearPath, the emissions forecasting and reduction modeling software utilized by the City of Peekskill, these percentages were further modified to 33% and 78%, given the improvements New York State has already made to the carbon intensity of fossil-fuel based infrastructure and resources since 1990.

Table 1: Comparison of Local and Statewide Goals

Year	State Legislation	Percent Reduction	Local Targets	Percent Reduction
Baseline year = 2019				
2030	CLCPA	33%	Peekskill Reduction goal from 2019 levels - 2030	33%
2050	CLCPA	78%	Peekskill Reduction goal from 2019 levels - 2050	78%

Co-Benefits of Climate Protection Measures

Cost Savings

In addition to addressing climate change, measures taken to reduce GHG emissions have other important benefits, such as the potential for significant cost savings. Many of the measures in this plan pay for themselves quickly by reducing direct costs, such as fuel or energy used, as well as indirect costs such as maintenance. For instance, a “right-sized” vehicle fleet is less expensive to purchase and fuel, while also being less costly to maintain. Acting now will also save on runaway costs on climate change, especially in the longer term, such as from infrastructure damage from more frequent and intense extreme storms.

Enhancing Resource Security

A key strategic side benefit of climate change mitigation activities is enhanced energy security through reduction in total demand. This will put less strain on the energy system as a whole as we transition to clean renewable energy. Many of the actions identified here to mitigate GHG emissions will also help Peekskill’s government adapt to a changing climate. For example, extreme and prolonged heat waves can put considerable strain on the reliability of energy delivery in peak periods, possibly leading to service disruption during times when cooling is most needed. By increasing efficiency across facilities, such service disruptions are less likely and the City will be able to better cope with those situations.

Creating Jobs

The renewable energy industry has become a leading sector in job growth. In 2018, clean energy employment rose 3.6%, and the U.S. Bureau of Labor Statistics expects solar installers and wind technicians to be the two fastest-growing jobs through 2026. Energy efficiency jobs are also growing rapidly. These climate protection measures in this plan can spur business and job growth during the design, manufacture, and installation of energy efficient technologies and other green sectors. This presents a particular opportunity to reinvest in the local economy and generate green jobs within the City of Peekskill.

Improving Public Health

Climate change mitigation activities, particularly those related to transportation, help to clean the air by reducing vehicle emissions and therefore improve public health throughout the community. Transportation mitigation strategies often focus on encouraging the use of active

transportation, such as biking and walking, to get to work. City employees that increase their use of active transportation will benefit from a healthier lifestyle.

Delivering Benefits to Frontline Communities

Social equity is a major concern for addressing climate change. Research shows that vulnerable populations such as the elderly or chronically ill, low income families and people of color are more at risk when it comes to experiencing impacts of climate change. These communities already experience institutional and systematic oppression that result in less access to resources, capital, and services. Climate change exacerbates these gaps. By targeting programs and making changes to services or infrastructure before extreme events happen, we can mitigate the most devastating impacts to already vulnerable populations. Additional measures aimed solely at climate adaptation and resilience will also be addressed in this Climate Action Plan.

Climate Equity within the City of Peekskill

Equity is when all individuals have access to the opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential. Low income populations, communities of color, people with disabilities, elders, refugees and immigrants, and other frontline communities often bear the brunt of climate impacts without the necessary infrastructure and support systems, and without gaining any of the benefits of a clean and sustainable future. Inequity correlates with greater vulnerability to physical challenges, making many in Peekskill disproportionately at risk from natural disasters and the impacts of climate change.

Creating a resilient community means addressing the social inequities that cause disparities in health outcomes, income, educational attainment, and more.

Climate equity ensures the just distribution of the benefits of climate protection efforts and alleviates unequal burdens created by climate change. This requires intentional policies and projects that simultaneously address the effects of and the systems that perpetuate both climate change and inequity.

Government action alone is not enough to address climate change; everyone must be a part of the solution. Currently, however, not everyone has equitable opportunities to participate and benefit.

Communities of color and low-income populations have historically been under-served by programs and investments and under-represented in decision making on climate policy. Lack of low-carbon, safe transportation options and inefficient housing are examples of disparities experienced by these communities that result in fewer benefits from climate action opportunities. These inequities primarily result from ongoing institutional racial bias and historical discriminatory practices that have resulted in the inequitable distribution of resources and access to opportunities.

Climate change is likely to amplify the impacts of these existing inequities and frontline communities such as lower income, communities of color, unhoused, outdoor workers, the very young, and older residents will disproportionately bear the burdens of climate change impacts. In addition, the many economic and health benefits of carbon reduction investments are not shared equitably across the city, especially among people of color and low-income communities.

Climate equity shows up in this Climate Action Plan in the following ways:

- Climate equity is included in the overall Climate Action Plan vision and objectives.
- Each of the strategies in this plan was evaluated on whether they help to uplift climate equity and reduce disparities.

Jurisdiction's Local Government Emissions

Inventory Basics

Since the early 1990s, U.S. cities have developed community-wide and local government operations greenhouse gas inventories based on accounting protocols created by ICLEI. Known as the [U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions](#) and the [Local Government Operations Protocol](#), these standards created a credible and defensible methodology which accelerated the number of inventories created and provides consistency within and across U.S. communities. In 2014, ICLEI partnered with the World Resources Institute and C40 Climate Leadership Group to create the Global Protocol for Community Scale GHG Emissions, which allows communities around the world to compare their emissions footprint. The City of Peekskill used the Local Government Operations Protocol for the inventory described in this report.

Summary of Inventory Results

Through the completion of a local government operations GHG emissions inventory, Peekskill has determined emissions levels for City government operations. Emissions from local government operations represent the sum of total emissions produced by government facilities, vehicle fleets, and other government-owned or operated activities. In this way, the local government operations figures represent emissions for which the local government is responsible. Government operations are therefore a subset of total community emissions.

For this Climate Action Plan, Peekskill completed a Local Government Operations inventory that analyzes emissions from the year 2019. This inventory was conducted using the Local Government Operations Inventory and ICLEI's ClearPath tool. Through this inventory, the City determined its overall emissions in 2019 equated to 2,797 metric tons of carbon dioxide equivalent (MTCO₂e). The Vehicle Fleet sector is the largest source of emissions, with 1,027 MTCO₂e which is 36.71% of the total emissions (Figure 1). This is followed by the Buildings & Facilities and Employee Commute Sectors with 823 MTCO₂e (29.42%) and 615 MTCO₂e (21.99%) respectively. The Water and Wastewater Treatment Facilities Sector was responsible for 304 MTCO₂e, 10.87% of emissions, and the Streetlights and Traffic Signals Sector contributed 27 MTCO₂e (0.97%).

Read the full City of Peekskill Local Government Operations GHG Inventory [here](#).

Figure 1: Pie Chart of 2019 Emissions by Sector

City of Peekskill 2019 Emissions by Sector

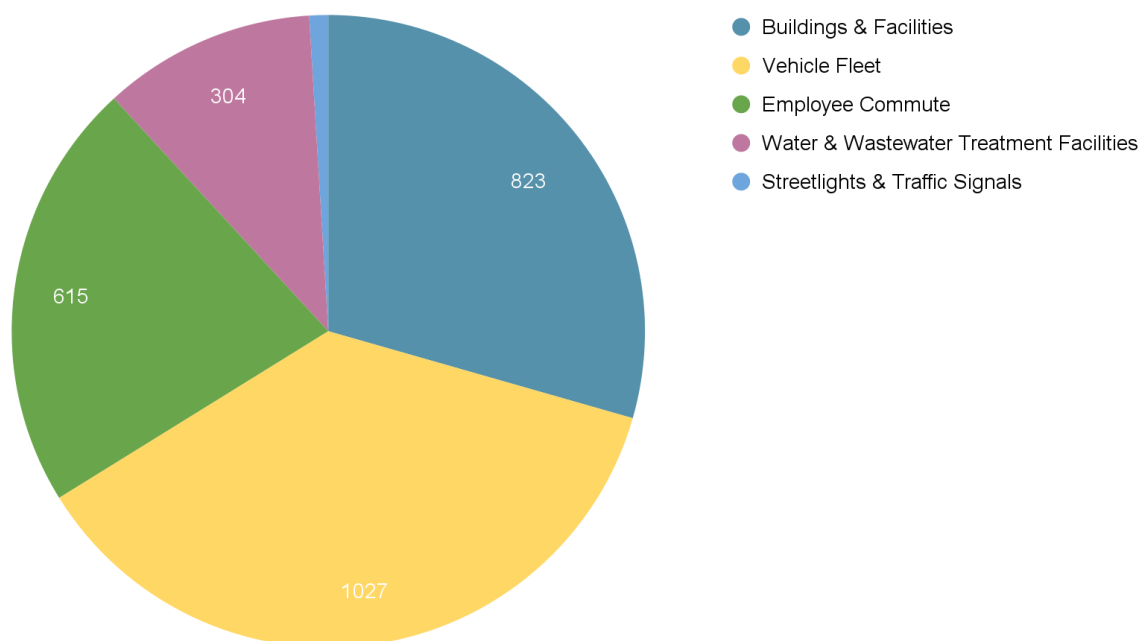


Table 2: City of Peekskill 2019 Emissions by Sector

Sector	MTCO ₂ e
Buildings & Facilities	823 (29.42%)
Streetlights & Traffic Signals	27 (0.97%)
Vehicle Fleet	1,027 (36.71%)
Employee Commute	615 (21.99%)
Water & Wastewater Treatment Facilities	304 (10.87%)

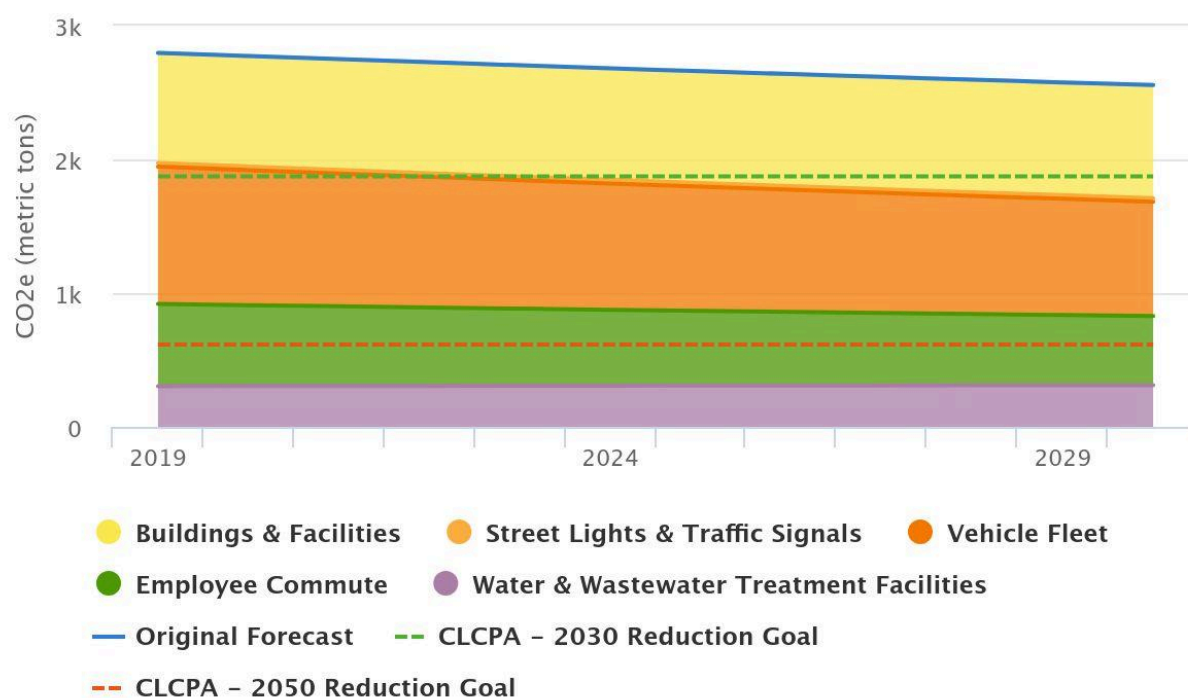
Projected Growth in GHG Emissions

The City of Peekskill has also completed an emissions forecast based on projections of current data and expected future trends. The emissions forecast is a “Business-As-Usual” (BAU) forecast, a scenario estimating future emissions levels if no further local action (i.e. projects within this Climate Action Plan) were to take place. The forecast indicates that, if the City were to take no action, GHG emissions would decrease slightly over time, but largely remain at the same levels.

Figure 3 shows the projected growth in GHG emissions in the City from 2019 to 2030. The emission growth shown in the forecast below is based on population growth, employee count projections, electricity grid decarbonization projections, and changes in automotive fuel efficiency standards. The City of Peekskill's Local Government Operations business as usual forecast shows that emissions will decrease from 2,796 MT CO₂e to 2,556 MT CO₂e by 2030 if no action is taken to reduce the emissions trajectory. This is a 8.62% reduction in emissions from 2019. The downward trend is largely the result of changes to federal vehicle efficiency standards and grid decarbonization. The CLCPA 2030 goal of a 33% reduction from 2019 levels is equal to 1,874 MT CO₂e.

Figure 2 compares the reduction targets for 2030 and 2050 with the business-as-usual forecast.

Figure 2: City of Peekskill Business as Usual Forecast



Government Operations Climate Mitigation

Emissions Reduction Focus Areas

Each of the focus areas within the City of Peekskill Local Government Operations Climate Action Plan is explored in the following pages. In this Climate Action Plan, The City has decided to focus their Climate Mitigation measures on the following focus areas:

- Vehicle Fleet
- Buildings & Facilities
- Employee Commute
- Solid Waste

In each focus area, a series of objectives with supporting strategies are outlined. An “Objective” is a goal, end result, or target that mitigates emissions in a focus area, and a “Strategy” is an action designed to help realize the objective.

The summary table below (Table 2) identifies the focus areas within the City of Peekskill’s Local Government Operations Climate Action Plan, the number of strategies within each focus area, and the contribution of each focus area toward the GHG reduction goal. Each focus area has a dedicated section within this document where specific actions (both new and those already employed) are described.

While the City’s local government cannot address climate change by itself, government policies and practices can dramatically reduce GHG emissions from a range of sources and help prepare for the anticipated impacts of climate change. Through this plan, the City can not only do its part toward achieving a stable climate - it can also reap the benefits of healthier air, savings on energy costs, improved government services, and many other positive side effects of reducing its carbon footprint.






Table 3: City of Peekskill Climate Action Plan Summary Table – Focus Areas

Focus Area	Description	# of Distinct Strategies
Vehicle Fleet	Policies and programs to reduce municipal vehicle fleet fuel usage, including transition to electric vehicles	3
Buildings & Facilities	Policies and programs to reduce an offset municipal energy usage	2
Employee Commute	Policies to reduce vehicle emissions as a result of employee commute	1
Solid Waste	Policies and programs to reduce waste sent to landfill and incinerator, while promoting reuse, recycling, and green procurement	1

Co-Benefits

In addition to measuring the GHG reduction potential, each strategy is also evaluated for other benefits such as public health, equity and justice, jobs and prosperity, and environmental conversation. The symbols below will indicate which co-benefits a measure will generate.

Table 4: Co-Benefit Symbols

Symbol	Co-Benefit
	High potential to save money
	High potential to enhance resource security
	High potential to create jobs
	High potential to improve public health
	High potential to deliver benefits to frontline communities

Climate Action Objectives

Vehicle Fleet

The City of Peekskill owns and operates a suite of government vehicles, ranging from passenger cars to large construction equipment. Besides emitting GHGs, transportation fuels such as gasoline and diesel also produce a host of criteria air pollutants when combusted, reducing local air quality and affecting residents' health.

Energy consumed by fleet vehicles accounts for 33% of the City's total GHG emissions. Transitioning the municipal vehicle fleet to electric vehicles (EVs) and other low-carbon fuel sources will contribute significantly to achieving GHG reduction targets, while saving the government money on fuel costs and improving local air quality. The objectives in the table below focus on opportunities to use more efficient vehicles and to electrify the vehicle fleet and aims to ensure that future activities in the sector are compatible with the local government and community climate protection goals. See appendix IV for supporting strategies.

Table 5: Vehicle Fleet Objectives




Objective	Supporting Strategy	Co-Benefits	Reduction Potential
1. Increase Fleet Efficiency	VFS1		Low
2. Reduce Fuel Use	VFS2		High
3. Increase Access to Reliable EV Infrastructure	VFS3		Low

Table 6: Vehicle Fleet Strategy #131

VFS1: Adopt an Anti-Idling Policy for Municipal Vehicles			
By Adopting an Anti-Idling Policy for Municipal Vehicles, the City of Peekskill can reduce the amount of fuel used by the City's vehicle fleet without the need for a major investment in infrastructure or staffing. This action sets an example for the City in the responsible use of fossil fuels when they are unavoidable.			
Phase	Goal	Staffing	Timeline
1	Review sample Anti-Idling Policies, and adapt a policy to Peekskill's specific needs.	Sustainability Coordinator	Winter 2024

2	Present Policy to City Council for review, incorporate any proposed changes to policy	Sustainability Coordinator	Spring 2025
3	Adoption of Policy	City Council	Summer 2025
4	Notify Municipal staff of new policy; implementation	City Leadership	Summer 2025; ongoing
Resources: Sample Anti-Idling Policy from City of Denver Details on Anti-Idling Policy adoption steps and benefits			
Key Performance Indicator: Passage of Anti-Idling Policy			

Table 7: Vehicle Fleet Strategy #2

VFS2: Fleet efficiency policy - Prioritizing EV or PHEV Purchases			
Adopting a fleet efficiency policy which prioritizes the purchase of Electric or Plug-in Hybrid Vehicles whenever a new or replacement vehicle purchase is necessary is an essential part of participating in the transition to electric vehicles. Transitioning to Electric Vehicles whenever possible can not only save The City of Peekskill emissions and costs over time, but can demonstrate its commitment to sustainability, setting an example for the City as a whole.			
Phase	Goal	Staffing	Timeline
1	Review of existing vehicle fleet to identify potential vehicles which may be exchanged for a battery-electric or plug-in hybrid equivalent.	Sustainability Coordinator, Fleet Manager	Winter 2024
2	Review of Sample Policies, and adaptation of an existing policy to suit the City of Peekskill's specific needs and goals.	Sustainability Coordinator	Spring 2025
3	Present to City Council for review & adoption of policy	Sustainability Coordinator, City Council	Summer 2025
4	Implementation	City Staff	Ongoing
Resources: Template for Fleet Inventory NYSERDA Drive Clean Clean Energy Communities Clean Fleets			
Key Performance Indicators: Passage of Purchasing Policy # of diesel or gasoline vehicles converted to electric vehicles			

Table 8: Vehicle Fleet Strategy #3

VFS3: Install EV Charging Infrastructure			
By installing publicly accessible charging infrastructure, Peekskill increases its own ability to make use of electric vehicles within its vehicle fleet, and makes opting for an electric vehicle an easier choice for City staff and residents. EV Chargers also represent a potential source of revenue when used by non-municipal drivers, and enhance resource security by providing an alternative fuel source for transportation. As of April 2024, Peekskill is participating in the Westchester County MI3 Program, which allows the city to install Level 2 EV Charging stations on municipal property at little-to no cost for the City.			
Phase	Goal	Staffing	Timeline
1	Application to MI3 Program, site selection, agreement with INF associates	INF Associates, Department of Planning, Department of Public Works, Sustainability Coordinator	Winter 2023
2	ConED Review of Project Proposal	ConEd	Spring 2024
3	Construction Begins	INF Associates, ConEd	Summer - Fall 2024
4	Construction Complete, chargers open for use	INF Associates, ConEd	Winter 2024, ongoing
Resources: Peekskill MI3 Participation Resolution			
Key Performance Indicator: # of Level 2 EV Chargers installed			

Buildings and Facilities

The City of Peekskill's buildings and facilities are powered by electricity and natural gas. The consumption of fossil fuels for heat and energy on-site contributes directly to the government's emissions, and the electricity used for lighting, heat and other operations is generated from burning fossil fuels as well.

Energy consumed in City owned and operated buildings, facilities account for 25.7% of the City's total GHG emissions. Improving the efficiency of these buildings and infrastructure will contribute significantly to achieving the City's GHG reduction targets, while saving the government money on utility bills and reducing the need for new infrastructure. The objectives in the table below focus on opportunities to retrofit existing facilities and road safety infrastructure and aims to ensure that future management and planning of these operations is compatible with the local government and community climate protection goals.

Table 9: Buildings & Facilities Objectives


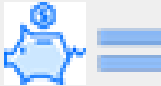
Objective	Supporting Strategy	Co-Benefits	Reduction Potential
1. Eliminate Fossil Fuel Use at Government Facilities	BFS1		High
2. Increase Building Use of Renewable Energy	BFS2		Low

Table 10: Buildings & Facilities Strategy #1

BFS1: Convert Facilities Space Heating to Heat Pumps			
<p>Emissions from natural gas and fuel oil based heating systems in City of Peekskill owned facilities made up a large portion of the City's overall emissions. As such, the use of clean heating and cooling infrastructure can contribute a significant reduction in emissions. Municipally owned buildings using a large amount of heating oil or natural gas include (in order of highest to lowest emissions): the Paramount Theatre, the Neighborhood Center, Cortlandt Hook & Ladder Building, the Police Station & Courthouse, and City Hall. However, there are several additional facilities also using fossil-fuel based systems (see 2019 inventory). This strategy shall also apply to new-builds, as fossil-fuel based heating and cooling systems should be avoided altogether in these scenarios. Co Benefits of this action include improving on-site air quality by eliminating scope 1 emissions and long term cost-savings in energy spending. As of April 2024, Peekskill has applied for the EPA's Climate Pollution Reduction Grants program to access funding for heat pump installation at the police station and courthouse facility.</p>			
Phase	Goal	Staffing	Timeline
1	Obtain estimates for price and timing of air-source heat pumps at facilities	Department of Public Works	End of 2024
2	Research and applications for funding	Sustainability Coordinator, Department of Planning	Winter-summer 2025
3	RFP process to choose contractor	Sustainability Coordinator	Fall-Winter 2025
4	Approval of contractor	City Council	Summer 2026
5	Renovations	Contractor, Department of Public Works	Fall 2026
Resources NYSERDA Heating and Cooling Incentives Clean Energy Communities Clean Energy Upgrades			
Key Performance Indicator: # of facilities converted to heat pumps off of fuel-based heating systems			

Table 11: Buildings & Facilities Strategy #2

BFS2: Install Photo-Voltaic Solar Panels on Municipal Properties			
Installing solar arrays on municipal properties, while it will not directly limit the amount of energy used by the City, can offset electric use as well as provide a number of other community benefits. Co-benefits to this action include the potential to make community solar arrangements available to City residents, increasing the resource security of Peekskill and the region by contributing renewable-created electricity to the electrical grid, and creating a source of revenue to be used for local projects which serve the Peekskill community (such as workforce development and food programs). As of April 2024, the City has already begun the work for this strategy, and is committed to the project.			
Phase	Goal	Staffing	Timeline
1	RFP process	Sustainability Coordinator, City Manager	Fall 2023-Spring 2024
2	Bid Selection, Contract negotiations and agreement	Contractor, City Manager, Sustainability Coordinator	Summer 2024
3	Site Review and Preliminary engineering work	Contractor	Summer 2024
4	Construction	Contractor	Spring 2025
5	Revenue-Based Community projects	Working Power, Non-Profit Partner	2025
Resources ECP Renewable Energy/Community Owned Solar Summary			
Key Performance Indicator: Size of arrays installed # kWh electricity generated			

Employee Commute

The Employee Commute Sector of the City's Local Government Operation GHG Emission Inventory accounts for 19.8% of total emissions. This sector of emissions, while technically attributable to Municipal emissions, is dependent on the individual needs and habits of City staff. To address emissions from this sector, Peekskill's strategies will largely involve providing incentives for employees to use more sustainable modes of transportation, as well as more flexibility in the options employees have for how they work.

Table 12: Employee Commute Objectives


Objective	Supporting Strategy	Co-Benefits	Reduction Potential
1. Reduce Fuel Use from Employee Commute	ECS1		Low

Table 13: Employee Commute Strategy #1

ECS1: Adopt Policy allowing for Remote Work for Municipal Staff			
By allowing Municipal Staff to work remotely when possible and appropriate, the City can reduce the amount of fuel spent by staff in commuting to and from work through a small change in policy.			
Phase	Goal	Staffing	Timeline
1	Research existing WFH municipal policies, receive input from City Staff to draft policy.	Sustainability Coordinator, Department Heads	Winter 2024
2	Present Policy to City Council, receive an incorporate feedback	Department of Planning	Spring 2025
3	Adopt Policy	City Council	Summer 2025
4	Implementation	City Staff	Ongoing
Resources Example Municipal WFH Policy			
Key Performance Indicator: Passage of Remote Work Policy			

Solid Waste

Government-produced waste generates GHGs in a number of ways. Over time, landfilled waste breaks down through anaerobic decomposition, releasing large amounts of methane into the atmosphere. Waste management contributes to emissions in the transportation sector as well, from the hauling of waste to and from facilities. Additionally, embodied energy within the items that we throw away might be harnessed through reuse and recycling of materials.

Table 14: Solid Waste Objectives

Objective	Supporting Strategy	Co-Benefits	Reduction Potential
1. Reduce Government Waste sent to Landfill	SWS1		Low

Table 15: Solid Waste Strategy #1

SWS1: Pass environmentally friendly purchasing policy			
<p>Passing an environmentally friendly purchasing policy is an efficient, low-cost way of reducing the City’s scope 3 emissions, limiting the amount of municipal waste sent to landfills and incinerators. Many templates for such purchasing policies already exist, and can be easily adapted to the City of Peekskill’s needs.</p>			
Phase	Goal	Staffing	Timeline
1	Review of existing environmentally friendly purchasing policies, and editing to meet Peekskill’s circumstances	Sustainability Coordinator	Winter 2024
2	Feedback from City staff, incorporating feedback into policy	Department Heads, Sustainability Coordinator	Spring 2025
3	Present to City Council for review & adoption of policy	Sustainability Coordinator, City Council	Fall 2025
4	Implementation	City Staff	Ongoing
Resources GreenNY Purchasing Requirements			
Key Performance Indicator: Passage of environmentally friendly purchasing policy			

Emissions Reduction Scenario

In order to understand how Peekskill might reach CLCPA emissions goals, and the emissions potential for each reduction strategy, the following emissions reductions scenario was created using ICLEI’s Clearpath tool for Local Government Operations (Figure 3). This scenario was created using the “Business as Usual” emissions forecast, as seen in Figure 2. Figure 3 shows the predicted emissions of each municipal sector if the above listed strategies are implemented. Some of the strategies for emissions reductions, specifically the anti-idling policy, remote work policy, Green Purchasing policy, and EV Charger installations, were not included in these

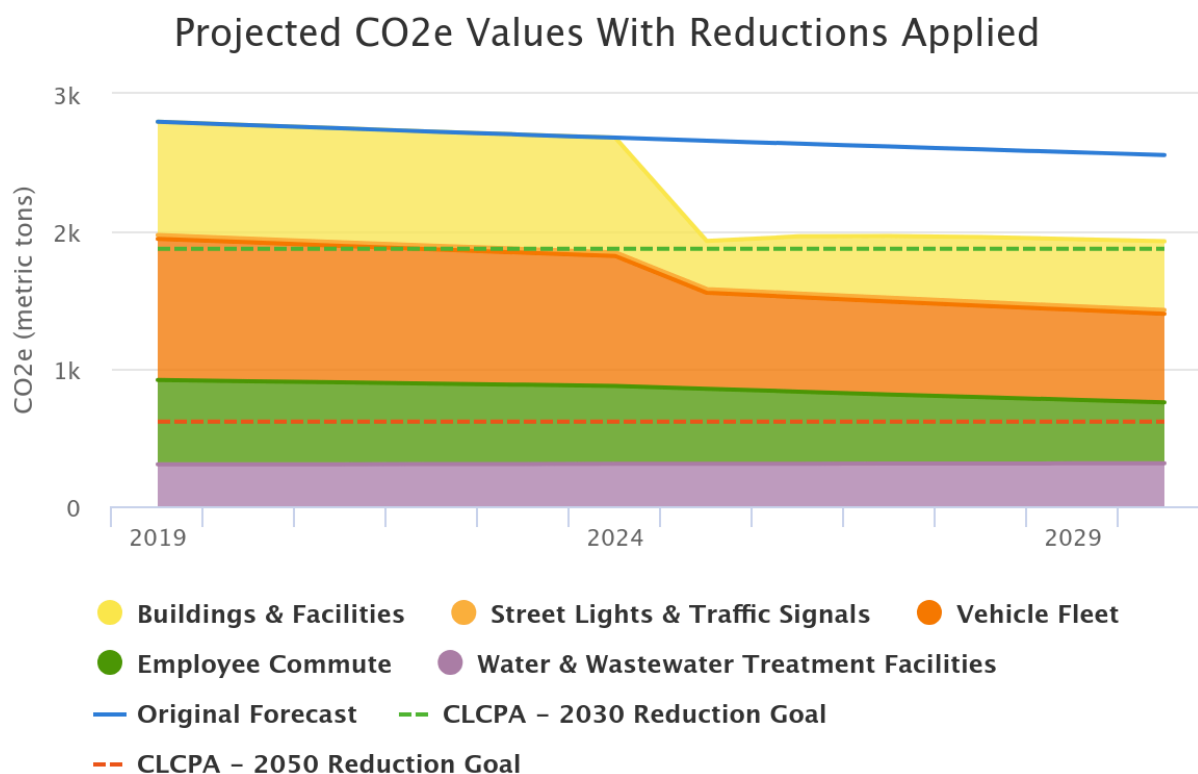
forecasts, as we did not yet have the sufficient tools or information to model these measures' impact accurately.

The emissions reductions applied scenario shows the 2019 emissions total of 2,796 MT CO₂e decreasing to 1,927 MT CO₂e. This is an emissions reduction of 31.08% (822 MT CO₂e) from 2019 levels. While Figure 3 does not reflect the City making the 33% emissions reductions goal by 2030, it is important to note that not all planned strategies' reductions are measurable. It is extremely likely that reductions from policy measures around idling, remote work, and materials purchasing, will contribute the necessary reductions to meet the CLCPA 2030 goal.

The Emissions Reduction Scenario as shown in Figure 3 includes:

- Employee Commute - Expected Transition to Electric Vehicles
- Vehicle Fleet Electrification - Gasoline 25%
- Vehicle Fleet Electrification - Diesel 25%
- Youth Bureau Heat Pumps
- City Hall Heat Pumps
- Police Station & Courthouse Heat Pumps
- Paramount Theatre Heat Pumps
- Parks & Recreation Heat Pumps
- DPW City Garage Heat Pumps
- Auto Maintenance Garage Heat Pumps
- James Street Garage PV (Solar)
- Wastewater Treatment PV (Solar)
- Reservoir Floating Solar PV (Solar)
- Central Firehouse PV (Solar)

Figure 3: Emissions Reductions Applied Scenario



Implementation Plan

Table 16 outlines the expected implementation schedule of the above emissions reduction strategies. “X” indicates a year where work on this strategy is expected to be done (not including the ongoing implementation of an action).

Table 16: Implementation Plan

Strategy	2025	2026	2027	2028	2029	2030
VEHICLE FLEET						
VFS1	x	x				
VFS2	x	x	x			
VFS3	x					
BUILDINGS AND FACILITIES						
BFS1	x	x	x	x	x	x
BFS2	x	x	x			
EMPLOYEE COMMUTE						
ECS1	x					
SOLID WASTE						
SWS1	x					

Monitoring Plan

While some of the actions within the City of Peekskill's Local Government Operations Climate Action Plan are well underway, over the coming months, Peekskill will engage with stakeholders through a Climate Action Planning Task Force to prepare for any prerequisite or additional actions needed to begin Plan implementation.

These prerequisite actions include:

- Gathering bids for contracted services and equipment.
- Making necessary changes to local policies or existing programs.
- Use of Sustainability Coordinator to begin work on strategies outlined above

Establishing a monitoring process enables the City to track the impacts of the actions included in the plan and compare estimated impacts to what is actually achieved in terms of energy savings, renewable energy production, and GHG emissions reduction. Assessing the implementation status of the actions will allow for determination of whether the action is performing well or to identify corrective measures. This process is also an opportunity to understand the barriers to implementation and identify best practices or new opportunities for moving forward.

The table below describes the components of the monitoring reports. Action reports are recommended to be developed every two years and will only include status updates on the overall strategy, the mitigation action plan, and the adaptation action plan. A full monitoring report will be developed every four years, and in addition to the components in the action report, it will include an updated local government operations GHG inventory. This will help Peekskill track its GHG emissions reduction progress. With the approval of this Local Government Operations Climate Action Plan in 2024, the first monitoring action report will be due in 2026, and the first full monitoring report with the updated GHG inventory will be due in 2028. Ideally, the most recent GHG inventory should be no more than four years old.

Table 17: Monitoring Status

Monitoring Report Component	Action Reporting	Full Reporting
Overall Strategy: Reporting and Changes to initial strategy as well as updates on human and financial resources available.	Yes	Yes
GHG Emissions Inventories: Provide updated energy consumption and GHG emissions data for the reporting year.	No	Yes
Individual Strategies: Provide confirmation of which phase of each strategy has been reached, and notes on the success or setbacks of the strategy.	Yes	Yes