



Sustainability Task Force Agenda

A Committee of the Chico City Council
Mayor Ann Schwab, Chair

Meeting of April 2, 2012 – 5:30 p.m. to 7:30 p.m.
Council Chamber Building, 421 Main Street, Conference Room No. 1

1. **APPROVAL OF THE MINUTES OF THE 3-5-12 and 3-19-12 TASK SUSTAINABILITY TASK FORCE MEETINGS** (Exhibits “A” and “B”).

2. **CONSIDERATION OF THE INITIAL DRAFT OF THE CITY OF CHICO 2020 CLIMATE ACTION PLAN.**

At its 3/5/12 meeting, the Sustainability Task Force received a copy of the initial draft of the 2020 Climate Action Plan (CAP) and held a special meeting on 3/19/12 to begin its review and take public comments on the document. The Task Force will continue its review and public comment on the CAP at today’s meeting.

3. **REPORTS AND COMMUNICATIONS** - No Action Required

- a. **Sustainable Business Recognition Program Update:** The Business Outreach Ad-Hoc Committee will provide an update on the Sustainable Business Recognition Program and logo contest.

4. **BUSINESS FROM THE FLOOR**

Members of the public may address the Task Force at this time on any matter not already listed on the agenda, with comments being limited to three minutes. The Task Force cannot take any action at this meeting on requests made under this section of the agenda.

5. **ADJOURNMENT** – The meeting will adjourn no later than 7:30 p.m. to a regular meeting scheduled for 5:30 p.m. on Monday, May 7, 2012, unless otherwise noticed.

ATTACHMENTS:

Exhibit “A”: Minutes of 3/5/12 Meeting

Exhibit “B”: Minutes of 3/19/12 Meeting

Distribution available from the General Services Department or the City website at www.ci.chico.ca.us under “Meetings/Agendas”

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Members:

Dwight Aitkens
Ken Grossman
Toni Scott

BT Chapman
Jon Luvaas
Jon Stallman

Robyn DiFalco
Jim Pushnik
Krystle Tonga

Tom DiGiovanni
Valerie Reddemann
Scott Wolf

Chris Giampaoli
Ann Schwab, Chair
Julian Zener

EXHIBIT "A"
CITY OF CHICO
SUSTAINABILITY TASK FORCE (STF)

**Minutes of
March 5, 2012 Regular Meeting**

<u>Member Present:</u>				
Dwight Aitkens	BT Chapman	Robyn DiFalco	Tom DiGiovanni	Jon Luvaas
Jim Pushnik	Valerie Reddemann	Ann Schwab	Toni Scott	Julian Zener
<u>Members absent:</u>				
Chris Giampaoli	Ken Grossman	Jon Stallman	Krystle Tonga	Scott Wolf
<u>Staff present:</u>				
Linda Herman, General Services Administrative Manager				
Fletcher Alexander, CAP Preparer/Institute for Sustainable Development				
Ruben Martinez, General Services Director				

ITEMS REQUIRING ACTION:

1. APPROVAL OF THE MINUTES OF THE 1-9-12 TASK FORCE MEETING

Action: Task Force member BT Chapman's motion to approve the minutes as presented was seconded by Jon Luvaas and approved by the Task Force (8-0-7 vote).

2. PRESENTATION OF THE ADMINISTRATIVE DRAFT OF THE CITY OF CHICO 2020 CLIMATE ACTION PLAN.

Fletcher Alexander and City Staff member Linda Herman provided an overview and presentation on the initial draft of the 2020 Climate Action Plan (CAP), which establishes a goal to reduce greenhouse gas (GHG) emissions to 25% below 2005 levels by the year 2020 and provides a suggested plan of actions to meet this goal. A copy of the slide presentation is attached to these minutes. After the presentation, Chair Schwab opened the public comments period on the draft CAP. Comments received included:

PUBLIC COMMENTS:

Mark Stemen:

- Questioned the chart depicted in Figure 2.3 and asked why the x-axis was not labeled. Staff responded that this is a cost-matrix of the potential actions in which the x-axis is \$0 and that anything below the x-axis represents a more cost effective measure to reduce GHG than those above the \$0 x-axis.
- Stated that the plan to conduct a comprehensive GHG inventory between Phase I and Phase II in 2014/15 conflicts with the 2030 General Plan statement that an inventory will be conducted every five years. The last inventory was conducted in 2008 using the data collected from 2005.
- Stated that the actions currently identified and quantified to reduce GHG emissions from the transportation sector does not equate to the 72% transportation sector reduction goal discussed in Chapter II.
- Commented that most of the GHG emissions reductions are targeted to be achieved during Phase II, which is between 2015 and 2020, and questioned the rationale in waiting until 2015 to take action and that it may be too late by then.

EXHIBIT "A"

- Questioned the timing of the approval of the CAP and what happens to planning and development projects brought forth now before the CAP is approved. Commented that he and Butte Environmental Council believe that projects shouldn't be approved before the CAP is adopted.

Robert Stanley:

- Commented that more should be done to reduce energy and transportation, citing the need for light rail and more drastic energy conservation measures, such as those conducted in Europe.

Chris Nelson:

- Commented that the City needs to work with BCAG on transportation planning, since reducing transportation emissions is the key to meeting the City's GHG reduction goal.

Mark Herrera:

- Questioned whether the City had also taken into account the amount of GHG emissions produced from the manufacture of hybrid vehicles and other goods. Staff responded that yes, if they were manufactured in the Chico area.
- He also stated that the concept that we should wait for new technologies before identifying actions for Phase II is not a good approach.

Alan Rhoades:

- Suggested that the CAP and the City consider providing incentives for residents and businesses to use alternative transportation.

Jill Ortega:

- Questioned if and how the purchase of hybrid vehicles by residents and businesses is tracked.

TASK FORCE COMMENTS:

Robyn DiFalco:

- Questioned whether the GHG emissions and other environmental factors regarding the production and disposal of the electric batteries in hybrids was also taken into account. Staff responded that it was important that when measuring GHG emissions against the base year emissions that only those types of emissions counted in the base year should be counted in subsequent years to ensure an "apples to apples" comparison and to not over inflate GHG emissions reductions.

Julian Zenner:

- Also commented on how the Business as Usual graph in Figure 1.4 shows a steep drop and the need for greater GHG emission reductions in Phase II, which may be difficult. Staff responded that the numbers are still being evaluated and that it is likely that the Phase I GHG reduction to reach 5% below 2005 levels is too low, and that it should probably be 10%.

Action: *It was the consensus of the Task Force to schedule a special meeting on 3/19/12 to continue its discussions on the draft CAP.*

EXHIBIT "A"

NON ACTION ITEMS:

- **REPORTS AND COMMUNICATIONS** - No Action Required
- **Sustainable Business Recognition Program Report:** The Business Outreach Ad-Hoc Committee provided a report on its 2/6/12 and 2/29/12 meetings and the development of the Sustainable Business Recognition Program. The Committee also discussed the logo design contest with Pleasant Valley High School students.
- **"Spare the Air Week" Update:** The Education and Outreach Ad-Hoc Committee provided a report on its meeting on 2/8/12 and indicated that an alternative transportation campaign will be held in conjunction with the national Air Quality Awareness Week from April 30 - May 4, 2012. Butte County Association of Governments, who administers the B-Line Regional transit system, has offered to host a "ride the bus for free" day on May 4, 2012.

A member from the public suggested that the Task Force consider supporting banning smoking within 20 feet from entrances to store fronts downtown as part of its "Spare the Air" campaign. Chair Schwab responded that the Internal Affairs Committee has been addressing this item and will be making recommendations to the Council at a future meeting.


- **Plastic Bag Ordinance Update:** Staff informed the Task Force's that its recommendations regarding whether the City should consider establishing an ordinance to ban or restrict "single-use" plastic bags will be considered by the Council at its meeting on Tuesday, March 6, 2012.
- **"This Way To Sustainability Conference VII" (TWTS VII) Report:** Participating Task Force members reported on the presentations, one regarding the PG&E Pilot Innovators Grant Program and the other on the Sustainable Business Recognition Program, that were given at the TWTS VII Conference held at CSU, Chico on March 1-3, 2012.

- **BUSINESS FROM THE FLOOR**

Chris Nelson suggested that the proposed Sustainable Business Recognition Program encourage businesses to clean up the grounds around their business and operations.

Robert Stanley announced that he is wanting for form a statewide sustainable political action committee and asked if anyone was interested in participating.

- **ADJOURNMENT** – The Task Force adjourned at 7:20 p.m. to a special meeting scheduled for 5:30 p.m. on Monday, March 19, 2012 in Conference Room 1, 421 Main Street, Chico.



CITY OF CHICO 2020 CLIMATE ACTION PLAN

Overview of Plan Components

Chico Climate Action History

Chico City Council authorizes Mayor to sign US Conference of Mayor's Climate Protection Agreement November 3, 2006

- 315th City in the nation to sign the agreement. First Northstate City to sign
- Signature Cities commit to strive to meet Kyoto Protocol greenhouse gas reduction (7% GHG reduction from 1990 levels)

■ **Sustainability Task Force formed March 2007**

- Make recommendations on how to implement the Mayor's Agreement
- Make recommendations on initiatives that will reduce greenhouse gas (GHG) emissions
- Advise Council on other Sustainability issues and items.



ICLEI Climate Action Milestones



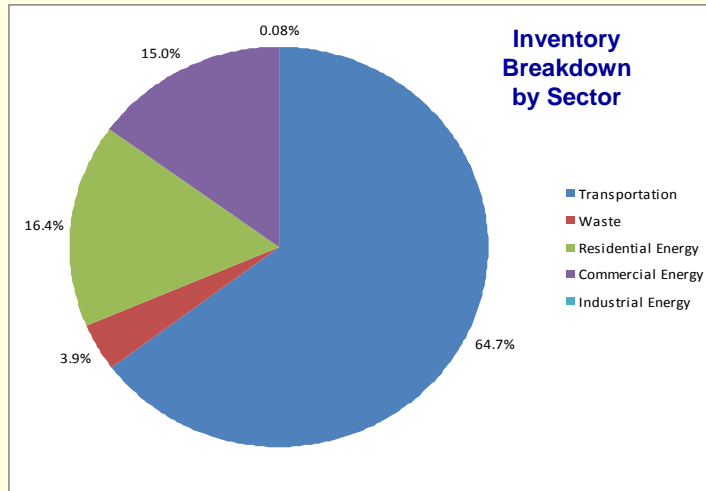
STF Accomplishments

- **Conducted Baseline Greenhouse Gas (GHG) Inventory**
 - ICLEI software used to inventory GHG Emissions for City and Community. Established base year of 2005.
- **Set Target GHG Reductions**
 - City Council approves reducing emissions to 25% below 2005 levels by 2020.
- **Assisted in the preparation of the Sustainability Element of the City's 2030 General Plan**
- **Climate Action Plan**



EXHIBIT "A"

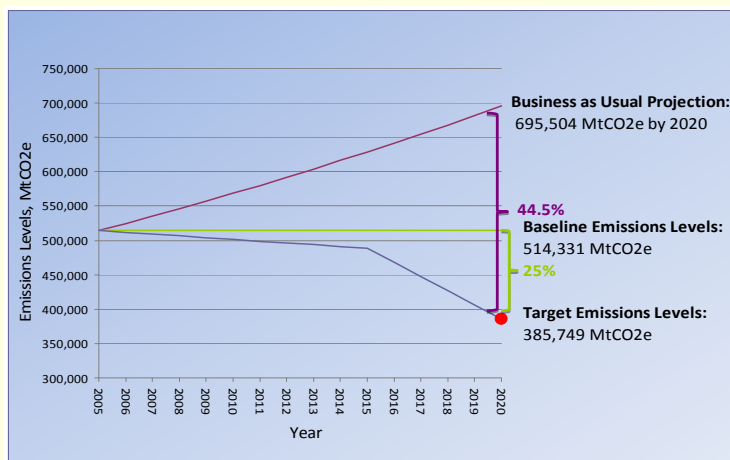
2005 Emissions Inventory Results



Total 2005 Emissions: 514,332 MteCO₂



Emissions Inventory Baseline and Projections



Climate Action Plan Targets

- **Phase I Target:** Reduce GHG emissions to 5% below 2005 levels by the end of 2015.
= Total Reduction of 140,103 MtCO₂e per year
- **Phase II Target:** Further Reduce GHG emissions to 25% below 2005 base year levels by end of 2020.
= Total Reduction of 169,653 MtCO₂e per year
- **Total GHG Reductions: 309,756 MtCO₂e**



Sector Goals

- The Goal is to Reduce Relative GHG Emissions from the Following Sectors:
 - Transportation
 - Energy & Water Conservation
 - Solid Waste
 - Community Outreach
 - Sustainable Business Program
 - Outreach and Education Committee
 - PG&E Innovators Pilot Program
 - Sustainability Website



Mitigation Actions

- More than 80 potential GHG reduction measures identified by the Sustainability Task Force and City Staff.
 - The majority promoted in the 2030 General Plan

- Chose Actions based on:
 - GHG reduction potential
 - Costs
 - Feasibility
 - Other benefits associated with the measures (i.e. energy savings)

How GHG Reduction Actions Count

- To count a GHG emission reduction action, the act must affect a change or reduction in an emissions-producing activity from the way it was emitting GHG in 2005, or change the manner in which it was projected to emit GHG in subsequent years (Business as Usual).

How Their Impact is Quantified

“Emissions Factors”

What per unit impact, measured in MteCO₂, an action will have on reducing aggregate emissions levels *per year*

These factors are developed and reassessed by the EPA. They assume some generalizations based on national averages; but CAPPAs also allows for customization using local conditions.

SOURCES FOR ESTIMATING GHG EMISSION REDUCTIONS

- ICLEI’s Climate and Air Pollution Planning Assistant (CAPPAs) software. Provides standard assumptions for the different measures and allows for local inputs.
- Environmental Protection Agency (EPA)
- Energy Emission Factors from PG&E
- U.S. Department of Energy
- CalTrans
- Other GHG Reduction Protocols



For Example

■ Hybrid Cars

- Emissions Factor: 3.29 MteCO₂/yr
- Unit Input: 1 Car
- CAPP Assumptions:
 - 12,042 Average Annual Miles Per Vehicle
 - 46 MPG hybrid, 19.7 MPG avg for replaced vehicle
 - Fuel consumption: 262 gallons vs. 611 gallons/yr
 - 0.0094127 MteCo₂ emissions/gallon of gasoline
 - (611 gals -262 gals)*0.0094127= **3.29 MteCO₂ reduced/yr**

Identified Emissions Reductions Between 2005-2015

- Identified GHG reduction actions taken by the City and the community since the 2005 base year.
- The impact of the existing local actions and potential new actions are estimated to reduce GHG emissions levels by **77,459 MteCO₂** annually by the end of 2015.
- Examples of early action leaders include:



EXHIBIT "A"



Examples of Some Phase 1 Actions

- ❑ LED Street Lights
- ❑ Lighting Upgrades
- ❑ HVAC Control Retrofits
- ❑ Chiller Retrofits
- ❑ PC Power Management
- ❑ Additional Hybrid Vehicles
- ❑ Additional Acreage on Central Irrigation Controls
- ❑ Weatherization/ Energy Audits- Pilots
- ❑ RECO
- ❑ New Bike Path- Hwy 99 Corridor
- ❑ New Bike Path- 2nd Street
- ❑ Franchise Waste Zones
- ❑ Expanded Bus Routes
- ❑ Household, School Outreach
- ❑ Business Climate Partnership
- ❑ Workshops
- ❑ Website
- ❑ Landfill Gas Capture
- ❑ Additional City Composting



Implementation Monitoring

- Key to implementation success will be continual monitoring of:
 - Local Emissions Levels
 - External Impacts
 - Action Implementation Success
 - Best Practices and New Technology
 - Grant/Funding Availability
 - Changes in Grid Mix and in Input Price Levels



Phase II Amendment Process

- At the end of Phase I conduct a second GHG inventory.
- Review Success of Phase I Actions
- Review Success of External Actions
- Phase II Actions Will be Selected Based on:
 - Additional GHG emissions reductions needed
 - Cost-Benefit Analysis
 - Available Funding
- CAP Amendment Approved by Council through Public Review Process



Climate Action Plan Timeline

- March-April 2012: Public Comment Period of Draft CAP (STF meetings in March and April)
- April-June 2012: Environmental Review
- April-June 2012: Preparation of Final CAP
- July-August 2012: Release of Final CAP
- September 2012: Council Approval



Contact Information

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EXHIBIT "B"
CITY OF CHICO
SUSTAINABILITY TASK FORCE (STF)

Minutes of
March 19, 2012 Regular Meeting

<u>Member Present:</u>				
Dwight Aitkens	BT Chapman	Robyn DiFalco	Tom DiGiovanni	Jon Luvaas
Jim Pushnik	Valerie Reddemann	Ann Schwab	Toni Scott	Jon Stallman
Scott Wolf	Julian Zener			
<u>Members absent:</u>				
Chris Giampaoli	Ken Grossman	Krystle Tonga		
<u>Staff present:</u>				
	Linda Herman, General Services Administrative Manager			
	Fletcher Alexander, CAP Preparer/Institute for Sustainable Development			
	Brendan Vieg, Principal Planner			

ITEMS REQUIRING ACTION:

1. CONSIDERATION OF THE ADMINISTRATIVE DRAFT OF THE CITY OF CHICO 2020 CLIMATE ACTION PLAN.

At its 3/5/12 meeting, the Sustainability Task Force received a copy of the initial draft of the 2020 Climate Action Plan (CAP). The Task Force adjourned to a special meeting scheduled for today to begin the formal review and to receive public comments on the CAP. A revised copy of the initial draft of the CAP with the appendices was distributed at the meeting and posted on the City's website under the Sustainability Task Force agenda page.

Staff provided a brief report on the revisions made to the draft CAP which include the following:

- a. Staff reviewed and double checked all of the actions and the calculations of the GHG emissions reductions associated with those quantifiable actions and revised the numbers where applicable.
- b. The CAP now includes and references the Appendices A-F that provide the 2008 GHG emissions inventory and the backup documentation for the information presented, including how the GHG emissions reductions for certain actions were calculated.
- c. Revised the Phase I target GHG emissions reduction from achieving a level that is 5% below 2005 emissions levels by 2015 to 10% below 2005 levels, with the remaining 15% reductions to be achieved in Phase II (2015-2020).

After the staff report, Chair Schwab opened the meeting for comments on the draft CAP. Comments received included:

TASK FORCE MEMBER COMMENTS:

Ann Schwab:

- Asked staff whether the General Plan required that a GHG inventory be conducted every five years. Principal Planner Brendan Vieg commented that the General Plan does not mandate that a GHG inventory be conducted every five years, but provides that as a suggestion.
- Asked staff about the environmental review (CEQA) section of the document and whether the CAP will assist in the environmental review of future development projects. Staff responded that the CAP contains the components required by SB 97 (legislation requiring that GHG emissions be considered during the CEQA), but that there are still some decisions to be made

EXHIBIT "B"

in determining what level the CAP will play in the environmental review process. Task Force member Tom DiGiovanni also provided comments regarding this topic and agreed that the applicability of the CAP on the environmental review process is yet to be determined statewide.

Jon Luvaas:

- Task Force member Jon Luvaas provided written comments, which are attached to these minutes as Attachment "1". The Committee reviewed comments 1-9 and it was the consensus of the Task Force to accept these suggested revisions to the CAP. The remaining items will be discussed at the Task Force's 4/2/12 meeting.

BT Chapman:

- Task Force member BT Chapman submitted an email with a list of questions and comments on the CAP, which is attached to these minutes as Attachment "2".
- In particular Chapman and several other Task Force members commented further on the wording in the CEQA section in Chapter 1, stating that it was very difficult to understand and should be rewritten.

Toni Scott:

- Task Force member Toni Scott provided suggested language changes to several sections in Chapter 1. Also stated that some sections should be footnoted with the source or sources of the information presented. These minor changes were agreed upon by the Task Force and staff.

Julian Zenner:

- Had some questions about the GHG inventory in Appendix "A," questioning why the commercial and residential sector emissions depicted in figures 3.5 and 3.7 in the inventory almost doubled between 2004 and 2005. Mark Stemen, who worked on the inventory, responded that it was possibly due to the availability (or lack of) emissions information in the 2003 and 2004 years as compared to information available for 2005 and 2006. Staff agreed to examine the data for these charts.

PUBLIC COMMENTS:

Mark Stemen:

- Stated that he believed that a comprehensive GHG emissions inventory should be conducted now so that it is known for sure where the City and the community are in terms of current GHG emissions reductions. Task Force members Jim Pushnik, Jon Luvaas and Robyn DiFalco stated that they, too, would be interested in seeing an inventory conducted. Staff said that they will be tracking the factors that contribute to GHG emissions, such as fuel use (gasoline and diesel), energy use (therms and kWh), and waste disposed, annually. This will quantify emissions, but will not be sector specific.

Staff also noted that conducting a comprehensive inventory will take funding and time which could delay the approval of the CAP. The Task Force agreed that they did not want to delay the CAP process and that tracking of these factors would be ok for now until a full GHG inventory could be conducted.

- Questioned why wait until Phase II (2015) to implement some of the actions or why phase the implementation of actions at all. Believes that GHG emissions are increasing at an alarming rate and all of the actions should be taken now.
- He also stated that he believed that future development projects should not be approved by the City until a CAP is adopted.

Action: *The Task Force continued its review of the CAP to its 4/2/12 regular meeting.*

EXHIBIT "B"

NON ACTION ITEMS:

2. **REPORTS AND COMMUNICATIONS** - No Action Required
 - a. **Plastic Bag Ordinance Update:** Staff informed the Task Force's that at its 3/6/12 meeting the City Council decided to pursue researching a possible plastic bag ordinance and forwarded the further review of this item to the Council's Internal Affairs Committee. Staff also informed that the plastic bag discussion is tentatively scheduled for the May Internal Affairs Committee meeting.

3. **BUSINESS FROM THE FLOOR:** NONE

4. **ADJOURNMENT** – The Task Force adjourned at 7:30 p.m. to a regular meeting scheduled for 5:30 p.m. on Monday, April 2, 2012 in Conference Room 1, 421 Main Street, Chico.

EXHIBIT "B"

ATTACHMENT "1" (CAP Comments from STF Task Force Member Jon Luvaas)

ADDITIONS TO DRAFT CLIMATE ACTION PLAN

1. Page 4, bottom: Add to the benefits list: “and greater resilience to the effects of climate change and potential energy shortages.”
2. Page 5, line 3, begin sentence with “Implementation” instead of “Adoption”.
3. Page 5, fourth paragraph, begin the last line as follows: “decreased *per capita* consumption...” (Total citywide consumption will continue to increase.)
4. Page 8, under Water Supply, final paragraph, last line, add “hydropower”
5. Page 8, under Water Supply, include a paragraph regarding groundwater, which Chico relies upon far more than surface storage. Diminished stream flows will reduce the primary source of groundwater recharge, while reduced surface storage will increase agricultural reliance on groundwater. This combination is likely to severely overdraft our groundwater supply, particularly during peak periods of drought and heat, and especially if Southern California water demands result in significant surface water transfers.
6. Page 9, under Ecosystems, include a paragraph regarding the impacts of decreased water supply on ecosystems which rely on consistent recharge of shallow aquifers from rain, snow melt, springs, and stream flow. This includes forests and their habitat, urban forests and their shade, and aquatic habitat and other species dependent on shallow aquifers to retain healthy streams, lakes, and ponds.
7. Page 9, under Economic Impacts, add that *diminished reservoir storage will reduce hydropower production, impacting the supply and cost of energy for business, industry, agriculture, and domestic use.*
Also amend a portion of the last line to read: “... increased food *and* lumber costs, ...”
8. Page 10, under International Climate Action, line 4, amend the third sentence and insert a new sentence as follows:
“~~It has been~~ *was* estimated that, if the commitments outlined in the Kyoto Protocol ~~are had been~~ met, global GHG emissions ~~could be~~ *would have been* reduced by an estimated 7% from 1990 levels by 2012. *However, due to international failure to meet the Kyoto commitments, the rate of U.S. and global GHG emissions accelerated during the target period.*”
9. Page 10, under Federal Climate Action, amend the first sentence to read:
“In lieu of the Kyoto Protocol’s mandatory framework, the United States has opted for a voluntary, incentive-based approach toward *reducing its 25% of the world’s global warming pollutants.*” (Note that the U.S. Mayors Climate Protection Agreement adopted by the City acknowledges this reality.)

EXHIBIT "B"

10. Page 33, 1.10.1, amend the third line to read:
“... impacts that various types of development have on City services, infrastructure costs, and efforts to reduce GHG emissions.”
11. Page 34, under 1.13, Corridor Management and Traffic Calming, add a provision to improve traffic flow by ceasing the use of stop signs as a traffic calming measure and to remove stop signs not needed for intersection safety.
12. Page 35, add a new item 1.18: “Enforce anti-idling policies for public and private vehicles.”
13. Page 35, under Transportation Objective 2, item 2.1, reconsider carte blanche support for biodiesel. Depending on its source, its production can require significant carbon fuel, produce significant GHGs, and drive up food costs and scarcity.
14. Transportation Sector goals lack a provision to reduce the size and fuel requirements for the City’s non-vehicular equipment, such as fire trucks and machinery, which are often vastly oversized, inefficient, and expensive for many of their uses. Larger fire trucks also require oversized residential streets, which add to construction, maintenance and housing costs, heat, and energy use.
15. Page 36, item 2.4, Electric Vehicle Charging Stations, add a provision requiring new larger residential and commercial projects to provide electric vehicle charging stations, including capacity for expansion.
16. Page 38, item 1.3, second paragraph, add a provision for information to residents and businesses regarding the availability of rebate or other cost-reduction programs.
17. Page 39, amend the top line to begin with: “businesses, *and contractors* to install ‘cool roofs’”
18. Page 41, under Energy Objective 5, amend the 3d line, to read: “... atmosphere, and by shading our homes ~~and~~, office buildings, *and streets*, thereby reducing air conditioning....”
19. Page 45, under 2.1, 3d line from bottom, insert “*education and*” after “provide” so it reads: “... to provide *education and* financial incentives”
On the next to the last line, insert a sentence after “yard waste recycling programs”:
“*Provide education to promote home and business composting practices.*”
20. Page 49, top line, instead of saying an evaluation will be “conducted during 2015”, it must be “*completed by early 2015*” to enable the rest of that year’s important work to be done that year.
21. Page 52, top line 2.2: Same caveat as above: the use of biofuels should depend on the availability of low energy, low GHG emissions production processes that don’t impact food costs.
22. Page 54, under 4.2, line 3, amend to read: “facilities by *at least 10%....*” And consider

EXHIBIT "B"

raising that modest figure to as much as 50-100% .

23. Page 54, item 5.2, amend the last line to read: “*projects, such as development impact fees, or requiring offsite tree planting or other measures to offset project-related transportation emissions.*”
24. Page 55, add to the last line of item 6.1, “*and may require grey water systems where appropriate for new development.*”
25. Page 57, under 1.1, 4th line, insert “least” before 75% so it reads “*at least 75%...*”
26. The CAP needs a Phase II program to develop Phase 3+ goals, policies and programs extending well beyond the 2020 25% goal.
 - a. General Plan Action SUS-6.2.3 commits the City to “Review and revise as necessary the Climate Action Plan to reduce greenhouse gas emissions consistent with the City’s 2020 emission reduction goal, and revisit the need for new goals beyond 2020.”
 - b. Step 5 of the Sustainability Task Force Work Plan commits us to design the CAP “to meet the 25% GHG emission reduction goal by 2020, *with the long term goal of achieving a greater percentage decrease by 2050.*”
 - c. More specifically, AB 32 requires an 80% statewide reduction of GHG emissions by 2050.
 - d. Since the CAP doesn’t yet address our larger goal of greater reductions by 2050, the CAP needs a Phase II program to develop Phase III goals, policies, and programs before 2020.

EXHIBIT "B"

From: BT Chapman <btc05@earthlink.net>
To: Linda Herman <LHERMAN@ci.chico.ca.us>
Date: 3/16/2012 1:26 PM
Subject: re: climate action plan

hi:

Maybe this document and one you may receive from jon luvaas could be used as a starting point for Monday's discussion.

Page 13 Chico committed to take 3 actions under the uscmcpa. Do we have a status on progress to the commitments?>

Page 14 cap and ceqa section. 1st sentence in paragraph 3; SB 226 what does this sentence say in english?

Page 15 last paragraph. Again, what does this sentence say in english?

Page 17, paragraph 2. What discipline allows a valid caparison of combined growth rate to population growth?

Page 19 - cap timeline and targets. Paragraph 2 sentence 2 if phase 1 has ended how do we go back and revise phase one action plans?

Page 21 sector goals. 1st sentence. Do we explain the methodology used to identify the 5 emissions sectors identified in the GHG inventory?

Page II. Paragraph 1.10.2 last sentence seems incomplete.

Page 34 paragraph 1.13 the paragraph after the 5 bullets; first sentence 10-20% reduction from what base point?

paragraph 1.145 can it be more specific about types of "new projects" that would include conditions for bike paths?

Page 35 top of page; last sentence. Is it possible to establish assigned given areas for haulers to serve? Doesn't that stifle competition? What do the haulers say?

1.16. Sentence 4 what is a "walking school bus"?

1.17 bullet #2 what does this say in english?
bullet #5 provide alternate modes of what?

bullet #6 what do pathways contribute to GHG emissions?

Page 37 energy sector actions. Paragraph 2 1st line. Is there a more common word for "evapotranspiration"?

Page 38. 1.3. Paragraph 1 last line. Energy use reduction of 30% from what baseline?

Page 39 2.3 paragraph 2. Define "income-qualified renters" and define "older homes" qualifying for retrofit.

2.5. Define "older middle-income homes.

EXHIBIT "B"

Page 45. 3.1 5th line. Downtown should be downturn.

Page 51 1.3 1st sentence. 8% reduction from what base point or compared to what?

B T CHAPMAN