



Sustainability Task Force

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

Meeting of June 2, 2008 – 3:00 p.m. to 5:00 p.m.

Council Chamber Building, 421 Main Street, Conference Room No. 1

AGENDA

1. **Consideration of the Greenhouse Gas and Criteria Air Pollutant Emissions Inventory (ICLEI Audit) and Emissions Reduction Target.**

At its 5/5/08 meeting, the Task Force reviewed the draft report on the Greenhouse Gas (GHG) and Criteria Air Pollutant Emissions Inventory prepared by the CSU, Chico Research Foundation. The Task Force will continue its review of this report and will be discussing establishing a potential GHG emissions reduction target for City Council consideration - Additional information attached.
2. **Discussion of Summer Meeting Schedule**
3. **Reports and Communications** - None
4. **Business from the Floor** – Members of the public may address the Committee at this time on any matter not already listed on the agenda, with comments being limited to three minutes. The Committee 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 5:00 p.m. The next meeting of the Sustainability Task Force is scheduled for June 16, 2008 - unless cancelled. All meetings are held from 3:00 p.m. – 5:00 p.m. in Conference Room No. 1 in the Council Chamber Building.

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Chico City Clerk's Office
411 Main Street, Chico, CA 95928
(530) 896-7250



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Members:

Jason Bougie
Jim Goodwin
Dr. Scott G. McNall
Jim Stevens

Kristin Cooper - Carter
Ken Grossman
Jim Pushnik
Scott Wolf

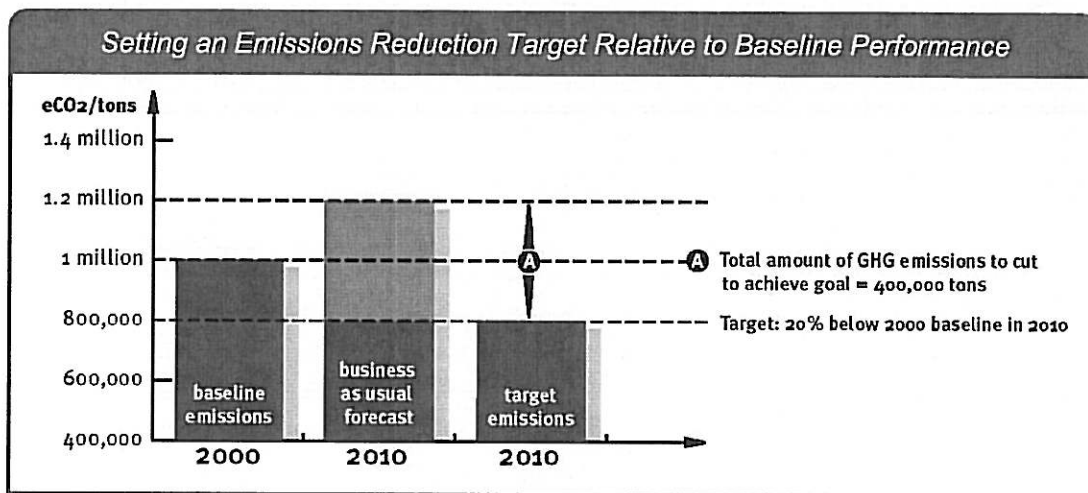
Tom DiGiovanni
Amelia Gulling
Tami Ritter
Julian Zener

Chris Giampaoli
Jon Luvaas
Ann Schwab, Chair

Milestone 2: Setting the Target

The GHG Emissions Reduction Target

The greenhouse gas (GHG) emissions reduction target represents a specific quantified emissions reduction goal. Most often, this is the percentage by which a local government plans to reduce GHG emissions in its community and/or government operations below base year levels by a chosen future target year. An example of a reduction target might be a 20% reduction in GHG emissions below 2000 base year levels by the target year 2010. Thus, if your jurisdiction's 2000 emissions were 1 million tons of CO₂e, its aim would be to reduce total emissions from your community to 800,000 tons in 2010, regardless of any projected growth in emissions between the base and target years (see graph below).



Why Set a Target?

A target gives the Climate Action Plan a tangible, specific goal without which the Plan would merely be a collection of nice ideas and strategies. A target provides an objective toward which to strive and against which to measure progress. It allows a jurisdiction to quantify its commitment to fighting global warming—is the jurisdiction serious enough about this commitment to adopt a significant target, or is this just a nebulous commitment with good intentions?

When and How Should We Adopt the Target?

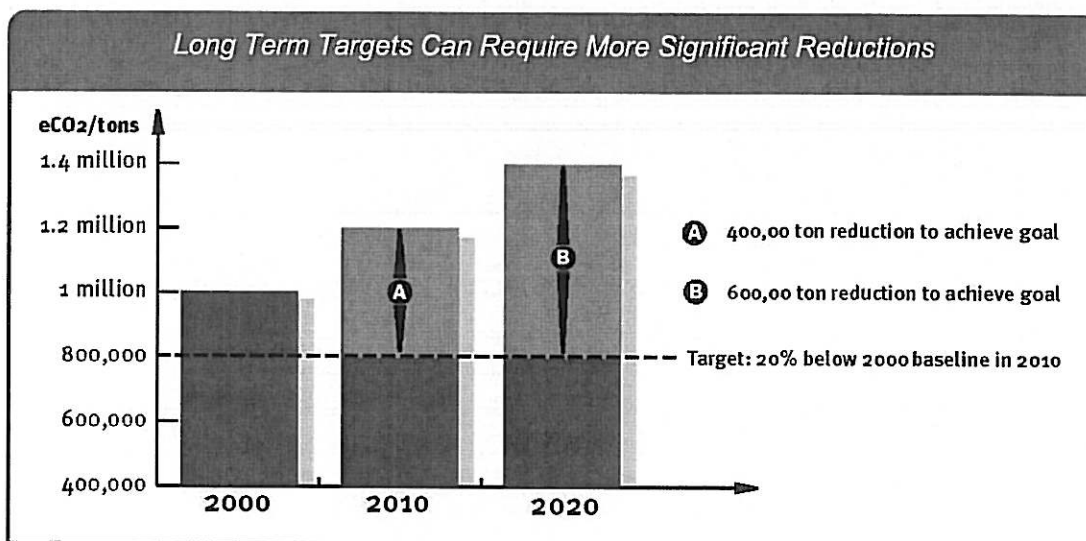
Some communities adopt an emissions reduction target at the outset. Others conduct their emissions inventory and forecasts and evaluate existing and potential measures

before officially adopting their target. Choose the path that best fits your local circumstances.

In many communities it will be necessary for the governing body—the City Council, the Board of Supervisors or Alders, the Mayor in a strong mayoral jurisdiction, etc.—to officially adopt the target. How this is done and what level of public input should be included in the adoption process will depend on local practice.

What Should It Be?

Should the target be low and easy to achieve? Should it be high and stimulate creativity and innovation? It would be simple for jurisdictions to opt for the easy way out and choose a target of minimal significance that would be easy to achieve. It is tempting to compile a list of existing actions the city or county is already implementing that reduce emissions and adopt a target that does not require further effort. But that would defeat the purpose of a Climate Action Plan, which is to have a meaningful impact on global warming.



There are several issues involved in setting a reduction target. Your local government will want to give itself enough time to implement the measures in its Climate Action Plan and achieve its reduction goal—but note that the farther out the target year is, the more your local government might be pledging to reduce (see graph above). You might also want to quantify existing measures to determine how far your jurisdiction has already come in reducing emissions, before deciding what the target should be.

ICLEI recommends that regardless of your chosen long-term (e.g., 15-20 year) emissions reduction target, it is advisable to establish interim targets for every 2-3 year period. Near-term targets facilitate additional support and accountability, and help to ensure continued momentum around your local climate protection efforts.

Most local governments participating in ICLEI's CCP Campaign choose to establish long-term GHG emissions reduction targets of approximately 15% below baseline emissions to be met within a 15 to 20 year period. ICLEI recommends considering a long-term emissions reduction target of at least this level.

Adopting a significant reduction target is an important beginning. Because the CCP is a voluntary program, a local government can refine and increase its goal as it develops the Climate Action Plan and gets a better idea of what targets are feasible.

Ecological necessity presents a compelling argument to go further and adopt a more aggressive goal, even if it means a jurisdiction must work harder. In order to slow global warming, the human community must achieve significant reductions in greenhouse gas emissions and must achieve the reductions soon. The preponderance of scientific opinion is in agreement that we must reduce greenhouse gas emissions a minimum of 20% below 1990 levels in order to stabilize the climate.

Today, the human community is producing about twice as much CO₂ as the earth's various natural carbon sinks (oceans, forests, etc.) can absorb. That means that even if we were to stabilize emissions at current levels, greenhouse gas concentrations in the atmosphere would continue to increase markedly. IPCC research implies that we need to achieve closer to a 60% reduction below 1990 levels to significantly slow global warming. According to the IPCC, "a range of carbon cycle models indicates that stabilization of atmospheric carbon dioxide...could be attained only with global [human-caused] emissions that eventually drop to substantially below 1990 levels."

The longer we wait to achieve serious reductions in greenhouse gas emissions relative to business-as-usual practices, the more drastic those reductions will need to be. In the CCP resolution to develop a local climate protection plan, your governing body committed to taking a leadership role in combating global warming by reducing greenhouse gas emissions. It can do this by adopting an aggressive, ecologically meaningful target that will prompt creativity and innovation, along with near term milestone targets to build momentum.

CO₂ Reduction Targets of Select CCP Jurisdictions		
Jurisdiction	% Below Baseline Emissions	Target Year
Austin, TX	10-20%	2010
Berkeley, CA	15%	2010
Burien, WA	10%	2010
Burlington, VT	10%	2005
Chula Vista, CA	20%	2010
Durham, NC	5%	2025
Hillsborough Co., FL	20%	2010
Miami-Dade Co., FL	20%	2005
Minneapolis, MN	20%	2005
Oakland, CA	15%	2010
Portland, OR	20%	2010
Saint Paul, MN	20%	2005
Takoma Park, MD	20%	2010
Toledo, OH	20%	2020
Tucson, AZ	20%	2010

Once your local government has adopted a GHG emissions reduction target, be sure to email or fax your jurisdiction's target-setting resolution to ICLEI at:

ICLEI— Local Governments for Sustainability
 Cities for Climate Protection Campaign
 436 14th Street, Suite 1520
 Oakland, CA 94612
 Phone: 510.844.0699
 Fax: 510.844.0698
 Email: iclei_usa@iclei.org
 Web: www.iclei.org/usa

How to Build an Action Plan for Climate Protection:

The Experience of Fort Collins

There are as many ways to develop a local climate protection plan as there are cities and counties in the United States. The purpose of this fact sheet is to demonstrate the approach taken by one local government. The City of Fort Collins, Colorado, used an inclusive strategy, gaining support early on from City departments and staff and the community.

SETTING UP THE PROCESS

In order to ensure early support at the municipal level for the Local Action Plan, a Project Advisory Committee was established to oversee development of the Plan. Getting buy-in for the concept of a climate protection strategy and participation in developing the Plan was key at this early stage in the process. The Project Advisory Committee therefore included representatives from City departments and citizen boards of the City Council that would be elemental in designing and implementing the Plan, such as:

- Building and Zoning
- Facility Services
- Fleet Services
- Forestry
- Natural resources
- Parks and recreation
- Purchasing
- Transportation Planning
- Travel demand management
- Utilities

The City invited local businesses, environmental organizations, and scientists to participate on a Citizen Advisory Committee. This committee included representatives from four citizen boards of City Council as well as the Chamber of Commerce, Sierra Club, Colorado State University, and the U.S. Geological Survey. The primary objectives of the committee were to build consensus for the project early on and to ensure coordination with programs already in place that contribute in one way or another to climate protection. Additionally, Fort Collins formed the Staff Technical Committee, which functioned as a direct link to individual City departments to determine if the proposed measures would work with existing policies.

Both of these committees oversaw development of the Plan and were great sources of ideas on potential new programs and activities to reduce local greenhouse gas emissions. In order to decide which measures to include in the overall plan, a set of criteria were developed to evaluate each suggestion on the basis of technical or logistical limitations, the size of the potential GHG reduction, cost, and political feasibility. Each committee conducted a prioritization process for measures in the Plan. A lead staff person in the Natural Resources Department provided much of the logistical support for the committees, with assistance from a local pollution prevention consultant.

Developing the Plan

Once staff and contractor resources were in place, an oversight mechanism was set up and buy-in from key departments and other stakeholders assured, Fort Collins followed a straightforward process to develop its Local Action Plan based on six concrete steps.

Step 1. Identify and measure effectiveness of existing GHG reduction policies and programs

The consultant gathered information on the advantages and disadvantages of existing programs, plans for future programs, and reasons for retaining or eliminating certain programs. To accomplish this, she personally interviewed appropriate city staff and community members. This generated information on the range and effectiveness of current energy conservation, transportation and solid waste reduction programs, both existing and planned. This analysis considered programs within and outside of City government.

Step 2. Identify new programs and estimate local feasibility and cost-effectiveness

The consultant gathered information on alternatives suggested by the committees for inclusion in its Local Action Plan. This step was more research-oriented, and the consultant used the internet, professional contacts, existing published documents, and her own technical experience to evaluate choices. In order to help estimate the potential GHG emission reductions from alternative new measures, information was collected from cities and counties that had implemented similar policies and programs. The result was a compilation of alternative measures and their local feasibility.

Step 3. Set reduction target and write the Local Action Plan

The committees met regularly to review the information gathered in Steps 1 and 2. The GHG reduction goal was identified after evaluating which measures could reasonably be accomplished by 2010. The contents on the LAP included:

- Baseline inventory and forecast of GHG emissions
- GHG reduction target of 30% below 2010 levels
- Recommended set of strategies for meeting the target
- Budget needs for recommended strategies
- Recommendation for public education and outreach
- Monitoring and evaluation plan for determining progress

Step 4. Build public support for Plan

Key staff and the consultant developed public participation strategies. Public meetings were held to introduce the plan to the public and gather comment. The first public event, held at the beginning of the process, included a presentation on sustainable building practices and an introduction to Fort Collins' participation in the CCP Campaign. Eighteen months later, after the draft plan had been completed, the City hosted another public open house to gather comments. An internal open house for City employees was held as well. At the conclusion of the comment period, the committees reviewed the comments and evaluated which changes were necessary to include in the Local Action Plan.

Step 5. Receive City Council approval of the Local Action Plan

One study session was held with City Council midway through the process to obtain guidance on plan direction. Following completion of the draft Plan and public comment, staff presented a resolution to Council for adoption of the Plan. Council adopted it largely because of public support as well as success in meeting the intent of previous Council direction.

Step 6. Prepare for implementation of the Local Action Plan

When adopting the Plan, City Council established a municipal Energy Management Team to develop an implementation schedule for measures contained in the Plan. Budget requests were made to begin implementing the Plan in the next budget cycle. The adopting resolution also called for a biennial report to be submitted to City Council evaluating past GHG reduction efforts and recommending future measures for consideration beyond those included in the Plan.

What's in the Plan?

The City of Fort Collins included a number of emissions reduction strategies in its Local Action Plan, crossing all sectors of local government and community activities. Sample measures include:

TRANSPORTATION

Support Fort Collins-Denver Rail

Strong citizen support exists for the development of a light rail line between Fort Collins and Denver. Fort Collins' Local Action Plan recommends building local transportation infrastructure to accommodate or improve access to potential future rail links. The Plan estimates that between 15,000-50,000 tons of CO₂ would be reduced from the construction of a rail link.

Promote Teleworking

In addition to developing an internal City policy supporting telecommuting, the Transportation Department conducts outreach to local businesses, providing information about the benefits of telecommuting. 3,076 tons of CO₂ will be eliminated in 2010 if 5% of citizens telecommute twice a month.

ENERGY

Replace traffic signals with LED's

The City of Fort Collins is replacing incandescent traffic signals with LED's, which consume less energy, last longer, and require less maintenance. Converting all intersections to LEDs could save the City 3,137 tons of CO₂ and \$101,961 each year.

Increase use of wind energy through green pricing programs

10,256 tons of CO₂ will be saved yearly by 2010 by encouraging, facilitating, and regulating energy efficiency and the use of renewable energy resources. This process will involve both the public and private sectors and will involve information and educational services, financial incentive programs, requirements and incentives in the planning process, and enforcement of regulations such as the Energy code.

SOLID WASTE

Achieve 50% waste diversion by 2010

The City will achieve a 112,787 ton CO₂ savings by 2010 through the expansion of the existing recycling center, the construction of a central drop-off site, and expanding public outreach efforts on recycling.

VEGETATION

Plant trees citywide

125 tons of CO₂ will be saved by 2010 by offering matching funds to nonprofits to plant trees, paired with an education campaign promoting tree planting.

PURCHASING

Buy efficient fleet vehicles

This program will provide an aggressive education campaign encouraging City departments to purchase smaller, fuel-efficient vehicles.

Develop "Green Guide" for environmental products

Fort Collins is developing a guide for purchasing environmentally preferable products for distribution to Fort Collins residents.

EDUCATION AND OUTREACH

Develop global warming teacher kits for schools

This measure will be modeled after other successful public education curriculums, such as Chula Vista, CA. The teacher kits will include lesson plans that discuss greenhouse gases, global warming, and energy efficiency.