

Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, California 94109

## APPROVED MINUTES

Air Quality Planning Committee  
1:00 p.m., Wednesday, April 12, 2006

- 1. Call to Order – Roll Call.** Chairperson Hayes called the meeting to order at 1:07 p.m. Present: Stan R. Hayes, Chairperson, Ken Blonski, Harold Brazil, Irvin Dawid, Emily Drennen, Fred Glueck, John Holtzclaw, Ph.D., Kraig Kurucz, Ed Proctor.
- 2. Public Comment Period.** There were no public comments.
- 3. Approval of Minutes of Joint Technical & Air Quality Planning Committee Meeting of February 7, 2006.** Dr. Holtzclaw moved approval of the minutes; seconded by Mr. Glueck; carried with Mr. Hayes abstaining.
- 4. Climate Protection Planning:** Abby Young, Director of Strategy Planning for the International Council for Local Environmental Initiatives (ICLEI) Local Governments for Sustainability, stated that ICLEI is now known as “Local Governments for Sustainability.” Its mission is to address global environmental problems through local environmental action. It conducts the largest program internationally and in the United States for addressing global warming. The “Cities for Climate Protection Campaign” began in 1995 and began to develop protocols for greenhouse gas emissions (GHGs) on a local level.

ICLEI engages local government through a five step process: (1) development of a baseline inventory; (2) adoption of an emission reduction target; (3) development of a local action plan; (4) implementation of the plan; and (5) monitoring and reporting of emissions. The baseline inventory of GHGs is not limited to municipal operations but includes the residential, commercial, industrial, transportation, and solid waste sectors. The adoption of an emission reduction target is on a voluntary basis for each local government. The next step is for the local government to develop a local action plan. It is based on the quantification of the results of emissions inventory and an assessment of the resources within the community. The plan is then implemented, and follow-up is conducted and involves monitoring and comparisons with the baseline inventory to assess effectiveness.

Regarding possible overlap between ICLEI and the California Climate Action Registry, comparatively few local governments have signed up with the Registry, and some have recently dropped out due to the costs of membership and emissions certification. ICLEI has discussed this problem with the Registry and has recently signed a Memorandum of Understanding with it regarding establishing ICLEI’s emissions quantification protocols as the standard. These would in part pre-certify a local government, and while a local government would still be required to obtain third party certification, the process would become streamlined and less costly. ICLEI and the Registry would explore ways to create technical bridges between their respective emissions software tools.

ICLEI holds workshops to assist local governments with setting emission reduction targets. The goal is to achieve an 80% reduction below 1990 levels by the year 2100 and to institutionalize emission reduction processes for long-term planning. Climate protection is neither a funded nor a mandated regulatory issue, and local governments do not take it on quickly. ICLEI has therefore linked climate protection to air quality. It developed tools to harmonize quantification for baseline inventories, forecasts and measured impacts—for both GHGs and criteria pollutants. The focus is on urban environments and this year ICLEI completed its development of a density calculator. Urban planning that reduces sprawl and encourages densification—thereby reducing vehicle miles traveled (VMT)—is among the most difficult and time-consuming processes to engage in, but it remains one of the most important goals to achieve. In its software tool refinement, ICLEI developed ways to quantify emission impacts from this type of urban development.

A number of local governments in the Bay Area participate in ICLEI's process and their number is increasing. To date, 17 local emission inventories have been completed; 14 emission reduction targets have been adopted; 10 municipal local action plans have been developed; and four community-wide local action plans have been developed as well. These address emissions in the city, including indirect emissions, and take into account power plant emissions on a customer demand basis. The goal is to empower local government to influence operations within its jurisdiction with respect to building, land-use, zoning and transit. When the emissions footprint is produced, the software tool contains default settings for assessing the energy mix that a city produces. ICLEI encourages local governments to obtain energy use data from local energy providers for use in this software.

In working with local entities, ICLEI has assisted Contra Costa County in addressing GHG emissions from its heavier industrial base. For counties that do not have a large industrial base, some emissions are generated within it but are not within its regulatory jurisdiction. For example, at the International Airport, San Francisco County includes the airport facility in its inventory lighting and alternative fuels for ground transport but does not include emissions from airplane jet engines, as the latter are regulated by the federal government.

In reply to Council member questions, Ms. Young noted that the goal of an 80% reduction in GHGs below 1990 levels by the end of this century was developed by Harvard University faculty that estimated the emission reductions required to contain global warming by the end of this century. The questions that remain to be answered are what emission reductions are to be expected from the developing countries that have not yet industrialized, and what is the expected balance remaining in emission reductions from the already industrialized countries.

With regard to the Air District's potential role in the field of climate protection, the key issues include measuring, planning and implementation. For example, the District could help local governments establish a local government protocol for quantifying emissions of GHGs. A local government staff member will want to know if the correct emissions assessment tool is being used. The District could also provide assistance with regard to the preparation of data and compile it in a way that makes it easy and ready to use. In fact, the District already has a large quantity of data that would be useful for a local government to incorporate into its software when composing a GHG emission inventory. One challenge would be whether the District's inventory could be scaled down from the county to the city level.

With regard to planning, the District role could help develop an approach in which general plans could include GHG emission reduction categories. This would help institutionalize climate protection awareness and planning over the long-term and provide a vehicle into which climate protection issues can be built. Three years ago Marin County began to update its local plan and added many references in it to climate protection. ICLEI is collaborating with Marin County to provide some financial support for interns from U.C. Berkeley to go through the general plan and identify any item that is related to climate protection. This exercise will provide the basis for creating a model or template for other local governments in updating their general plans. The District could look at this kind of process, and use its influence to integrate it into the California Environmental Quality Act (CEQA) review process for model impacts assessment. Canada evaluates climate change impacts under impacts assessment in which each project is evaluated for actual and potential climate change impacts. The District might consider this approach as well.

Ms. Young added that another issue in implementation arises for the District in terms of influencing financial resource flow. There is a ten-year window of opportunity to get into place the policies that will affect GHG emissions before the point of no return is reached. The implementation of no-cost incentives is desirable. The Metropolitan Transportation Commission (MTC) and the District have an excellent interrelationship and can influence the funding for transportation projects. ICLEI will convene a governmental stakeholder group in the Northeast to discuss the flow of financial resources in that area among regional and local governments.

Ms. Young noted that each county, or ideally each city, could have a climate and air quality officer. The communities around the country that receive most of the grant money are the ones that have a dedicated climate or environmental officer. ICLEI assisted Mayor Nichols of Seattle with that city's climate protection initiative, and he, in turn, worked with the National Mayors for Climate Protection and the US Conference of Mayors. ICLEI arranged for a contract with Seattle to be the implementing agency for the climate initiative, along with the US Conference of Mayors. The City of Portland is the first city to document a net reduction below 1990 levels of GHG emissions. The City of Santa Monica is also making significant headway in this area.

ICLEI commends the District for its leadership in the climate protection field and especially in sponsoring the climate protection summit process. This will influence planning in the Bay Area in a major way and serve as model to other air districts in the state and country in terms of how to take on a non-funded non-mandated issue and incorporate it into how business is conducted in a region. It can also be used at the state level to influence resource flow.

Mr. Dawid noted that AB 2444 (Clay) proposes a \$10 vehicle registration fee for the nine-county Bay Area, and the funds would be distributed in part by the Air District Board and the other part by a congestion management planning agency. This would influence the flow of finances for transportation projects. The language in this bill also addresses climate change.

Chairperson Hayes observed that the baseline inventory can be done in various ways. ICLEI is proposing to work with the Registry, and suggests the District could provide helpful data sliced into community slices, and to serve as a clearing house or arbiter of what protocol should be used for an inventory estimate. With respect to emission reduction targets, these are policy questions in nature and ought to be developed by a local entity exclusively.

Ms. Young replied that the latter are usually vetted by a City Council. Phased-in approaches to targeted areas are more helpful than making a target universal in a region. The most resource-demanding element of this entire process is the development of the plan and the development of the inventory. The local government usually comprises 3-5% of total community emissions. The City and County of San Francisco has considered a 20% emission reduction target.

Sonoma County is conducting a major public input process for its emission reduction target. Staff time required for this process varies depending on the size of the local entity staff and the region or area to be evaluated. One energy officer from the City of Berkeley completed an initial iteration in 20 hours. ICLEI advocates that a city or county fund university graduate student interns to conduct this type of work. ICLEI sometimes hires them and places them in a city or county, working full time for 12 weeks, to develop the inventory, conduct the forecasts, and inventory existing policies. In Alameda County, ICLEI is developing streamlining tools for model local action plan templates.

In reply to questions, Ms. Young noted that ICLEI does not have a formal relationship with the Association of Bay Area Governments (ABAG). Mr. Blonski observed that under the Disaster Management Act of 2000, any entity that seeks pre-disaster mitigation funding must develop a plan, and ABAG has written such a plan with 52 annexes. There could be a place for ICLEI's approach in the context of this type of plan development. Ms. Young indicated that local governments could look further into comprehensive climate action planning. With regard to the relationship between sustainability and population, the City of Portland, Oregon has been able to reduce its GHG emissions below the 1990 emissions threshold even in the midst of significant population growth.

- 5. Further Discussion of Climate Protection Issues.** Chairperson Hayes called for discussion on measures that could be set forth as recommendations. The following ideas were raised:
- a) reduction in VMT by employees of government entities, patterned after trip reduction measures that affect private industry. This will reduce mobile source emissions, as well as traffic congestion, and further reduce emission of GHGs. (Glueck)
  - b) the Council could help develop a standardized protocol for communities to develop carbon footprints and emission inventories. (Hayes) Henry Hilken, Planning Division Director, noted that the District is working on a regional emission inventory for GHGs patterned after the inventory for criteria pollutants, but this is not specific to a city. Breaking down the inventory at the county level poses less of a challenge than at the city level. This raises the question of what role the local government GHG emission calculator that ICLEI has developed could play in interfacing with this data. Ms. Young noted that ICLEI's emission calculation software has built-in tools for VMT calculation based on both national and statewide averages. Dr. Holtzclaw suggested that inclusion of vehicle data from the Department of Motor Vehicles (DMV) and the Bureau of Automotive Repair (BAR) would be helpful, as well as energy demand and consumption data from PG&E. Mr. Hilken noted that emissions and energy consumption data exists in the District's database for power plants and refineries. Ms. Young added that PG&E can provide annual data on the average CO<sub>2</sub> coefficient within a service area or zip code for residential, commercial and industrial uses.

- c) the District could potentially provide data in “community slices” to local entity planners and assist in the development of a standardized protocol for carbon footprints. (Hayes)
- d) the District could further the adoption and modification of air quality elements in local general plans to include climate protection categories. (Hayes) Mr. Glueck replied that the City of Richmond is updating its general plan and has hired a consultant to assist it. Staff could interface with this process. Mr. Hilken suggested that the Committee, in order to get a sense of what is involved in this process, consider receiving a presentation from one of the Marin County staff that is working on the update to its general plan.
- e) the District can further the advocacy of climate protection rating for projects evaluated in the Transportation Fund for Clean Air (TFCA) and the Carl Moyer Program. (Hayes) Mr. Hilken noted that this year’s TFCA regional fund guidelines propose to add GHG emission reductions as part of the project evaluation criteria, focusing on CO<sub>2</sub> reductions.
- f) the District can continue its leadership activities on climate protection by such activities as its summit work as a model for other districts, as well as its continued sponsorship of the climate protection efforts of scientific organizations like the Air & Waste Management Association (AWMA). (Hayes)
- g) regarding the suggested modification of project environmental review under the state Environmental Quality Act (CEQA), Mr. Hilken stated that the District intends to revise its CEQA guidelines and welcomes the Council’s thoughts and recommendations on the matter. The District supported legislation last year that would have mandated air quality elements in local general plans, but this legislation did not pass. Inclusion of such elements in general plans would be the more effective approach in the planning field. CEQA review is important, but when projects reach that stage they are fairly mature already. Air quality elements build in categories that influence land-use and transportation planning into the future, before a project takes form. The District could work with local governing planning associations to further climate awareness. (Glueck)
- h) the Council should first get a baseline of what is being done and develop and review a list of best practices for distribution. Urban heat island mitigation measures are of interest since temperature reductions have a beneficial impact on emission reductions. (Kurucz)
- i) the Council should adopt a resolution that identifies the District as having adopted climate protection as part of its mission statement, and is a recognized leader in climate protection program work in the Bay Area. The Council could resolve to urge the District to review current project and program work and to include climate protection activities; to partner with ICLEI for development of local government protocols; develop a District model general plan on which local entities can base their general plans; examine methods for providing monetary or no-cost incentives; offer incentives to encourage city and county governments to become involved in climate protection; and provide air quality data to local governments. (Drennen)

**6. Committee Member Comments/Other Business.** Chairperson Kurucz stated that there are fewer members on the Technical Committee than on the Air Quality Planning Committee. He requested volunteers to shift Committee membership. Mr. Dawid volunteered to join the Technical Committee, and Chairperson Kurucz so ordered.

Chairperson Kurucz noted that ethics training for Council members on AB 1234 will be held on May 11 from 9:30-11:30 a.m. for members of the Council, Hearing Board and Board of

Directors. Mr. Bungler noted that those Council members that cannot attend the May 11 session will be notified as to other dates and locations for the training.

**6. Time and Place of Next Meeting.** 9:30 a.m., Wednesday, June 14, 2006, 939 Ellis Street, San Francisco, CA 94109.

**7. Adjournment.** 3:17 p.m.

*James N. Corazza*

James N. Corazza  
Deputy Clerk of the Boards