City of La Cañada Flintridge
Public Meeting #2
Meeting Minutes

The City of La Cañada Flintridge held a second public meeting on March 10, 2016 between 6pm-7pm. The meeting was intended to review the results of the City of La Cañada Flintridge's recently prepared 2014 Draft Greenhouse Gas (GHG) Emissions Inventory, compare the 2014 GHG inventory results to 2007 GHG baseline conditions and present updated 2020 and 2035 forecasts and preliminary GHG reduction targets. Two members of the City's consultant team (Rincon Consultants, Inc.) attended the meeting to present a PowerPoint presentation and field questions/comments from community members. The members of the consultant team present at the meeting included Christina McAdams (Project Manager) and Erik Feldman (Program Manager). Susan Koleda, Deputy Director of Community Development for the City of La Cañada Flintridge, introduced and helped facilitiate the meeting. In addition to the City and consultant team, nine members of the public and a reporter for the Valley Sun Newspaper attended the meeting. The following questions, comments, and suggestions were brought up by community members in attendance at the meeting.

Questions:

- Is preparation of a Climate Action Plan mandated by the State?
    - No, the Climate Action Plan is not mandated by the State. The Scoping Plan, prepared by the California Air Resources Board (CARB) pursuant to requirements included in Assembly Bill (AB) 32, notes that local governments have broad influence and, in some cases, exclusive authority over activities that result in GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. In recognition of the important role that local governments will play in the successful implementation of AB 32, the AB 32 Scoping Plan recommends that local governments adopt a 2020 GHG emission reduction target of 15 percent below 2005 to 2008 levels to match the statewide reduction target and mitigate their impacts on climate change.

- If it is not mandated, why is the City preparing one?
    - The City received a Sustainability Planning Grant from the Southern California Association of Governments (SCAG) to complete the Climate Action Plan and the City's recently adopted General Plan includes policies directing the City to prepare a Climate Action Plan (Air Quality Element Goal 4, Objective 4.1, Policies 4.1.1, 4.1.2, 4.1.3). In addition to implementation of the General Plan, the City is also preparing a Climate Action Plan to demonstrate consistency with statewide GHG reduction goals, ease the environmental review process, coordinate with regional efforts, reduce costs for residents and businesses, improve public health, and conserve resources.

- Are other local jurisdictions in California voluntary preparing Climate Action Plans?
    - Yes, many local jurisdictions throughout California have prepared/are preparing Climate Action Plans to demonstrate their commitment to reducing GHG emissions consistent with State goals. The Governor's Office of Planning and Research prepared a draft list of plans and initiatives adopted by California jurisdictions to address climate change (February 11, 2016). The list is available online at the following address:

https://www.opr.ca.gov/docs/2016_California_Jurisdictions_Addressing_Climate_Change_Summary.pdf

- Where does the State instruct cities to use the US Community Protocol for their Climate Action Plans?
    - The California Office of Planning and Research published a technical advisory on February 8, 2013 recommending use of the United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (U.S. Community Protocol, 2012) in local government planning efforts. The technical advisory is available online at the following address: https://www.opr.ca.gov/news.php?id=33

- Can you document the thirty percent reduction in GHGs from 2007 to 2014? How much of the change in emissions is due to the different protocol used in the 2007 GHG Baseline Inventory? How much of the reduction is due to changes and efficiencies within the city limits, and how much due to changes completed by utility providers outside the city limits?
    - As detailed in the 2014 Greenhouse Gas Emissions Inventory, community activities in 2007 generated approximately 292,181 MT CO_2e (excluding emissions resulting from high global warming potential GHGs and carbon sinks and sequestration consistent with the U.S. Community Protocol). In 2014, community activities generated approximately 203,775 MT CO_2e. Therefore, 2014 community emissions have decreased by 30 percent between 2007 and 2014.
    - The 2007 Greenhouse Gas Emissions Inventory was prepared prior to the U.S. Community Protocol, and utilizes a slightly different methodology than was used to complete the 2014 Greenhouse Gas Emissions Inventory. Therefore, part of the difference in emissions between 2007 and 2014 may be attributable to the methodology differences. However, these differences are expected to be minor for all sectors except Water Supply, in which emissions increased by 235%, largely as a result of an updated emissions factors recommended by the U.S. Community Protocol to account for emissions associated with conveying water to Southern California. To quantify the differences in methodology between the 2007 and 2014 inventories, the 2007 Greenhous Gas Emissions Inventory would need to be updated following the methodology outlined in the U.S. Community Protocol which is outside the scope of this project.
    - Local changes in emissions levels between 2007 and 2014 are the result of both local and state actions that have been implemented between 2007 and 2014. Because emissions are estimated based on local activity data (i.e., electricity usage, vehicle miles travelled, waste generation, etc.) and emissions factors which are not available for 2007, it is not possible to discern the exact portion of local changes that are attributable to local verses state actions. However, it is likely that a large portion of the change is a result of state actions that have improved the carbon efficiency of electricity and transportation fuels.

- Are 100% of the GHG emission from Nasa's Jet Propulsion Laboratory (JPL) included in the 2014 GHG emission inventory? What percentage of the community total is JPL?
    - Greenhouse gas emissions from JPL as they relate to commercial natural gas and electricity use, water supply, mobile sources, waste, and wastewater, are included in the 2014 GHG inventory. Greenhouse gas emissions resulting from other operations at JPL are considered industrial sources and are not included in the 2014 GHG emissions inventory. This is consistent with the U.S. Community Protocol as these sources are regulated by the Air Pollution Control Districts or through federal and state programs. The community inventory is intended to guide future local policy decisions that relate to emissions within the City's control; therefore, industrial source emissions are excluded from the inventory for the purpose of establishing accurate emissions reduction targets.

- Greenhouse gas emissions from JPL facilities as described above are included for all JPL facilities located within the City of La Cañada Flintridge (i.e., corresponding to the 91011 zip code).
- California Public Utilities Commission disclosure laws prohibit the release of individual account data. Therefore, the percentage of the community's emissions that are attributable to JPL cannot be calculated unless JPL were to prepare an individual inventory for their operations.

Comments:

- Expand public outreach and noticing of Climate Action Plan meetings through additional notices and news articles, posting of flyers around the community (at locations such as the Library, Schools, and local stores) and emailing community email groups.
  - Rincon noted that they will work with the City to explore opportunities to expand community outreach and noticing of Climate Action Plan meetings.

- Off-road vehicle and equipment (particularly lawn and garden equipment) within the City likely represent more than the 1% identified in the 2014 inventory due to the large amount of gardening services within the City.
  - Rincon noted that an individual off-road vehicle and equipment inventory was not completed, but that off-road emissions were estimated using the California Air Resources Board's OFFROAD emissions model for Los Angeles County. Los Angeles County emissions were apportioned to La Cañada Flintridge based on the city's portion of Los Angeles County's population, households and employment. This methodology is consistent with direction from the US Community Protocol. However, Rincon acknowledges that there is the potential that off-road emissions within the city may be higher than the estimate provided in the 2014 GHG inventory. An individual inventory of off-road vehicles and equipment within the city would need to be completed to more accurately estimate GHG emissions from these sources. This is not within the scope of the current Climate Action Plan.

- Include 1990 and 2050 in forecast charts.
  - Rincon noted that 1990 levels are not included on forecast charts as these emissions were not actually inventoried, but were back cast from the 2007 inventory and therefore, do not represent actual 1990 emissions levels. In addition, International Council for Local Environmental Initiatives (ICLEI; author of U.S. Community Protocol) does not advise that local governments set targets outside of 1990 unless they have conducted a formal emissions inventory for that year.
  - Rincon noted that conducting a 2050 forecast is outside of the scope for development of the city's Climate Action Plan and at this time reliable data is not available to estimate emissions out to the year 2050. In addition, the City's General Plan currently only plans for growth within La Cañada Flintridge out to the year 2035. The Climate Action Plan is intended to be a living document and will be updated to include 2050 projections once the City has a more realistic estimate of how local conditions (i.e., population, housing, employment, vehicle miles travelled) and state regulations will be in 2050.

- Provide a comparison of La Cañada Flintridge's emissions to other communities on a per capita basis.
  - Rincon noted that this information will be included in the Climate Action Plan.

- Incorporate through traffic on the I-210 to stop the 710 tunnels.
  - Rincon noted that consistent with the US Community Protocol, the city's inventory does not include emissions from pass-through trips on the 210 freeway. On-road transportation emissions attributable to the local community include those associated with vehicle miles

travelled from vehicle trips generated by land uses in the city. As such, these trips have an origin and/or destination within the City of La Cañada Flintridge, and pass-through trips are not included in this total.

- Additional sources should be added to the inventory (some suggestions included wood burning fireplaces, emissions from restaurants, airplane trip emissions, leakage of natural gas, secondary emissions to process and clean runoff in storm drains).
    - Rincon noted that the 2014 GHG emissions inventory is limited to the five basic emissions generating activities outlined in the U.S. Community Protocol: (1) use of electricity by the community, (2) use of fuel in residential and commercial stationary combustion equipment, (3) on-road passenger and freight motor vehicle travel, (4) use of energy in potable water and wastewater treatment and distribution, and (5) generation of solid waste by the community. The intent of limiting the inventory to these five categories is to maintain consistency with the U.S. Community Protocol and to limit accounting of GHG emissions sources to those which are within the local jurisdiction's control (either through mandatory requirements/regulations or through encouragement via education, outreach and incentives).

<u>Suggestions for GHG reductions in La Cañada Flintridge:</u>

- Limit the number of waste haulers servicing the City to reduce vehicle traffic and the associated GHG emissions. This would also reduce noise.
- Consider regulating leaf blowers
    - Allow on hardscapes but not lawns and gardens
    - Consider banning use of two-stroke leaf blowers
    - Offer a buy back program to replace two-stroke leaf blowers with electric models
    - Will also reduce noise and air-borne particulates
- Require nighttime shutoffs for pool filter and pump equipment. This will also reduce noise.
- Reduce car trips to schools
    - School bus for residential streets to connect to LCF Shuttle
    - Provide security monitors during school pick-up and drop-off hours to ensure safety of children
- Encourage Caltrans to fix the transition from the I-210 to the I-210 East
- Encourage native plantings in public and private spaces, particularly medians
- Conduct community-wide outreach programs
    - Target education and outreach to both schools and adult community to encourage self-directed improved behaviors
    - Hold regular bookstore speaker events to discuss individual actions residents and employees can take to reduce their GHG emissions footprint
    - Educate homeowners on what is recyclable and what is not
- Establish a REACH code to require solar or zero-net energy new construction
    - Look to the City's of Lancaster and San Diego for examples.
- Establish a goal for net zero emissions by 2030
- Stop the 710 tunnel
- Consider light rail extension from Gold Line at Memorial Park to Sunland/Tujunga
- Ban burning of wood or artificial logs in fireplaces
- Reduce vehicle miles travelled through increased public transit, carpooling, charging for parking
- Get older and less efficient cars off the road
- Improve traffic flow to reduce idling by improving the intersection at Angeles Crest and Foothill
- Promote hydrogen vehicles
- Install electric vehicle chargers
- Reduce demand for gasoline and diesel with a high tax

- Plant more trees and other vegetation (possible location: Hahamongna Park)
- Provide incentives to remove grass and install native plants
- Greatly reduce the magnitude of the Hahamongna Sediment Removal project
- Fast suppression of local wildfires
- Urge local utilities to phase-out out-of-state electricity from coal
- Encourage rooftop solar (streamline permitting process, provide incentives, allow removal/replacement of trees that shade buildings)
- Consider community solar
- Consider bus route from Country Club to Foothill
- Increase ridership on local natural gas buses
- Consider emissions controls for restaurants
- Raise the minimum wage
- Finish the sewer system and remove remaining septic tanks
- Promote water conservation
- Promote electricity conservation