Atascadero City Council
Staff Report – Community Development Department

CEQA and Climate Change
Overview of New State Legislature and Requirements
Greenhouse Gas Inventory and ICLEI

RECOMMENDATION:

Council adopt Resolution A, authorizing the City to join ICLEI (Local Governments for Sustainability) and directing staff to work with PMC consulting firm and the San Luis Obispo Air Pollution Control District (SLO APCD) to conduct a greenhouse gas (GHG) emissions inventory for the City of Atascadero, consistent with Assembly Bill 32.

REPORT-IN-BRIEF:

The State of California has recently adopted the following three bills addressing greenhouse gas (GHG) emissions, climate change, and the California Environmental Quality Act (CEQA):

1. **Assembly Bill 32** (California Global Warming Solutions Act of 2006); and,
2. **Senate Bill 97** (CEQA: Greenhouse Gas Emissions); and,
3. **Senate Bill 375** (Transportation Planning; Travel Demand Models; Sustainable Communities Strategy; Environmental Review).

Cities and counties throughout the State are required to comply with the regulations of these bills. The California Air Resource Board (CARB) and the Governor’s Office of Planning and Research (OPR) are currently developing implementation standards and compliance measures. In the interim, local agencies are required to analyze GHG emissions as part of the CEQA review of General Plans and other large projects.

In order to comply with these State regulations, many cities throughout the State and throughout San Luis Obispo County have begun to compile GHG inventories to provide a baseline for future reductions in greenhouse gases and future Climate Action Plans. Grant funding to work with a San Luis Obispo consulting firm (PMC) to complete a GHG inventory has been approved for the City of Atascadero by the SLO APCD. Staff is
recommending that the City join ICLEI in order to conduct a GHG inventory for the City of Atascadero.

Background:

**Greenhouse Gas and Climate Change**

California State law identifies the following gases as GHG’s (Health and Safety Code, Section 38505g.):

- carbon dioxide (CO2)
- methane (CH4)
- nitrous oxide (N2O)
- hydrofluorocarbons
- perfluorocarbons
- sulfur hexafluoride

The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide.

According to the State of California, climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and/or human activities that change the composition of the atmosphere and alter the surface and features of the land. The State has determined that changes in global climate patterns are associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth’s surface. This climate change is attributed to the accumulation of GHG emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn, warms the surface of the Earth. Some GHG’s occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHG’s through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming. (Source: Governor’s Office of Planning and Research, Technical Advisory.)

DISCUSSION:

**Assembly Bill 32 (AB 32)**

AB 32, the “California Global Warming Solutions Act of 2006,” was signed by Governor Schwarzenegger on September 27, 2006. The State-mandated program was created to transition California to a clean energy future. The main purpose is stated in the findings and declarations of AB 32:

(a) **Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air**
quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

(b) Global warming will have detrimental effects on some of California’s largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state.

As stated in the findings and declarations above, AB 32 was adopted to combat global warming and reduce GHG emissions. AB 32 establishes a State goal of reducing GHG emissions within California to 1990 levels by the year 2020. Reducing GHG emissions to 1990 levels, means reducing GHG emissions approximately 30 percent from “business-as-usual” emission levels projected for 2020, or about 10 percent from today’s levels.

The California Air Resources Board (CARB) is the lead agency assigned to implementing AB 32. AB 32 requires CARB to:

- Adopt early reduction measures to begin moving forward.
- Adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.
- Establish a program to track and report GHG emissions.
- Approve a Scoping Plan for achieving the maximum technologically feasible and cost effective reductions from sources of GHG emissions.
- Adopt, implement, and enforce regulations (including market mechanisms such as “cap and-trade” program) to ensure the required reductions occur.
- Adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program.

CARB has compiled a comprehensive greenhouse gas emissions inventory list which identifies emission sources ranging from the largest refineries and power plants to small industrial processes and farm livestock. The full text of CARB’s Scoping Plan can be found on the Air Resource Board website at: http://www.arb.ca.gov/ cc/scopingplan/document/scopingplandocument.htm.

CARB staff is now developing a process and timeline for implementation of the measures adopted in the AB 32 Scoping Plan. The measures in the Scoping Plan will be developed over the next two years and must be in place by 2012. The regulations for implementation which will be adopted by CARB shall be enforced to meet the goal of reducing greenhouses gas emissions to 1990 levels by the year 2020.
**AB 32 Implementation and Affects on Local Government**

In recognition of the importance of local governments in the successful implementation of AB 32, the Scoping Plan includes GHG emissions reduction targets for local governments. CARB is encouraging cities and counties to adopt reduction goals for municipal operations emissions and for community emissions that parallel the State commitment to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020. Excerpts from the CARB’s Proposed Scoping Plan which directly relate to the role of local government are included as Attachment 2 of this report.

CARB recommends that the first step for a business, industry, or local government to lower emissions is to identify current emission levels. A “greenhouse gas inventory” is an inventory which totals all the annual emissions produced by a business, a city, a state, a community, etc. Statewide emissions are expressed in tons of carbon dioxide equivalents. Inventories include all emissions of greenhouse gases from the generation of electricity, natural gas, transportation, buildings, waste and disposal, etc. As required by AB 32, many businesses, industries, and government agencies in California have already begun this process in order to create “Climate Action Plans.” A Climate Action Plan details the steps that will be taken to reduce greenhouse gas emissions that contribute to climate change. The process of developing a Climate Action Plan can identify cost-effective opportunities to reduce GHG emissions that are relevant to a particular city. The individual characteristics of each city’s economy, resource base, and political structure provide different opportunities for dealing with climate change. The Cities of Paso Robles, San Luis Obispo, Morro Bay, and the County of San Luis Obispo have already begun the inventory process.

To address the goals of AB 32, State and regional agencies will be required to develop plans and programs that address congestion relief, jobs-to-housing balance, and reduction of vehicle miles traveled (VMT). Local governments are beginning to establish policies that result in land use patterns and practices that will promote less energy use and reduce GHG emissions. For example, cities and counties are adopting general plans and policies that encourage the development of compact, mixed-use, transit-oriented development, and reduce reliance on cars and vehicle miles traveled.

**Senate Bill 97**

Senate Bill 97, enacted in 2007, amends the California Environmental Quality Act (CEQA) statute to require GHG emissions to be included in the CEQA analysis process. The analysis of GHG emissions will be significant EIR issues for both the Del Rio and Eagle Ranch projects which are currently being processed in the City of Atascadero.

SB 97 requires that consistent standards be developed and applied to GHG emissions analysis and mitigation. SB 97 is closely linked to AB 32 in regards to the evaluation and mitigation of greenhouse gases in the CEQA process. The Governor’s Office of Planning and Research (OPR) is required to develop guidelines implementing the CEQA Guidelines. These new CEQA Guidelines will provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. The draft
guidelines are scheduled to be developed by July 1, 2009, and will be adopted by the State by January 1, 2010. In the interim, OPR has published informal guidance to help planners, officials, and CEQA practitioners implement the requirements of the recent legislature and address climate change in their CEQA documents.

**How SB 97 will Affect Local Agencies and CEQA:**
OPR is currently working with the California Air resource Board (CARB) to establish a method for determining thresholds of significance or greenhouse gas emissions. Until further State guidance is available on thresholds of significance, the recommendations in OPR’s Technical Advisory should act as a guideline on how to address greenhouse gases in environmental documents. OPR recommends that each public agency or lead agency needs to develop its own approach to performing a climate change analysis for projects that generate GHG emissions.

OPR states that compliance with CEQA entails three basic steps:

1. **Identify and quantify the GHG emissions that could result from a project;**
2. **Analyze the effects of those emission and assess the significance of the impact on climate change;**
3. **If the impact is found to be significant, identify alternatives and/or mitigation measures that will reduce the impact below significance.**

Lead agencies are required to determine whether greenhouse gases may be generated by a proposed project, and if so, quantify or estimate the GHG emissions by type and source, based on available information, to calculate, model, or estimate the amount of CO2 and other GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities. The lead agency must assess whether those emissions are individually or cumulatively significant when viewed in connection with the effects of past, current, and probable future projects. If the lead agency determines that the GHG emissions from the project as proposed are potentially significant, it must investigate and implement ways to avoid, reduce, or otherwise mitigate the impacts of those emissions.

While there is currently no standard format for GHG analysis in a CEQA document, recent case law has determined it is the lead agency’s responsibly is to make sure that GHG and climate change analysis and mitigation are identified in CEQA documents.

**Senate Bill 375**
SB 375 deals with transportation planning, travel demand models, sustainable communities strategy, and CEQA review. It was signed by Governor Schwarzenegger on September 30, 2008. The law aims to reduce GHG emissions by discouraging sprawl development and dependence on car travel. The law builds on the existing regional transportation planning process to connect the reduction of GHG emissions from cars and light trucks to land use and transportation policy. SB 375 aims to provide
incentives to locate housing developments closer to where people work and go to school, allowing them to reduce VMT every year. It promotes smart growth practices and alternative choices for transportation, which will help to reduce GHG.

SB 375 is a complex law, dealing with multiple issues. The law is designed to align three separate regional planning processes into a single process. Those regional planning processes include:

- Transportation planning
- Housing element requirement
- CEQA streamlining
- reduction of GHG emissions

Through this alignment of processes, the bill aims to address another longstanding issue: single purpose state agencies. Single purpose state agencies often fail to recognize other competing state goals enforced by a different state agency. SB 375 connects the State’s Regional Housing Needs Allocation (RHNA) to the State’s transportation planning process (RTP). As a result, SB 375 requires CARB to consider how new climate regulations could affect state and regional transit and housing policies. Likewise, the Department of Housing and Community Development (HCD) is required to consider the effects of housing policy on state and regional efforts to address climate change.

There are three main goals of SB 375. Those goals include the following main points:

1. **GHG Planning Process:** Use the regional transportation planning process to help achieve AB 32 goals. Regional Metropolitan Planning Organizations (MPOs) such as SLOCOG, will be required to include a “Sustainable Communities Strategy” (SCS) in the regional transportation plan (RTP) to meet GHG reduction targets for vehicle travel set by CARB.

2. **CEQA Benefits:** Use CEQA streamlining as an incentive to encourage residential projects which help achieve AB 32 goals to reduce GHG emissions. Two types of projects are eligible for CEQA incentives if they are consistent with the Sustainable Community Strategy (SCS), as follows:

   (1) **Transit Priority Projects:**
   These projects are required to be consistent with the SCS/APS, are at least 50% residential, have a density of at least 20 units per net acre, and are within a half mile of a transit corridor that has a minimum 15 minute service at peak times. These projects are entitled to either a CEQA exemption or streamlined analysis as provided below:

   (2) **Residential or Mixed Use Residential Projects:**
   

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**ITEM NUMBER:** C - 1  
**DATE:** 03/24/09
These projects are required to be 50% residential in infill areas, and 75% residential elsewhere and must be consistent with the regional plan to achieve greenhouse gas reductions.

3. **Regional Housing Needs Allocation (RHNA) Alignment:** Coordinate the regional housing needs allocation process with the regional transportation planning process.

The League of California Cities has prepared a technical overview of the bill to help local officials understand its scope. This paper is available on the League's web site at http://www.cacities.org/.

**How SB 375 Affects Local Agencies**

SB 375 will affect how large developments are planned in the future by limiting urban sprawl and the development of agricultural lands. SB 375 will impact those cities and communities that intend to expand urban development i.e. sprawl, at the outskirts of their boundaries rather than focusing on infill. SB 375 is clearly designed to reduce this type of urban sprawl in California.

As this is a very recent law, it remains unclear what impact SB 375 will have on local agencies. Both RHNA and RTP’s are controlled by SLOCOG (San Luis Obispo Council of Governments.) Therefore, staff anticipates the SLOCOG will gain more influence and control of local agencies as a result of SB 375. The bill is largely incentive-based with the potential to rearrange the State RHNA and State transportation funding processes. Incentives include significant streamlining provisions under CEQA for certain types of transit-oriented projects. Until regional planning agencies adopt the Sustainable Communities Strategy (SCS) scenarios, it remains unclear to what extent local communities will be required to comply. At present, the SCS is not required to supersede a local general plan, local specific plan, or local zoning. In addition, SB 375 does not require that a local general plan, local specific plan, or local zoning be consistent with the SCS.

The City of Atascadero's General Plan Smart Growth Principles promote many of the same basic land use and planning goals and objectives which are required by SB 375. The goals and policies encourage infill, mixed use, pedestrian scale, and specific Smart Growth Principles. In many ways, Atascadero has been developing consistent with the regulations of SB 375. Therefore, the new requirements may have less affect on the development patterns in Atascadero as compared to other communities throughout the State of California.

**Next Steps: Preparing a Greenhouse Gas Inventory and Climate Action Plan**

**U.S. Mayor’s Climate Protection Agreement**

On May 23, 2006, the City of Atascadero submitted a letter of support for the US Mayor Climate Protection Agreement. One to the goals of the Mayor’s agreement is an
“Inventory of global warming emissions in City operations and in the community, set reduction targets and create an action plan.”

The San Luis Obispo APCD is very interested in assisting San Luis Obispo County cities to complete a GHG inventory. APCD is offering to provide staff and consultant resources and grant funding. Atascadero City staff currently attends APCD-sponsored bi-monthly meetings and workshops focused on compiling municipal and community inventories as a next step in identifying reductions for GHG emissions.

**GHG Inventory**

Since the passing of AB 32, SB 97, and SB 375, new sources for information, expertise, and funding to produce GHG inventories and action plans have become available at both the State and County level. The CARB and the SLO APCD are currently developing standards to implement AB 32. The GHG inventories produced by each city will act a baseline for comparison to measure progress annually to meet the goals of AB 32 by 2020.

For the City of Atascadero, a baseline GHG inventory would include two parts:

1. **A municipal inventory of government operations.**
   - Step 1: Cities are to inventory their own vehicles & energy usage. Municipal operations emissions include those associated with activities under the direct control of the agency, such as the fleet, agency energy use from buildings, employee commute, streetlights, waste, etc.

2. **A Citywide inventory of the community.**
   - Step 2: This is the next step in completing a baseline GHG inventory. A community-wide emissions inventory includes residential, commercial, and industrial energy use, waste generation, and transportation emissions.

Producing an emissions inventory will be a key component in order to understand the impact of policy choices on emissions strategies. The baseline inventory is the first step for local government in assessing the current levels so that a Climate Action Plan can later be developed. A community-wide emissions inventory will also be a beneficial tool to assist the City in understanding the impact of future policy choices on emissions strategies.

**Joining ICLEI (Local Governments for Sustainability)**

Other public agencies in San Luis Obispo County that have completed or are in the process of completing their GHG inventories have joined ICLEI (formerly “International Council for Local Environmental Initiatives”, now known as “Local Governments for Sustainability”). ICLEI is an international membership association of local governments dedicated to addressing environmental issues through local actions. The “Cities for Climate Protection” campaign is ICLEI’s hallmark program that engages cities, towns, and counties in reducing the pollution that causes global warming. There are over 100 ICLEI members in California, including the cities of San Luis Obispo, Paso Robles,
Morro Bay, Grover Beach, and San Luis Obispo County. ICLEI membership costs approximately $600 per year, based on the size of the city. By joining ICLEI, the City would have access to technical assistance, emissions analysis software, case studies, training workshops, publications, and other learning and networking opportunities.

As a member of ICLEI, cities pledge to take a leadership role in promoting public awareness about the impacts of climate change. ICLEI asks cities to commit to a five step process when joining the Cities for Climate Protection initiative. The process involves the following milestones:

1. Conduct a baseline emissions inventory and forecast;
2. Adopt an emissions reduction target for the forecast year;
3. Develop a Local Action Plan;
4. Implement policies and measures; and
5. Monitor and verify results.

Each city determines its own timeframe and level of participation when it agrees to join ICLEI. ICLEI is not an enforcement agency but is a resource to assist the City in its efforts to address global climate change. It is important to note that ICLEI does not require the City to adopt a target or forecast year, adopt a local action plan, implement policies and measures, or identify how to monitor and verify results at this time. Rather, by joining ICLEI, the City commits to taking action on these items sometime in the future. In order to join, the City Council is required to adopt a resolution that commits to the five ICLEI milestones within reasonable timeframe appropriate to the City.

**What are the benefits of joining ICLEI?**

Membership with ICLEI would provide the City access to computer modeling which uses a range of input fields to generate a GHG. ICLEI provides its members with technical assistance associated with the software, as well as the training that will enable the City to conduct the inventory with a high level of confidence in the accuracy of the results. Discussions with APCD staff have indicated that conducting an emissions inventory using ICLEI’s model is an accepted practice. The inventory is a data collection tool only, and will not be impacted by subsequent development of reduction measures at the state level. APCD staff has advised that the focus of the future State legislation standards will be on establishing timeframes for implementing GHG reduction measures, not on the actual GHG inventory.

**Designating a Council Representative**

The ICLEI application requires identification of a Council representative as an elected official liaison. The staff liaison to ICLEI will be a Community Development Department staff member from Planning Services.

**What other Cities are doing?**

In San Luis Obispo County, the Cities of Paso Robles, San Luis Obispo, Morro Bay, Grover Beach, and the County of San Luis Obispo have joined ICLEI and have begun to compile GHG inventories. The City of San Luis Obispo secured assistance from a
masters student at Cal Poly to assist with their inventory process, and the City of Paso Robles is working with Sierra Club’s resource team to compile their inventories. As part of the update to their Conservation and Open Space Element, the County of SLO has hired PMC consulting firm to prepare the GHG emissions for county operations and community-wide sources in the unincorporated county.

**Grant Funding for Consultant Provided by APCD**

In September of 2008, the San Luis Obispo Air Pollution Control District (SLO APCD) approved funding to help five of the smaller cities in San Luis Obispo County complete their GHG inventories (see staff report, Attachment 4 of this report.) The APCD approved $75,000 (approximately $15,000 per City) in grant funding for technical assistance in compiling both the municipal and community-wide GHG inventories. Atascadero was one of the five cities who has not yet done an inventory, and therefore, was identified as a recipient of this grant funding if the City chooses to move forward a GHG inventory. To participate, the City must join ICLEI, which requires the adoption of a resolution stating the City’s commitment to address greenhouse gas emissions at the local level. The City will also need to respond to data requests and help facilitate the transfer of information from City representatives to the consultant hired by APCD.

PMC, the consulting firm hired by APCD, is proficient in ICLEI’s CACP software, which analyzes energy, waste, and transportation data to determine actual and projected GHG emissions from local government facilities and operations, as well as the community as a whole.

In addition to the grant to work with PMC, some City staff time will be necessary to help in gathering data and managing the inventory. A Planner from City staff will also be assigned to the project in order to coordinate with PMC, review data, compile staff reports, and later, to work on a Climate Action Plan.

**Preparing a Climate Action Plan**

Once the baseline GHG inventory is compiled, the next step is to complete a Climate Action Plan. The baseline GHG inventory information is used to establish a target reduction with the assistance of ICLEI and APCD staff members. A Climate Action Plan includes programs and policies to help facilitate a reduction in GHG emissions to meet the established target, both at the government and community levels.

**Conclusions:**

Cities and counties throughout the state are required to comply with the regulations of AB 32, SB 97, and SB 375. AB 32 establishes a state goal of reducing greenhouses gas emissions to 1990 levels by the year 2020. CARB staff is currently developing a process and timeline for implementation of the measures adopted in the AB 32 Scoping Plan.
SB 97 amends CEQA to clearly establish that GHG’s and their effects are required subjects for analysis. While the new CEQA Guidelines are being developed, the OPR Technical Advisory has been prepared for use in addressing emissions as part of environmental evaluations associated with updates to general plans and review of proposed projects.

SB 375 helps implement AB 32's GHG reduction goals by integrating land use, regional transportation, and housing planning. The law aims to reduce GHG emissions by discouraging sprawl development and dependence on automobile travel. SB 375 has three main goals: use the regional transportation planning process to reduce GHG emissions; use CEQA streamlining as an incentive to encourage residential projects to reduce greenhouse gas emissions; and coordinate the regional housing needs allocation process with the regional transportation planning process.

The implementation and enforcement of the recent legislation is still being worked out at the State and local levels. The APCD recommends that the first step for any local agency in order to stay on track to comply with the legislation is to compile municipal and community-wide GHG inventories. APCD has provided grant funding for a consultant (PMC) and for Cal Poly interns to help the City complete the inventory. To begin the inventory and receive the grant funding, the City must first join ICLEI (Local Governments for Sustainability.) The GHG inventory will act as a baseline for the City in the future when developing a Climate Action Plan to reduce emissions and create policy for more sustainable development strategies.

FISCAL IMPACT:

The costs included in producing a GHG inventory would include the ICLEI membership ($600 annual fee) and staff time to compile and analyze the data for the inventory. Grant funding through the SLO APCD will provide a major contribution to completion of the inventory. PMC will act as the consultant in preparing and compiling the data. The SLO APCD also offered funds for Cal Poly interns to aid in the data collection. Some staff time will be required to validate the approach, and develop and manage the inventory.

It is staff’s expectation that GHG requirements from the State and Federal Government will continue to increase over the next few years. There will be an increased demand on resources to respond to these new requirements. At this time, the amount of staff time and cost of these future requirements is unknown.

ALTERNATIVES:

1. The City Council could request additional information prior making a decision.
2. The City Council could choose to defer the GHG inventory and ICLEI membership at this time, and decline the SLO APCD grant assistance. The grant funding through SLO APCD would be redistributed to other cities in the county if the City of Atascadero chooses not to move forward.

ATTACHMENTS:

Attachment 1: Report of the Atascadero City Council regarding the US Mayors Climate Protection Agreement (Updated 7/15/08)
Attachment 2: Excerpts from ARB’s Proposed Scoping Plan which relate to the role of local government
Attachment 3: Information regarding ICLEI
Attachment 4: APCD staff report on allocation of funds for Local Government Implementation Program and PMC Proposal
Attachment 5: Resolution to Join ICLEI

Additional Websites and Resources:

AB 32 Scoping Plan; Prepared by the California Air Resource Board (CARB)  
http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm

OPR’s Technical Advisory on CEQA and Climate Change and Preliminary Draft CEQA Guidelines; Prepared by Governor’s Office of Planning and Research (OPR)  

CEQA and Climate Change; Prepared by California Air Pollution Control Officers Association (CAPCOA)  
http://www.climatechange.ca.gov/publications/others/CAPCOA-1000-2008-010.PDF

CEQA, Addressing Global Warming Impacts at the Local Agency Level; Prepared by Office the California Attorney General  

Technical Overview of SB 375; prepared by League of California Cities  
http://www.cacities.org/index.jsp?displaytype=11&story=27459

Best Practices Framework; Prepared by Institute for Local Government and Climate Action Network  
REPORT OF THE ATASCADERO CITY COUNCIL
Regarding the
U.S. MAYORS CLIMATE PROTECTION AGREEMENT
(Updated 7/15/08)

On May 23, 2006, then Mayor, Tom O’Malley, issued a letter to Mayor Greg Nickels, in care of the Office of Sustainability and Environment expressing the City of Atascadero’s support of the U.S. Conference of Mayors Climate Protection Agreement. The letter noted that Atascadero has implemented some local strategies identified in the Climate Protection Agreement and will continue to look for opportunities to implement more.

It is the policy of the City Council and City Staff to provide the citizens of Atascadero quality customer service with an emphasis on high ethical standards, accuracy and economy. Within this context, the City is rigorous in its efforts to comply with applicable laws and standards to include those related to the environment.

With regard to “The U.S. Mayors Climate Protection Agreement,” the City Council responds to the twelve protocols within the Agreement as follows:

1. “Inventory global warming emissions in City operations and in the community, set reduction targets and create an action plan.”

The County of San Luis Obispo is the lead environmental agency, and the City of Atascadero, by law, defers to the County, State, and Federal agencies with regard to environmental monitoring and the larger issue of Global Warming. The City does not have the financial resources or expertise to engage in this activity, and must rely on the appropriate governmental agencies for leadership in this regard.

2. "Adopt and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities."

The City of Atascadero’s General Plan is based on the Smart Growth Principles of encouraging infill and reuse of existing land and infrastructure. The Land Use, Open Space and Conservation Element include the following goals:

➢ preserve a greenbelt around Atascadero
ITEM NUMBER: C - 1
DATE: 03/24/09

- encourage mixed use infill development
- revitalization of the Downtown Core
- preserve the oak woodlands
- protect creeks and wetlands
- minimize hillside grading
- encourage compact development with a pedestrian scale and trails.

3. "Promote transportation options such as bicycle trails, commute trip reduction programs."

The City of Atascadero has recently approved an expanded public transportation system, which is anticipated to reduce SOV rates in the north county. The new service will provide hourly transportation along all major shopping, education, health service and housing corridors. Working with the local community college, free transportation will be provided for all registered students. The vehicles are all equipped with bicycle racks and the system interconnects to regional and national bus service as well as rail, for complete multi-modal opportunities.

The Community Services Department has worked with the community to establish, build and maintain a number of the trails in Atascadero to promote pedestrian and bicycle friendly, non-automotive transportation. Some of the trails established in Atascadero include the historic Juan Bautista De Anza Trail (approx. 4 miles) along the Salinas River, the Jim Green Trail in partnership with San Luis Obispo County Parks Department, and the trail system in Stadium Park at Pine Mountain.

The most recent trail system was approved by the City Council on April 2006, which includes more than four miles of trails along Atascadero Creek to be built in partnership with the Upper Salinas – Las Tablas Resource Conservation District. One of the goals of Atascadero’s trail system is to promote alternative transportation routes throughout the City. The trails systems are in addition to formal bike paths on City Streets, which are designed and maintained by the Public Works Department. The trail system within the community is shaped by the goals in the City of Atascadero’s General Plan.

The City has sought opportunities to create pedestrian and bicycle trails that parallel the riparian tributaries and connect to the aforementioned on-street bicycle routes. Additional bicycle lanes have been installed on Traffic Way and El Camino Real.

The City is adopting educational and interpretive signage to promote trail use, and highlight the natural features connected with the trails. The Juan Bautista De Anza trail also accommodates equestrian uses, and is an alternative north-south transportation route. No motorized vehicles are permitted on any of the City’s trails, and the City has signage informing the public of same.

The City uses its Recreation Guide to promote trail use, fitness and alternatives to get people out of their cars and into the community using the pedestrian routes in the City.
4. "Increase the use of clean, alternative energy by, for example, investing in "green tags", energy production, and supporting the use of waste to energy technology."

The City is in compliance with Section 2022. Diesel Particulate Mater Control Measures for Municipally-owned On-road Heavy Duty Diesel-fueled vehicles, and installed particulate filters on specified vehicles.

Two diesel-powered generators were replaced at a lift station with one natural gas powered generator.

5. "Make energy efficiency a priority through building code improvements, retrofitting city facilities with energy efficient lighting and urging employees to conserve energy and save money."

City activity in this regard includes:

- Replaced all existing lighting fixtures with energy efficient lighting.
- Replaced weather stripping on all exterior doors.
- Re-caulked all window sills on all older buildings.
- Installed reflective window tinting on certain south and west facing windows.
- Replaced all traffic signal bulbs with LED lights.
- Promoted alternative work schedules, such as the 9-80, to reduce energy demand in buildings.
- Installed a new energy efficient “Green Roof” on City hall. This 32,000 square foot, “Green Roof” is 98% UV Reflective and has a 7-10 year payback time in energy savings.

6. “Purchase only Energy Star equipment and appliances for City use.”

It is the City’s policy to purchase energy efficient equipment and appliances.

7. "Practice and promote sustainable building practices using the U.S. Green Building Council’s LEED program or a similar system."

The building department vigorously enforces the Title 24 energy requirements for all new construction in Atascadero. The latest changes to Title 24 require significant energy efficiency standards for lighting and appliances.

The City of Atascadero signed a Memorandum of Understanding (MOU) with SLO Greenbuild on 2006. In early 2007 our City Hall permit counter installed a kiosk with SLO Greenbuild information and information on environmentally friendly construction methods and materials. The Community Development Department currently has two liaisons to the SLO Greenbuild organization, Ken Forman, Building Official and
Callie Taylor, Associate Planner. The Public Works Department is now considering using environmentally friendly methods and materials for our City’s construction project, and even possibly looking towards obtaining LEED (Leadership in Energy and Environmental Design) certifications on newly constructed buildings.

8. "Increase the average fuel efficiency of municipal fleet vehicles; reduce the number of vehicles; launch an employee education program including anti-idling messages; convert diesel vehicles to bio-diesel."

**Police Department:**

PD has given directions to staff to minimize idling of vehicles when possible.

PD has adjusted the standby backup generator settings to the lowest settings possible to maintain proper generator testing and operation. The diesel generator is maintained regularly for fuel efficiency. Fuel used is in compliance with Air Quality Pollution standards.

In the past the Atascadero Police Department has had two police bicycles for enforcement duties. Recently two additional bicycles have been purchased through a local vendor as the result of a law enforcement grant project. These bicycles are used for special events such a Colony Days, Hot August Nights, and Winter Wonderland. The bicycles’ versatility, ease of maintenance, and agility work well working events involving large crowds.

Further the human power aspect requires a level of fitness for the trained bicycle officers, and the issue of fuel, oil, and pollution is nonexistent. Repair costs are minimal and associated repair and maintenance is completed by the local vendor.

**Fire Department:**

All engines and command vehicles are tested for emissions every other year per state standards. The two new engines exceed the 2007 EPA specs for trucks and heavy equipment.

All standby generators are fueled by the cleanest fuel available - natural gas.

The new Ladder Truck which is expected to enter service June 1st will exceed the 2009 EPA emissions requirements.

The new wildland fire fighting engine to be purchased next FY08/09 will also exceed the 2009 EPA emissions requirements.

All engines and staff vehicles have been outfitted with shorelines. Shoreline power maintains batteries and increases reliability. A secondary benefit of shore-power is that the vehicles are maintained at operating temperature. Rather than starting cold, the diesel engines start when the motor is at 180 degrees; this dramatically improves the “clean burn” of diesel engines.
Public Works Department:

Streets Division: Replaced aging diesel Dump Truck with compliant dump truck that meets current APCD Diesel Emissions requirements.

Wastewater: Installed Diesel Emissions Particulate trap filter on WW Dredge engine.

9. "Evaluate opportunities to increase pump efficiency in water and wastewater systems; recover wastewater treatment methane for energy production."

City activity in this regard includes:

- Continual redesign and improvement of the sewer system to reduce energy requirements by taking advantage of gravity flow. Two lift stations have recently been eliminated by the installation of additional sewer line and a third lift-station is proposed for elimination within the year.
- Four older, in-efficient pumps have recently been replaced with more efficient pumps. In addition, all remaining older pumps are being re-wound with more efficient wiring.
- The City of Atascadero Wastewater Treatment Plant is a pond-type treatment facility that does not generate methane gas in a manner to allow for energy production.
- A new, citywide, central irrigation control system for all City parks and landscape areas. This new control system includes low-flow meters to detect leaks, water-auditing tools to manage the amount of water used and FT gauges to automatically adjust irrigation amounts based on evaporation.
- Purchased and installed a solar-powered water-circulator at Atascadero Lake instead of a hard-wired version.

10. "Increase recycling rates in City operations and in the community."

City activity in this regard includes:

- Provide recycling bins at all personal workstations for all employees.
- Work with local trash hauler to provide a location for two annual “city-wide clean-up days” at which residents can recycle a variety of household waste at no cost.
- Established free curbside co-mingled recycling program with the local, contracted trash hauler.
- Established free curbside “green-waste” recycling program with the local, contracted trash hauler.
- Became the first municipal agency in San Luis Obispo County to reach the targeted 50% diversion of citywide trash going to the landfill.
11. "Maintain healthy urban forests; promote tree planting to increase shading and to absorb CO2."

The City of Atascadero is a Tree City USA with a significant native oak woodland forest. The City has a tree preservation ordinance that requires the protection of all native trees. Native trees that are removed require mitigation planting to replace them. The City has just completed a state of the art tree and habitat survey utilizing the City’s GIS mapping system. This native tree inventory will be used to track the health and extent of the oak forest. The tree inventory will also be used for land use planning purposes to minimize the impact of new development on the oak forest.

**Public Works Department:**

Parks Division: Planted 235 Native trees and shrubs at Hielman Grove near the Wastewater Treatment Plant.

**Fire Department:**

The chipping program run by the fire department is funded through a grant from the Fire Safe Council and the City’s general fund. To date we have diverted from the fire hazard reduction burning program 292 tons material. Instead of burning this material has been chipped and returned to environment in the form of mulch.

12. "Help educate the public, schools, other jurisdictions, professional associations, business and industry about reducing global warming pollution."

No current programs.

**Other City activities:**

At Fire Station One (1) we have: upgraded most windows to dual glaze and tinted or used e-glass on the windows on South and West sides of the station, upgraded heaters and appliances to more modern and efficient units, constructed walls between the engine bay and living quarters and offices, installed low flow toilets, showers and bath faucets and installed an exhaust extraction system.

At Fire Station Two (2), a much more modern station, (by 35 years) we have: installed low flow toilets, showers and bath faucets. At both stations we have tinted engine bay windows and installed an exhaust extraction system, installed new efficient refrigerators, washers and dryers and installed propane or natural gas standby generators.

Additionally, drip-watering systems are used to every extent possible. The lawns at both stations (our current training grounds) are kept long and the water used in training is rarely wasted and generally coordinated with the water co. Our current and future radio sites use propane standby generators or batteries for backup power.

The **Recreation Center Project** was built with many green principles and concepts in mind. First and foremost, environmental consideration was given to the site
prior to the building being constructed. An arborist was hired to survey trees and a tree protection plan was created. The established tree plan saves more trees than called for by the arborist. An arborist inspects the site each week to ensure tree health. Environmental documents for the project called for filters to be placed on the storm drains going into the creek. In addition to the filters that were called for, oil-sand separating tanks were installed to give an additional element of protection to the creek. Gravel and decomposed granite have been spread throughout the site to reduce dust and unnecessary erosion.

As for the building, several green materials were utilized. Low VOX paint is being used in the interior. The paint is much less toxic and improves air quality throughout the building. Several recycled materials are being used including compressed recycled paper for bathroom partitions and counters, recycled plastics for flooring and countertops, and recycled rubber for the sports court. The hallway flooring will be polished concrete, a flooring material that does not require glue or hazardous materials.

The building has also been designed to be a low maintenance building which should reduce water and power use and the use of chemicals.

Lastly, staff attending training events and meetings frequently carpool to save money and promote efficiency.

**Conclusion:**

The City is committed to good stewardship of the financial and personnel resources under its management. This includes consistently working to improve the quality of life of the community through policy, the services provided, and the public and private development projects approved.

Through various surveys, the citizens of Atascadero has made clear their desire that the best use of limited financial and personnel resources is the improvement of City services to include Police, Fire, Parks and Recreation, roads, water and sewer, etc., and the maintenance of a good quality of life.
Climate Change Proposed Scoping Plan  
October 2008  
_Pursuant to AB 32, The California Global Warming Solutions Act of 2006_  
_Prepared by the California Air Resources Board for the State of California_

**Recommended Actions**

**B. The Role of Local Government: Essential Partners**

Local governments are essential partners in achieving California’s goals to reduce greenhouse gas emissions. They have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect greenhouse gas emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Many of the proposed measures to reduce greenhouse gas emissions rely on local government actions.

Over 120 California cities have already signed on to the U.S. Conference of Mayors Climate Protection Agreement. In addition, over 30 California cities and counties have committed to developing and implementing Climate Action Plans. Many local governments and related organizations have already begun educating Californians on the benefits of energy efficiency measures, public transportation, solar homes, and recycling. These communities have not only demonstrated courageous leadership in taking initiative to reduce greenhouse gas emissions, they are also reaping important co-benefits, including local economic benefits, more sustainable communities, and improved quality of life.

Land use planning and urban growth decisions are also areas where successful implementation of the Scoping Plan relies on local government. Local governments have primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth and the changing needs of their jurisdictions. Decisions on how land is used will have large impacts on the greenhouse gas emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors.
To provide local governments guidance on how to inventory and report greenhouse gas emissions from government buildings, facilities, vehicles, wastewater and potable water treatment facilities, landfill and composting facilities, and other government operations, ARB recently adopted the Local Government Operations Protocol. ARB encourages local governments to use this protocol to track their progress in achieving reductions from municipal operations. ARB is also developing an additional protocol for community emissions. This protocol will go beyond just municipal operations and include emissions from the community as a whole, including residential and commercial activity. These local protocols will play a key role in ensuring that strategies that are developed and implemented at the local level, like urban forestry and greening projects, water and energy efficiency projects, and others, can be appropriately quantified and credited toward California’s efforts to reduce greenhouse gas emissions.

In addition to tracking emissions using these protocols, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce greenhouse gas emissions by approximately 15 percent from current levels by 2020. To consolidate climate action resources and aid local governments in their emission reduction efforts, the ARB is developing various tools and guidance for use by local governments, including the next generation of best practices, case studies, a calculator to help calculate local greenhouse gas emissions, and other decision support tools.

The recent passage of SB 375 (Steinberg, Chapter 728, Statutes of 2008) creates a process whereby local governments and other stakeholders work together within their region to achieve reduction of greenhouse gas emissions through integrated development patterns, improved transportation planning, and other transportation measures and policies. The implementation of regional transportation-related greenhouse gas emissions targets and SB 375 are discussed in more detail in Section C.
About ICLEI

ICLEI - Local Governments for Sustainability is an international association of local governments as well as national and regional local government organizations that have made a commitment to sustainable development.

Over 977 cities, towns, counties, and their associations worldwide comprise ICLEI's growing membership. ICLEI works with these and hundreds of other local governments through international performance-based, results-oriented campaigns and programs.

ICLEI provides technical consulting, training, and information services to build capacity, share knowledge, and support local government in the implementation of sustainable development at the local level. Our basic premise is that locally designed initiatives can provide an effective and cost-efficient way to achieve local, national, and global sustainability objectives.

Founded in 1990
ICLEI was founded in 1990 as the 'International Council for Local Environmental Initiatives'. The Council was established when more than 200 local governments from 43 countries convened at our inaugural conference, the World Congress of Local Governments for a Sustainable Future, at the United Nations in New York.

Official name
The organization is now officially called 'ICLEI-Local Governments for Sustainability'. In 2003, ICLEI's Members voted to revise the organization's mission, charter and name to better reflect the current challenges local governments are facing. The 'International Council for Local Environmental Initiatives' became 'ICLEI—Local Governments for Sustainability' with a broader mandate to address sustainability issues.
Cities for Climate Protection (CCP)

The Cities for Climate Protection™ (CCP) Campaign assists cities to adopt policies and implement quantifiable measures to reduce local greenhouse gas emissions, improve air quality, and enhance urban livability and sustainability. More than 800 local governments participate in the CCP, integrating climate change mitigation into their decision-making processes. ICLEI runs this highly successful and widely recognized campaign either regionally or nationally in Australia, Canada, Europe, Japan, Latin America, Mexico, New Zealand, South Africa, South Asia, Southeast Asia, and the United States.

The campaign is based on an innovative performance framework structured around five milestones that local governments commit to undertake. The milestones allow local governments to understand how municipal decisions affect energy use and how these decisions can be used to mitigate global climate change while improving community quality of life. The CCP methodology is compliant with international standards and provides a simple, standardized way of acting to reduce greenhouse gas emissions and of monitoring, measuring, and reporting performance.

ICLEI reports the actions of local governments to the global community through international events such as the UNFCCC Conference of Parties.

The CCP campaign is continually developing and will include approaches on adaptation to existing climate change; implementation modules on specific topics such as streetlights and purchasing; and a new focus on ambitious targets and carbon neutral communities.

Benefits of Participation

Communities that participate in the CCP benefit from the actions that they take to reduce greenhouse gas emissions through:

- Financial savings in reduced utility and fuel costs to the local government, households, and businesses.
- Improved local air quality, contributing to the general health and well being of the community.
- Economic development and new local jobs as investments in locally produced energy products and services keep money circulating in the local economy.

In addition, ICLEI provides regionally specific tools and technical assistance to assist local governments in reducing their greenhouse gas emissions. For information on the specific resources that ICLEI provides in your region, please check with your regional ICLEI Office.
How CCP Works

Local governments join the Cities for Climate Protection (CCP) campaign by passing a resolution pledging to reduce greenhouse gas emissions from their local government operations and throughout their communities. To help cities achieve their goals, ICLEI then assists the cities undertake the CCP's five milestones.

The five milestones of the CCP and the methodology behind provide a simple, standardized means of calculating greenhouse gas emissions, of establishing targets to lower emissions, of reducing greenhouse gas emissions and of monitoring, measuring and reporting performance. ICLEI has developed several software tools that help cities comply with the methodology.

The five milestones are:

Milestone 1. Conduct a baseline emissions inventory and forecast. Based on energy consumption and waste generation, the city calculates greenhouse gas emissions for a base year (e.g. 2000) and for a forecast year (e.g. 2015). The inventory and forecast provide a benchmark against which the city can measure progress.

Milestone 2. Adopt an emissions reduction target for the forecast year. The city establishes an emission reduction target for the city. The target both fosters political will and creates a framework to guide the planning and implementation of measures.

Milestone 3. Develop a Local Action Plan. Through a multi-stakeholder process, the city develops a Local Action Plan that describes the policies and measures that the local government will take to reduce greenhouse gas emissions and achieve its emissions reduction target. Most plans include a timeline, a description of financing mechanisms, and an assignment of responsibility to departments and staff. In addition to direct greenhouse gas reduction measures, most plans also incorporate public awareness and education efforts.

Milestone 4. Implement policies and measures. The city implements the policies and measures contained in their Local Action Plan. Typical policies and measures implemented by CCP participants include energy efficiency improvements to municipal buildings and water treatment facilities, streetlight retrofits, public transit improvements, installation of renewable power applications, and methane recovery from waste management.

Milestone 5. Monitor and verify results. Monitoring and verifying progress on the implementation of measures to reduce or avoid greenhouse gas emissions is an ongoing process. Monitoring begins once measures are implemented and continues for the life of the measures, providing important feedback that can be used to improve the measures over time.

The five milestones provide a flexible framework that can accommodate varying levels of analysis, effort, and availability of data. This element makes the CCP both unique and innovative, by increasing its transferability amongst local governments. It is the breadth of this program that enables it to cross north/south, developed/developing, metropolis/town boundaries and that has made it successful worldwide.
Attachment 4: APCD staff report on allocation of funds for Local Government Implementation Program and PMC Proposal

TO: Board of Directors, Air Pollution Control District

FROM: Larry R. Allen, Air Pollution Control Officer

DATE: October 1, 2008

SUBJECT: Greenhouse Gas Emissions Inventory Project

SUMMARY

As part of the District’s Climate Protection Plan adopted by your Board in November 2005, the District has been working to encourage local governments to develop plans to reduce greenhouse gas (GHG) emissions from municipal operations and throughout their communities. In March 2008 your Board approved the Local Government Greenhouse Gas Initiative Grant Program that allocated $10,000 to Sierra Club Santa Lucia Chapter to provide assistance to local jurisdictions in their GHG efforts and $137,000 to fund GHG emission reduction projects implemented by local governments. Additional technical assistance is needed within the smaller jurisdictions throughout San Luis Obispo (SLO) County to compile both the municipal and community-wide GHG inventories and utilize these inventories in local and regional planning efforts. Staff recommends the Board reallocate existing grant funds to provide such assistance.

RECOMMENDATION

That your Board take the following action to authorize the implementation of the Greenhouse Gas Inventory Project and Local Government Implementation Program:

1. Authorize the allocation of $75,000 from the GHG Emission Reduction Grant Program (Transit Enhancement Program) to PMC consulting firm to prepare GHG emission inventories for municipal operations and community-wide sources for five cities (i.e., Arroyo Grande, Atascadero, Grover Beach, Morro Bay and Pismo Beach) in the SLO County; and,

2. Authorize the remaining $50,000 from the Transit Enhancement Fund to be moved into the Local Government Implementation Program to additional funding to local governments as they implement their GHG Action Plans.

BACKGROUND

In June of 2005, Governor Schwarzenegger signed Executive Order S-3-05, acknowledging the significant potential consequences to California resulting from climate change and committing the state to aggressively reduce greenhouse gases within specified timeframes (i.e., 1990 GHG levels achieved by 2020 and 80% below 1990 GHG levels by 2050). This order was followed in 2006 with the passage of Assembly Bill 32 (AB32), the California Global Warming Solutions Act of 2006. AB 32 requires the California Air Resources Board to adopt regulations and implement programs to reduce GHG emissions sufficiently to meet the targets established in the Executive Order. Achieving GHG reductions of that scale will require significant action by every sector of the economy and society, including governments, businesses, institutions and communities throughout the state.

In November of 2005, the APCD Board adopted a Climate Reduction Plan designed to reduce local
emissions of greenhouse gases that contribute to global climate change, and to increase public awareness of the issue and actions that can be taken now to help prevent significant future impacts. Fortunately, many of the actions taken to reduce GHG emissions will also reduce harmful local air pollutants and provide public health benefits. Of the seven specific actions identified in the APCD Climate Protection Plan, goal number five targets local government actions by requiring the District to “Encourage and provide support for local governments to join the Cities for Climate Protection program.” That program asks each city to adopt a resolution committing to achieving five milestones, including development of baseline and forecast GHG inventories and development and implementation of an action plan to reduce GHG emissions within their municipal operations and the community.

On September 26, 2007, your Board took action and adopted the Greenhouse Gas Emission Reduction Grant Program. This grant program allocated $443,625 in mitigation funds to five specific categories: GHG Initiatives for Cities ($143,000), Transit Enhancements ($125,000), School Bus Replacement ($103,625), Lawn Mower Exchange Program ($47,000), and Tree Planting ($25,000). Your Board has already allocated the designated funds to specific projects in each of these program areas except the $125,000 for the Transit Enhancement Program.

DISCUSSION

At the March 2008 meeting, your Board took action and approved the Local Government Greenhouse Gas Initiative Grant Program that 1) allocated $10,000 to the Sierra Club to provide technical assistance to the cities as they develop their municipal operations inventories and action plans, and 2) allocated $137,000 for the Local Government Implementation Program to provide seed funding to local governments as they implement their GHG Action Plans. Through the creation of the GHG City/County Stakeholder Forum, a group of local government agency staff has been meeting regularly to discuss recent developments at the state level impacting local jurisdictions, the methodology to develop GHG inventories, tools and resources available to assist in that effort, and hurdles to overcome in completing the inventories and action plans.

Currently efforts are underway at the County, the City of Paso Robles and City of SLO to conduct their GHG inventories. These three agencies have joined ICLEI (Local Governments for Sustainability) and initiated the data gathering and inventory process. As part of the update to their Conservation and Open Space Element, the County of SLO has hired the PMC consulting firm to prepare the GHG emissions for county operations and community-wide sources in the unincorporated county. The City of San Luis Obispo secured assistance from a Masters student at Cal Poly to assist with their inventory process, and the City of Paso Robles is working with Sierra Club’s resource team to compile their inventories. Once the inventories are complete they will provide the basis for those jurisdictions to develop policies and action plans outlining steps they will take to reduce GHG emissions. These plans may be developed as part of the agency’s General Plan (e.g., Conservation Elements) or as a stand alone Climate Action Plan.

While these inventories for SLO, Paso Robles and the County represent a significant portion of the communities and population throughout our region, GHG inventories for the remaining five cities are essential to assist APCD, SLOCOG, the County and cities in local and regional planning activities to address climate change. For instance, the APCD will begin updating the County’s Clean Air Plan (CAP) in 2009 and expand its focus to a multi-pollutant plan that will address ozone, particulate matter and greenhouse gases. In addition, SLOCOG is now in the process of updating the Regional Transportation Plan (RTP), which will require an analysis of GHGs. A complete countywide GHG inventory is essential to provide the information necessary to develop appropriate policies and implementing strategies in both the CAP and RTP to address our impact on climate change at the regional level.

Due to limited staff resources within the smaller cities in our county, recommendations have been made at the City/County GHG Stakeholder meetings to secure additional resources to assist with inventory
APCD Board – GHG Emissions Inventory Project
October 1, 2008
Page 3

Compiled. Following this recommendation, APCD staff met with PMC to determine the timeframe and
cost of preparing inventories for the five remaining jurisdictions (i.e., Arroyo Grande, Atascadero, Grover
Beach, Morro Bay and Pismo Beach). The Sierra Club Santa Lucia Chapter, who is working with Cal
Poly students and faculty and community volunteers, will continue to work with interested cities in
conjunction with PMC and provide data gathering resources for the municipal inventories and action
plans as part of this effort.

Attached to this staff report is the GHG Emissions Inventory Project proposal from PMC, which outlines
the costs and tasks associated with completing the municipal and community-wide emissions inventories
for the five remaining cities. To participate in this effort each city must join ICLEI, which requires the
adoption of a resolution stating the city’s commitment to address greenhouse gas emissions at the local
level. The cities will also need to respond to data requests and help facilitate the transfer of information
from city representatives to PMC. The total cost to complete both the municipal and community-wide
inventories for the five cities is $75,000, approximately equivalent to $15,000 per city. If a city elects not
to move forward with their GHG inventory, staff recommends the associated monies be moved into the
Local Government Implementation Program to further assist participating jurisdictions in implementing
their Climate Action Plans.

To fund the proposed GHG Emissions Inventory Project, staff recommends the Board reallocate $75,000
of the $125,000 previously earmarked for the Transit Enhancement Program. Although labeled as transit
enhancements, this proposed program was intended to more broadly enhance all forms of alternative
transportation in the southern region of the county. However, the program is still in the conceptual stage,
with no funds allocated to any specific projects and no commitments made to any potential grant
recipients. Since the GHG inventories are essential and needed in the near-term by both SLOCOG and
APCD to develop the RTP and CAP, staff believes reallocating the funds to this project will provide the
greatest benefits to our Climate Protection efforts. Staff further recommends transferring the remaining
$50,000 in the Transit Enhancement Program to the Local Government Implementation Program and
targeting them for GHG reduction projects in South County communities (i.e., Arroyo Grande, Avila
Beach, Grover Beach, Oceano, Nipomo and Pismo Beach). This will enable these jurisdictions to identify
and implement the GHG reduction measures that best suit their communities. The additional funds would
increase the total funding for the South County communities from $79,460 to $129,460; funds available
for the remaining jurisdictions in the county would remain the same at $57,540. When additional
mitigation funds become available, District staff will work to augment this amount to ensure all
jurisdictions have equitable access to available grant funds to implement their GHG reduction plans.

OTHER AGENCY INVOLVEMENT

The District will work with PMC, representatives with the Sierra Club Santa Lucia Chapter, cities and
county throughout the process to maximize resources, streamline the process and eliminate any potential
redundancy. In order to secure support from this grant program, cities will need to join ICLEI to access
the CACP inventory software. Once the inventories are completed, the APCD will work with the County,
cities and SLOCOG to ensure information is available for regional GHG reduction planning efforts. No
other agencies are involved in administration of this grant.

FINANCIAL CONSIDERATIONS

This proposal will have no fiscal impact on the District’s normal operating budget or accounts. Staff time
required to administer and oversee the distribution of these funds is accounted for in the current year
budget.
September 5, 2008

Aeron Arlin-Genet, Manager
SAN LUIS OBISPO AIR POLLUTION CONTROL DISTRICT
AIR QUALITY PLANNING AND OUTREACH DIVISION
3433 Roberto Court
San Luis Obispo, CA 93401

RE: PROPOSAL FOR FIVE (5) GREENHOUSE GAS EMISSIONS INVENTORIES FOR THE CITIES OF ARROYO GRANDE, ATASCADERO, GROVER BEACH, MORRO BAY, AND PISMO BEACH

Dear Aeron:

This letter serves as a proposal to prepare Greenhouse Gas (GHG) emissions inventories for municipal operations and community-wide sources for five (5) cities (Arroyo Grande, Atascadero, Grover Beach, Morro Bay, and Pismo Beach) in the County of San Luis Obispo. This scope is based on meetings and discussions between APCD and PMC staff.

PROJECT UNDERSTANDING

In November of 2005, the San Luis Obispo Air Pollution Control District (APCD) released a report titled Options for Addressing Climate Change in San Luis Obispo County, and initiated a Climate Protection Program in order to reduce GHG emission in the region. The APCD is now initiating an effort locally, the Greenhouse Gas Emissions/Climate Change Stakeholder Group, to encourage agencies to quantify and reduce GHG emissions.

Quantifying, managing and reducing GHG will help protect the health of the community, ecosystems, and biodiversity from potentially dangerous climate changes. Reducing GHG emissions also contributes to the achievement of various municipal goals such as improving air and water quality and fostering economic development. Identifying local contributions to GHG emissions is the first step towards climate change mitigation at the local level.

PMC is assisting the County of San Luis Obispo with the preparation of GHG emissions inventory for county operations and community-wide sources in the unincorporated county. At this time, two (2) local cities (Paso Robles and San Luis Obispo) and the county have joined ICLEI and initiated GHG emissions inventories. In addition, PMC understands that the San Luis Obispo Council of Governments (SLO COG) is preparing the 2009 Regional Transportation Plan (RTP) and that the COG and APCD staff desires a complete countywide greenhouse gas emissions inventory to inform the updated policies in the plan as well as the analyses conducted as part of the Environmental Impact Report.

PMC understands that GHG inventories for the remaining five (5) cities in the county are needed to assist the APCD, SLOCOG, the county, and the cities with local and regional planning activities to address climate change, particularly in compliance with California's
Global Warming Solutions Act. PMC also understands that the APCD would like to contract services to perform the GHG emissions analysis for the 5 using the ICLEI CACP software and ICLEI/ARB protocol for Local Government Operations and for communitywide sources. PMC staff is proficient in ICLEI's CACP software, which analyzes energy, waste, and transportation data to determine actual and projected GHG emissions from local government facilities and operations, as well as the community as a whole.

Municipal operations emissions include those associated with activities under the direct control of the agency, such as the fleet, agency energy use from buildings, employee commute, streetlights, waste, etc. Community-wide emissions include residential, commercial, and industrial energy use, waste generation, and transportation emissions.

In order for local agencies to develop effective policy measures to meet any legally required or locally developed climate change reduction goals, the APCD must first develop an understanding of where and how GHG emissions are generated countywide. By completing a GHG emissions inventory, local agencies will gain an understanding of the generation sources of GHGs, and will then be able to create policies and measures that will assist in reducing the levels of emissions from these sources. This approach will help the COG, APCD, the cities and the county to develop locally generated solutions to regional problems.

The information gathered during the GHG inventory may also be used during the preparation of the EIR for the Regional Transportation Plan, which will include an analysis of the effectiveness of the Plan and other County measures at reducing climate change impacts. This EIR approach will provide additional insulation from legal challenges against the adequacy of the EIR, and is consistent with the most current practices and methodologies recommended by the Attorney General's office and the Coalition of Air Pollution Control Officers (CAPCOA). PMC is under contract to SLOCOC to prepare the Regional Transportation Plan EIR.

**PROPOSED WORK PROGRAM FOR EACH INVENTORY**

**Task 1 - Meetings and Project Management**

*Kickoff Meetings:* The PMC project team will attend a kickoff meeting with APCD staff and key agency staff. The purpose of the meeting will be to define roles and responsibilities, review the process for project updates and status reports, and to review the data collection and quantification approach and methodology. In addition, the PMC and APCD team will meet with key staff from each of the 5 cities for individual kick-off meetings and periodic project team meetings as needed.

PMC’s project managers will teleconference with APCD’s project manager and local agency primary contacts on a regular basis, bi-weekly at a minimum, to go over project management issues, including task specific issues, schedule, and budget. In addition, the project manager will attend the countywide greenhouse gas emissions stakeholder group bi-monthly meetings throughout the duration of this project.

**Task 2 - Data Collection – City and Community-wide**

PMC will work in coordination with APCD and City staff to complete the municipal GHG baseline inventory. This task will include the collection of information related to City facilities,
Ms. Aeron Aflin-Genet
September 5, 2008
Page 3

City vehicles, City operations, etc. The data gathered will be consistent with ICLEI’s reporting protocol. PMC will gather community-wide data related to vehicle miles traveled, solid waste disposal, energy consumption, etc. to determine the existing levels of GHG emissions from the community.

PMC will work with planning staff to help identify the person or City department most likely to have the requisite data. This work effort is based on the assumption that PMC will receive assistance from APCD or City staff or local volunteers coordinated by the Sierra Club to gather municipal-operations data.

Task 3- Data Quantification and Analysis

Upon completion of Task 2, as described above, PMC will compile all of the baseline data and enter it into ICLEI’s CACP software which will provide us with the data needed to prepare the baseline inventory report.

Task 4 - Baseline GHG Report Preparation

PMC will create a complete Greenhouse Gas Emissions Inventory Report for each of the cities, which includes background information on climate change, state and regional issues, charts, and baseline data and analysis. The Baseline GHG report will include a summary of community-wide and city (municipal)-specific GHG emissions in total tonnes (per standard practices). PMC will deliver the summary report in Word and .pdf formats. The report will provide charts and figures depicting the major sources of GHG emissions in each jurisdiction, and their percentage contribution of total GHG emissions.

Project Team

A team of qualified staff have been assembled to complete this project:

- Tammy Seale, Project Manager
- Doug Kim, Director Air Quality and Transportation Planning
- A team of Auditor/Analysts, including staff based in San Luis Obispo

We can provide supplemental resumes and qualifications for this contract amendment if needed. In addition to preparing Greenhouse Gas Emissions Audits and Climate Action Plans for the Cities of San Carlos, Pinole, and Rancho Cordova, PMC is currently conducting a Greenhouse Gas Emissions Inventory for the County of San Luis Obispo as part of the Conservation and Open Space Element Update and EIR. The inventory includes county operations and community wide emissions in the unincorporated county. Our experience with the County GHG inventory allows PMC to provide cost-savings and efficiency to the District.

In addition to PMC staff, PMC welcomes the assistance of the local Sierra Club volunteers as well as other community volunteers. PMC is open to meeting with APCD staff and local representatives from the Sierra Club Santa Lucia Chapter to discuss ongoing activities through the Sierra Club’s Cool Cities Campaign and to identify opportunities to use volunteers for this project.
ESTIMATED PROJECT SCHEDULE

PMC can complete Tasks 1-4 of the work program within twelve (12) to sixteen (16) weeks of signing a contract and receiving a formal notification to proceed. This time estimate assumes that all cities join ICLEI in the first 4 weeks and that local jurisdictions respond to data requests in a timely manner.

PROJECT BUDGET

PMC’s proposed budget for a municipal GHG emissions baseline inventory, as scoped above, is $75,000. A detailed project budget is included as Attachment A. The proposed budget does not include the ICLEI membership fee that the cities must pay directly ICLEI. ICLEI membership fees are based on population.

ASSUMPTIONS

This scope of work is based on the following key assumptions:

1. Each City will become members of ICLEI- Local Governments for Sustainability. This requires the adoption of a resolution stating the City’s commitment to address climate change at the local level. PMC can provide the APCD and the Cities with sample text for use in the resolution.

2. This scope of work includes one (1) kickoff meeting between PMC and the local project team and one (1) presentation to either the APCD Board or the local City Council to present the findings of the Baseline GHG Report. Additional meetings can be attended on a time and materials basis.

We are very excited about the opportunity to work with the APCD on a countywide GHG emissions inventory. Please feel free to contact me if you have any questions about this proposal.

Sincerely,

Tammy Seale

[Signature]

PMC

Attachment

Cc: Tad Steam, PMC
## ATTACHMENT A:

GREENHOUSE GAS EMISSIONS INVENTORIES FOR THE CITIES OF ARROYO GRANDE, ATASCADERO, GROVER BEACH, MORRO BAY AND PISMO BEACH

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¹Direct costs may include document production, mailing services, meeting and presentation materials, travel costs.

ICLEI Membership Fee (paid by cities) Based on population
DRAFT RESOLUTION A

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ATASCADERO, CALIFORNIA, AUTHORIZING PARTICIPATION IN THE CITIES FOR CLIMATE PROTECTION CAMPAIGN TO REDUCE GREENHOUSE GAS AND AIR POLLUTION EMISSIONS THROUGHOUT THE COMMUNITY

WHEREAS, a scientific consensus has developed that Carbon Dioxide and other greenhouse gases released into the atmosphere have a profound effect on the Earth's climate; and,

WHEREAS, the 2007 Fourth Assessment Report from the International Panel on Climate Change (IPCC) states that it is very likely that most of the observed increases in globally averaged temperatures since the mid-20th century are due to human-induced greenhouse gases; and,

WHEREAS, in 2006 the U.S. National Climatic Data Center confirmed clear evidence of human influences on climate due to changes in greenhouse gases; and,

WHEREAS, an inventory of human activity impacts, i.e., a greenhouse gas emission inventory, is a means of documenting those impacts; and,

WHEREAS, the U.S. Conference of Mayors endorsed the 2005 U.S. Mayors’ Climate Protection Agreement initiated by Seattle Mayor Nickels; and,

WHEREAS, the Urban Environmental Accords adopted by local government delegates during UN World Environment Day 2005 call for reduced emissions through energy efficiency, land use and transportation planning, waste reduction, and wiser energy management; and,

WHEREAS, in 2001, at the request of the Administration, the National Academy of Sciences (NAS) reviewed and declared global warming a real problem likely due to human activities; and,

WHEREAS, 162 countries include the United States pledged under the United Nations Framework Convention on Climate Change to reduce their greenhouse gas emissions; and,
WHEREAS, energy consumption, specifically the burning of fossil fuels, accounts for more than 80% of U.S. greenhouse gas emissions; and,

WHEREAS, local government actions taken to reduce greenhouse gas emissions and increase energy efficiency provide multiple local benefits by decreasing air pollution, creating jobs, reducing energy expenditures, and saving money for the local government, its businesses and its residents; and,

WHEREAS, the international organization known as, “ICLEI” – Local Governments for Sustainability, has invited the City of Atascadero to join ICLEI and become a partner in the Cities for Climate Protection Campaign, and has technical information and expertise that can assist the City in developing a greenhouse gas inventory, and in turn, contribute to on going efforts to promote sustainable building and, in the future, to prepare a climate action plan; and;

WHEREAS, the Cities for Climate Protection Campaign sponsored by ICLEI has developed a proven method and tools for quantifying energy use, energy efficiency, and associated greenhouse gas emissions; and

WHEREAS, local government actions taken to increase energy efficiency and reduce greenhouse gas emissions provide multiple local benefits by: reducing energy expenditures; saving money for the local government, its businesses and residents; decreasing air pollution; and

WHEREAS, the State legislature adopted AB 32 (known as the California Global Warming Solutions Act of 2006), established a multi-year program to reduce greenhouse gas emissions to 1990 levels by the year 2020; and

NOW THEREFORE, the City Council of the City of Atascadero takes the following actions:

SECTION 1. The City of Atascadero will join ICLEI as a Full Member and participate in the Cities for Climate Protection Campaign and, as a participant, pledges to take a leadership role in promoting public awareness about the causes and impacts of climate change.

SECTION 2. The City of Atascadero will undertake the Cities for Climate Protection Campaign’s five milestones to reduce both greenhouse gas and air pollution emissions throughout the community, and specifically:
• Conduct a baseline emissions inventory and forecast
• Adopt an emissions reduction target for the forecast year
• Develop a Local Action Plan
• Implement policies and measure s
• Monitor and verify results

SECTION 3. The City of Atascadero requests assistance from ICLEI's Cities for Climate Protection Campaign as it progresses through the milestones.
On motion by Council Member ________________ and seconded by Council Member ________________, the foregoing Resolution is hereby adopted in its entirety on the following roll call vote:

AYES:

NOES:

ABSENT:

ADOPTED:

CITY OF ATASCADERO

By: ________________________________
    Ellen Béraud, Mayor

ATTEST:

______________________________
Marcia McClure Torgerson, C.M.C., City Clerk

APPROVED AS TO FORM:

______________________________
Brian Pierik, City Attorney