



**CLIMATE ACTION ADVISORY COMMITTEE MEETING NOTES**

**Meeting Notes of January 11<sup>th</sup>, 2019**

**ITEM**

1. Introductions

Meeting called to order at 11:31 p.m. by Brant Arthur.

Committee Members: Kevin Conway; Sheldon Gen; Steve Birdlebough; Mitch Conner; Marilyn Joyce; Tom Conlon; Kerry Fugett; Matt Metzler; Ken Wells; Christopher Peck; Bill Mattinson; Steve Pierce; Chris Cone; Hal Hinkle; Amy Rider.

Guests: Erin Cooke, SFO; Mike Turgeon; Tonya Parnak, 350 Petaluma.

Staff: Suzanne Smith; Aleka Seville; Brant Arthur; Carolyn Glanton; Tanya Narath; Drew Nichols.

2. Public Comment

Mike Turgeon spoke on learning the politics of the City of Santa Rosa and the citizens working with the City Council trying to develop an ordinance for an all-electric rebuild. This ordinance would ensure the electrical work is completed ahead of the all-electric home requirement suggested by the State of California.

Mr. Turgeon thanked Aleka Seville for work with the City of Santa Rosa.

3. Administrative - Approval of prior meeting notes – October 5<sup>th</sup>, 2018

Approved as submitted.

4. Report-out from attendees

Kevin Conway announced the all electric ready ordinance is pending scheduling and continues to understand the process to agendize the item to the (Santa Rosa) City Council.

Steve Birdlebough reported that the City of Santa Rosa will embark on a General Plan revision which is poised to have a big impact on VMT.

The City is also beginning the Downtown Specific Plan revision, which could have positive impacts to create a more walkable city.

Mr. Birdlebough further stated the observation that other cities are eliminating the R1 zoning and regarded as something Santa Rosa could further study.

Mitch Connor the Urban Community Partners will be hosting a YIMBY event in Sonoma County and further spoke on the participation on the development teams for the SMART site in downtown Santa Rosa.

Amy Rider reported on electrification efforts and continued work with the building decarbonization coalition statewide.

Kerry Fugett explained the exploration of carbon gardening as a way to involve the work at Daily Acts.

Tom Conlon reported on the ongoing support by the Sonoma Valley Climate Coalition to support the City of Sonoma and the proposition to track climate action resolutions passed by the Council throughout the years.

Mr. Conlon further announced the continuing of inventories for the Sonoma Valley and water district and is looking to expand this service in 2019 to other special districts who may not have the resources readily available.

Furthermore, the Sierra Club (and other similar groups) is considering climate emergency

declarations and is regarded as an interesting element to address climate change. Los Angeles and Berkeley, for example, have implemented said declarations. Mr. Conlon described this process to the committee.

Matt Metzler updated the committee on the new pro-climate action majority in the Sonoma City Council.

Mr. Metzler expressed hope for improvements on bicycle safety, and continues working on assessing climate change and meeting the goals for GHG reductions.

Bill Mattinson spoke on the new bicycle lanes in Sebastopol, which was well received by the bicycle community.

In regards to electrification building codes, there is little new building development in Sebastopol due to constraints in the area that more interest resides in the existing housing stock.

Steve Pierce announced the first electric city bus providing transit service in Sebastopol. Secondly, Mr. Pierce explained the interest from the Sebastopol City Council on the all-electric ready ordinance.

Lastly, Mr. Pierce had the opportunity to volunteer with Grid Alternatives to install solar panels at the Habitat for Humanity site on West Steele Lane.

Chris Cone reported on a grant program with the Center for Climate Protection to develop a tool for rate structures for distributive energy resource projects.

Furthermore, Ms. Cone will be joining the RCPA as the (BayREN) Water Bill Saving Program Manager.

## 5. Report from Community Climate Challenge working group and discussion\*

### 5.1. The Draft Outreach and Launch Plan is available online

Brant Arthur spoke on the Sonoma County Climate Challenge draft outreach and launch plan and welcomed feedback from the committee.

Mr. Arthur described the goals the of the platform, including increasing participating in greenhouse gas emissions reduction programs, tracking reductions, and increasing public awareness on the importance and effectiveness of household actions to reduce GHG emissions.

Merrilyn Joyce mentioned the importance of using passive solar elements in building design and the impacts of saving energy.

The role of the CAAC would include participation in the Beta testing of the website, provide ideas on focused campaigns, contribute to outreach ideas, share content with networks, and help to make introductions to outreach partners.

Sheldon Gen commented on this idea serving two purposes: educational and tracking. This will capture a lower bound of accomplishments, which is dependent on the level of participation and wondered if there is an anticipation to complement this tool with other measures for GHG reductions.

Aleka Seville added to keep in mind this is the first online tool and one of the first direct connections to the public through the RCPA.

Mr. Gen further added this challenge resonates with certain communities, suggesting a communal message may be more appealing to capture the interest of some minority communities.

Steve Birdlebough added the need to consider the idea of small pieces of the project that can fit in

within web sites that individuals routinely look at, such as social media.

Kerry Fugett expressed appreciation for the topic brought up by Sheldon Gen, especially considering that the goal is to bring in partners who may not think they are a part of climate action efforts.

Steven Pierce noted the absence of a marketing budget.

Kevin Conway suggested the need to make sure to increase the emphasis on addressing climate action to the younger population, since that generation will be affected more by climate change.

Kerry Fugett suggested a strategy to work with local businesses and local schools as a way to increase participation.

Matt Metzler noted that the most significant challenge is transportation, which should be addressed by employers.

Bill Mattinson wondered how are individuals going to measure whether they are successful and who will establish a baseline.

Mr. Arthur responded that once an individual signs up, he or she will be able to connect their PG&E account to illustrate their actual usage. Water usage, however, will be a bit more challenging.

#### 6. Presentation from Erin Cooke, Sustainability Director at SFO

Erin Cooke, Sustainability & Environmental Policy Director for the San Francisco International Airport (SFO), presented to the committee on decarbonizing air travel efforts.

The key takeaways of the presentation began with a global focus, unpacking the carbon impacts of aviation and decarbonization challenges, then focused on national and the State of California

scale to understand the incentives currently available to the aviation industry. The presentation ended with a specific review of the pathway undertaken by SFO to set, track, and achieve reduction goals.

Global aviation accounts for 12% emissions.

Kevin Conway noted airline emissions are worse than emissions from cars and asked Ms. Cooke for her response.

Ms. Cooke responded that, per mile, airline emissions are smaller than a single occupancy vehicle; however, noted the elevation in which the emissions are produced has a greater impact, especially when aircrafts are flying at night.

Matt Metzler added that these emissions from airplanes remain in the atmosphere.

Ms. Cooke further explained the goal identified on the global focus:

- 1.5% annual average fuel efficiency improvement from 2009 to 2020;
- Stabilize net aviation CO<sub>2</sub> emissions at 2020 levels with carbon-neutral growth; and
- Reduce aviation's net CO<sub>2</sub> emissions to 50% of what they were in 2005, by 2050.

Aircraft efficiency has improved over the years with the advancements of winglets, improved engine technology, and strengthening the partnership with airports and airlines. For example, SFO permits aircrafts to connect to GHG emission free power at the gates to avoid the use of jet fuel, and the subsequent emissions, while the aircraft transitions between flights.

Ms. Cooke further illustrated the use of NextGEN – a tool used by air traffic controllers to manage

enhanced runway capacity, flight paths, and ascent and decent traffic.

Ms. Cooke then described efforts taken on by SFO. SFO, in Calendar year 2017, saw 55.8 million passengers with 210,656 landing from 48 airlines.

SFO has published a Zero Waste Plan and a SFO Sustainability Strategy; a roadmap plan to address climate change.

Hal Hinkle commented on the rental car emissions at SFO, noting a significant amount of emissions are a product of passengers renting vehicles.

Furthermore, Ms. Cooke acknowledged this comment and added that the parking garage at SFO is eight stories.

Kevin Conway wondered about incentives for SFO's nearly 40,000 employees.

Steve Birdlebough asked about parking for employees.

Ms. Cooke responded that SFO is considered part of the County of San Francisco and its employees receive the same transportation demand management incentives, such as the cash-out parking incentive in lieu of driving to SFO.

Lastly, Ms. Cooke described the reconstruction of Terminal 1 and the efforts made to ensure zero-net energy.

## 7. Announcements

### 7.1. 2019 Proposed SCTA/RCPA Committee Schedule

The 2019 SCTA/RCPA Committee Schedule was included in the agenda packet for the committee's interest.

Carolyn Glanton announced the Rebuild Green Expo on February 22<sup>nd</sup>, a free event to the public that the RCPA and BayREN will be sponsoring.

Mike Turgeon noted the importance of including more vendors.

## 8. Adjourn

The committee adjourned at 1:20 p.m.