

Erik Pearson

From: Douglas Grandt [doug.grandt@comcast.net]
Sent: Tuesday, June 30, 2009 3:38 PM
To: Michael Sweeney; Kevin Dowling - Forward; Barbara Halliday; Olden Henson; Anna May; Bill Quirk - Forward; Francisco Zermeno - Forward; Erik Pearson; Fran David; Greg Jones; David Rizk; Miriam Lens
Subject: July 28 City Council Meeting - Climate Action Plan
Attachments: Hayward CAP - City Council - July 2009.ppt; ATT00001.txt

Dear Mayor, Council Members, City Staff and City Clerk,

Attached is a preview of the public comments I intend to make at the July 28 City Council meeting.

I made these remarks at the June 25 Planning Commission meeting, but was rushed due to the 3-minute time restriction. Therefore, I will abbreviate my remarks at the City Council meeting and hope the Council Members will preview the attachment.

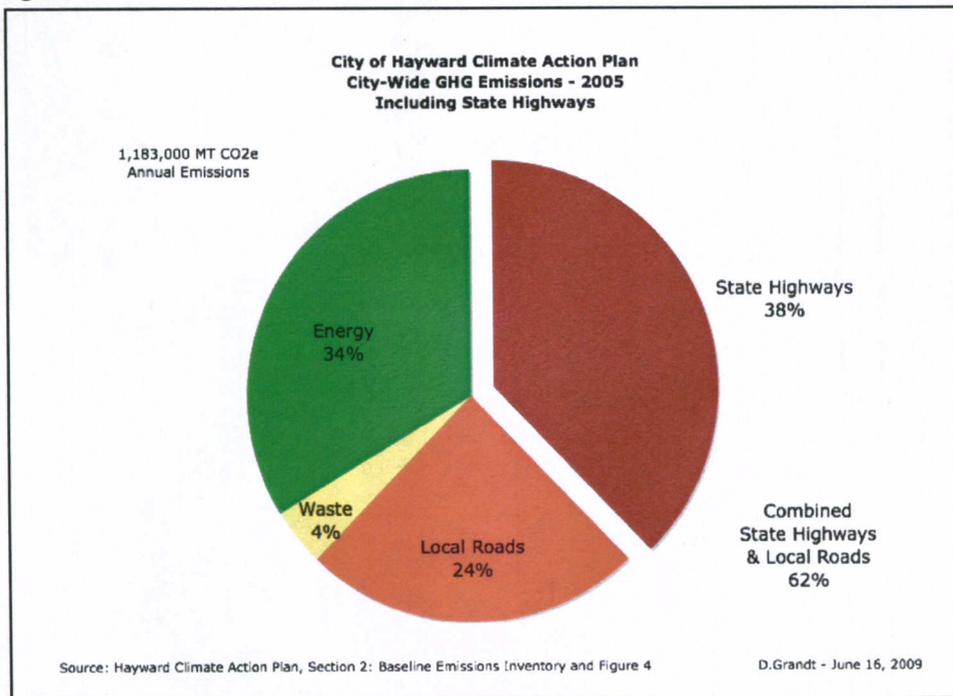
Hayward City Council

Presentation by Doug Grandt
in support of Hayward's
Climate Action Plan

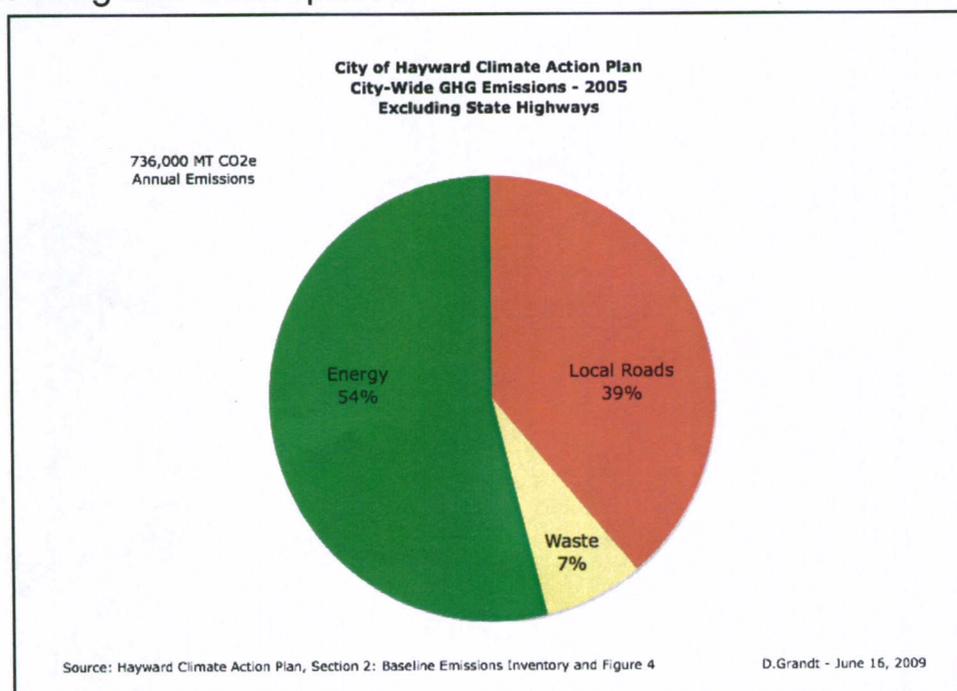
July 28, 2009

Please adopt the
Climate Action Plan
This is a good plan,
but let's stay flexible
and make
adjustments as we
gain experience

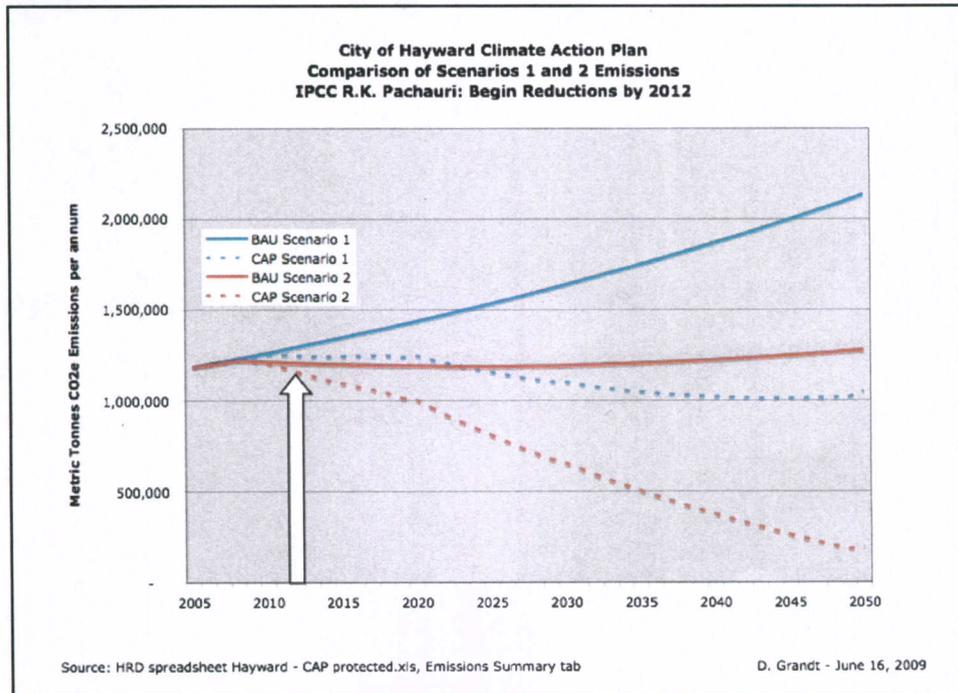
Using ICLEI's model, 38% of Hayward's carbon inventory comes from vehicles that transit highways that simply pass through our city. Hayward has no control over those emissions which arguably should not divert our attention from CO2 emissions we do control. Let's focus attention on controlling what we can.



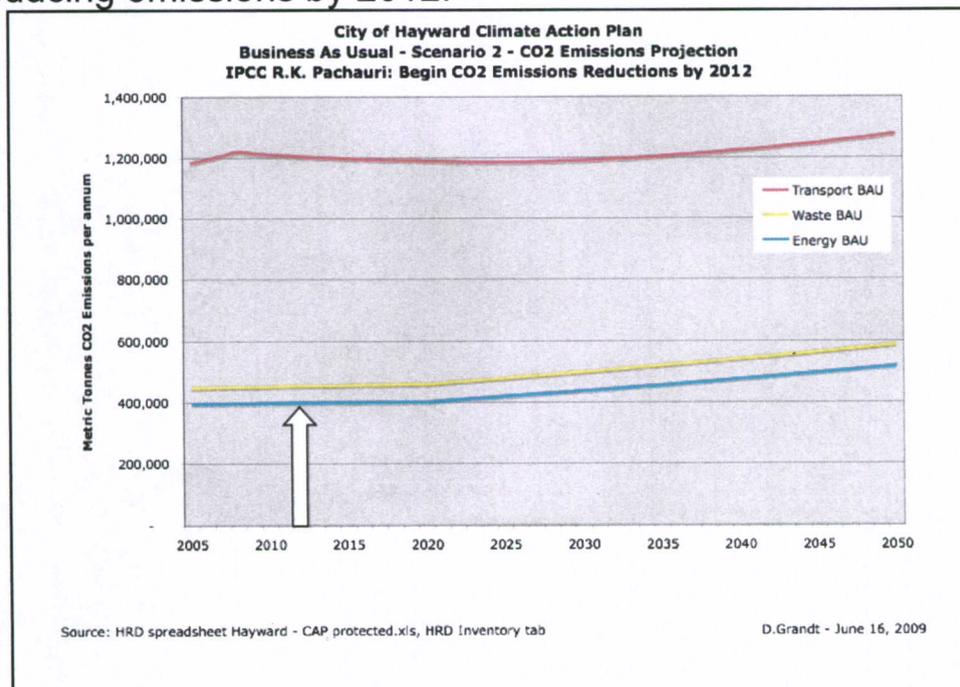
Removing the State Highways segment highlights the importance of Local Roads emissions which can be reduced by effective land use policies, and Energy which can be improved with innovative policies aimed at curtailing the burning of natural gas to generate electricity, heat water, and heat living and work spaces.



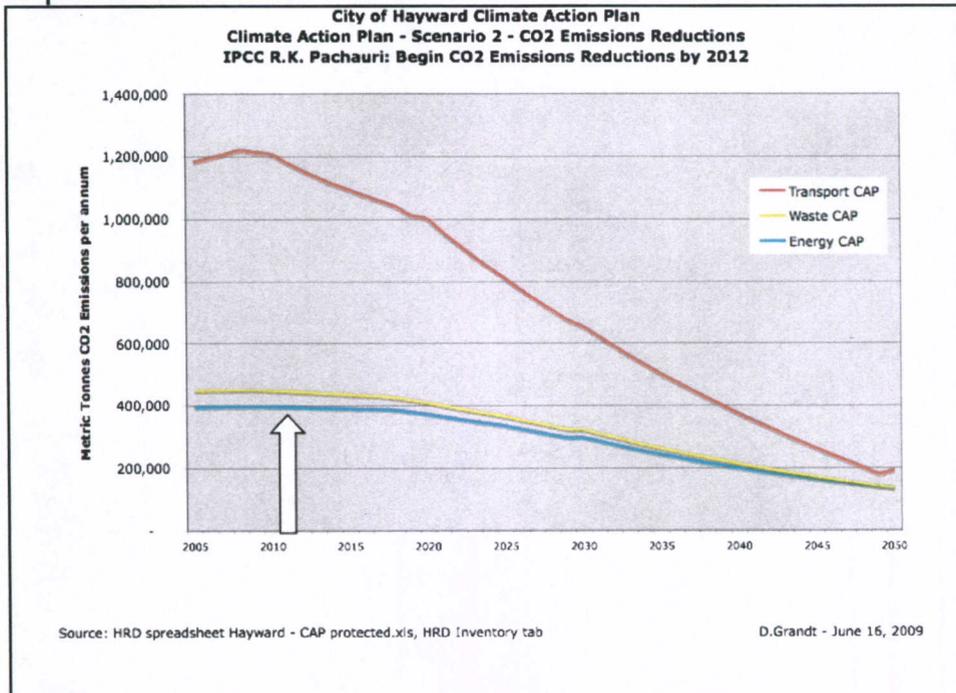
Looking at how Hayward's inventory changes over time from 2005 to 2050, Scenario 1 "Business As Usual" is increasing growth (blue curve). Scenario 2 (red curve) assumes federal improvements in automobile fuel economy and renewable energy portfolio standards. Additional CO2 emission reductions shown by the dashed red curve result from Hayward's CAP and local initiatives.



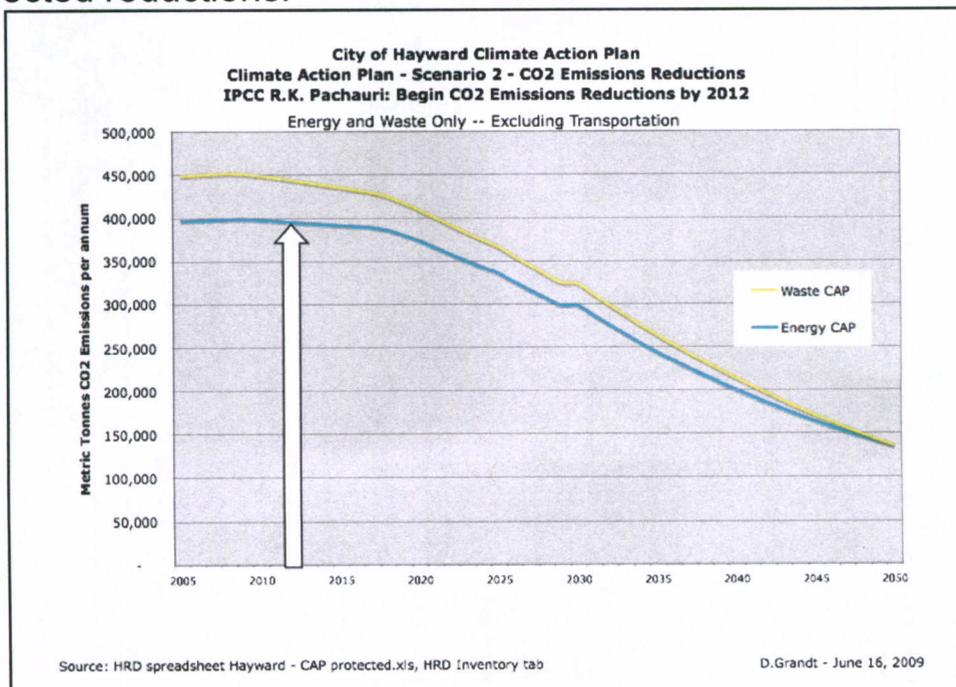
Since Hayward has no control over the impact of federal legislation and actual implementation, let's take a closer look at Scenario 2 and see the impact of the CAP. Scenario 1 is not an acceptable option and requires hope that the federal leadership will be effective. Using IPCC Chairman Dr. Rajendra K. Pachauri's admonition as a guide, our first milepost is to begin reducing emissions by 2012.



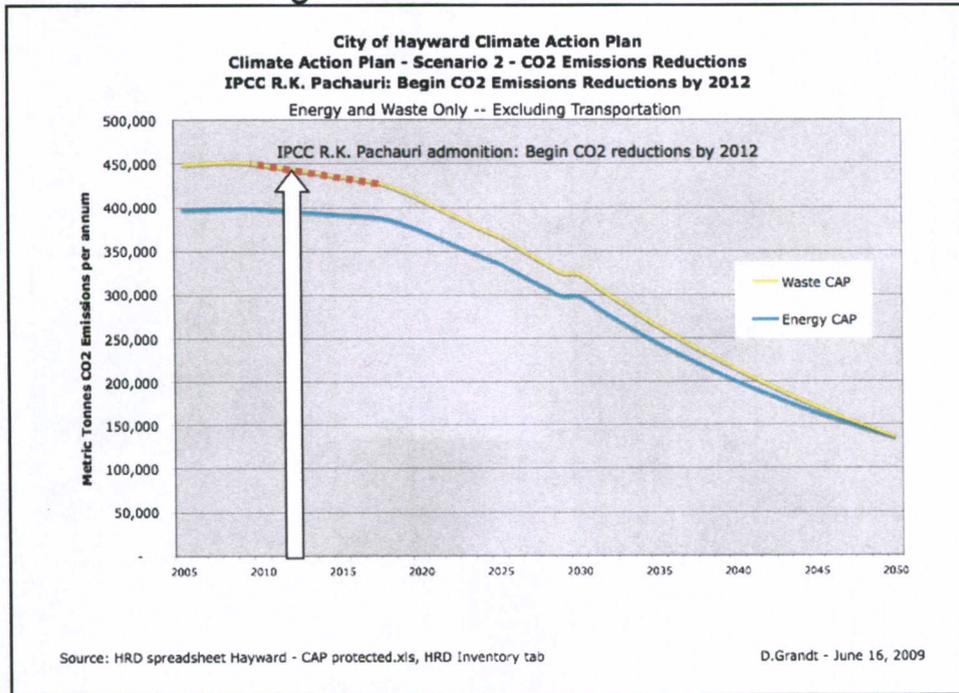
The CAP actions aim for significant aggregate emission reductions from 2005 to 2050. In aggregate, reductions appear to begin by 2012, but emissions from Waste and Energy are initially flat, and the bulk of the reductions come from the transportation segment. CAFE standards and local land use policy nearly eliminate transportation emissions; optimistic unless we promote electric cars.



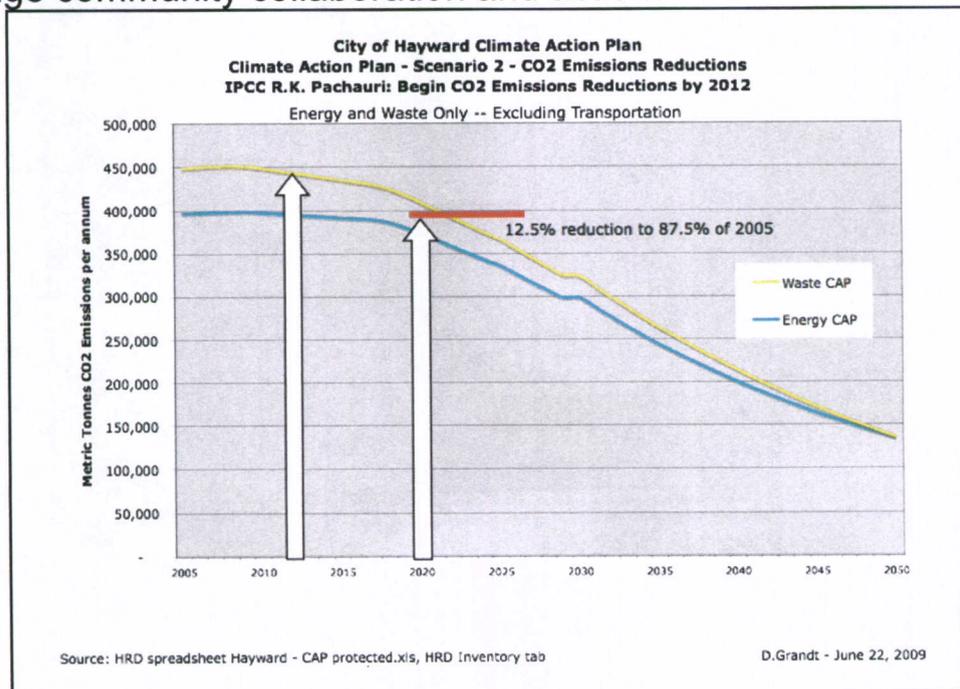
Unlike transportation which we have little control over, Hayward residents can have significant individual impact on emissions from Waste and Energy. We don't have to rely on federal legislation or implementation by the automobile industry to make reductions. Let's take a closer look at just the Waste and Energy segments of Hayward's emission inventory and projected reductions.



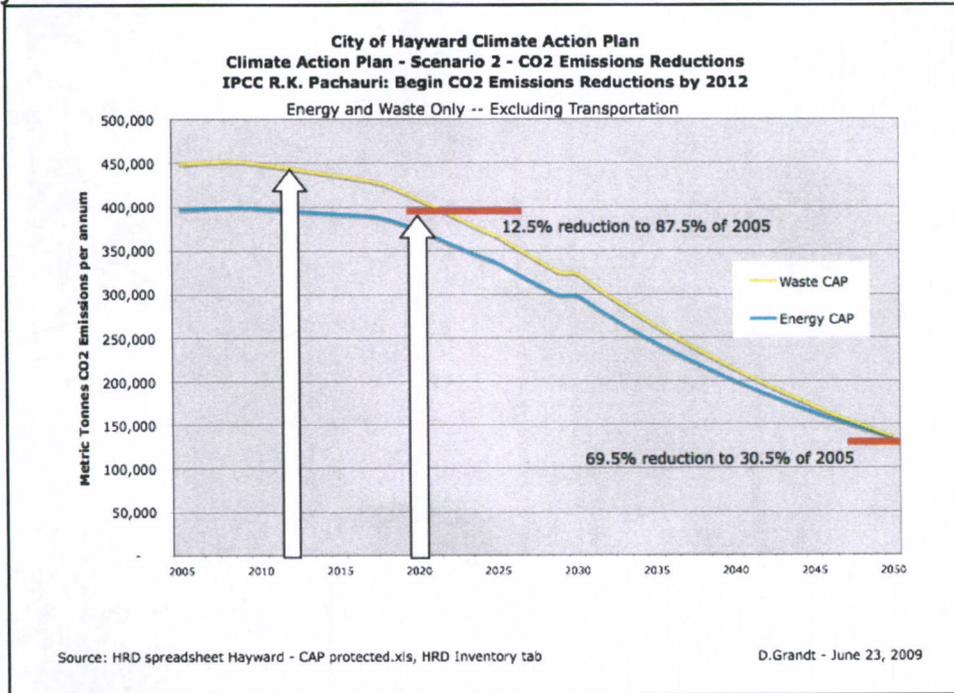
The CAP priority actions will begin reducing emissions by 2012 as indicated by the dashed red line which traces aggregate emissions from Waste and Energy. Indeed, it appears that we have heeded IPCC Chairman Pachauri's admonition: "If there's no action before 2012, that's too late. What we do in the next two to three years will determine our future. This is the defining moment."



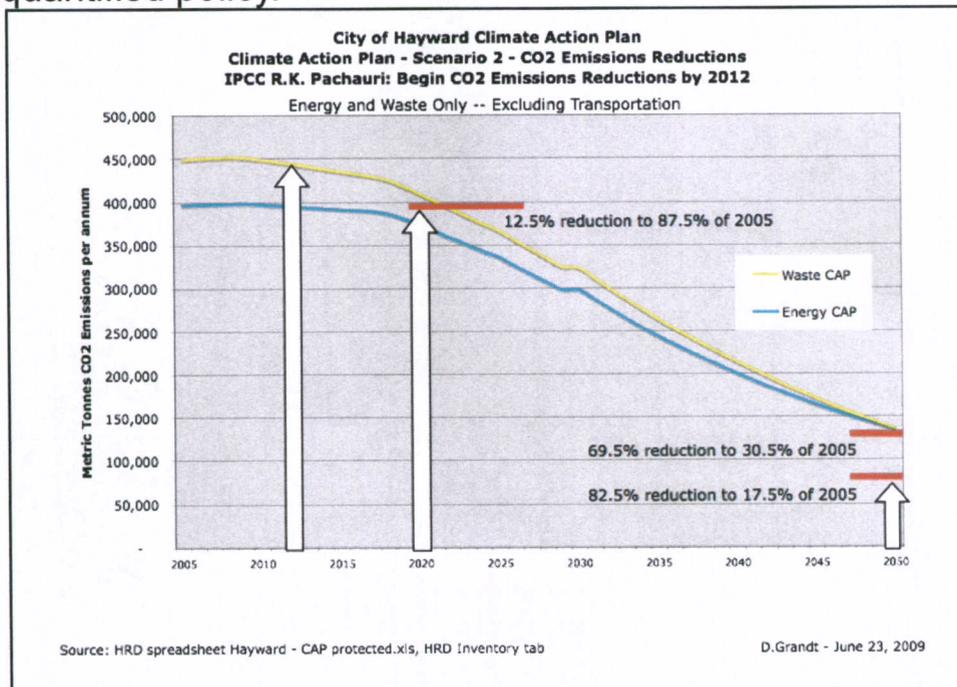
Simply getting started making reductions is good. The CAP is a plan that sets Hayward on the right course -- downward. Having a plan with "perfect" targets is immaterial at the moment. The most important thing we can do at this time is 1) adopt a plan that heads us in the right direction, 2) clearly explain it and engage City residents, and 3) encourage community collaboration and action.



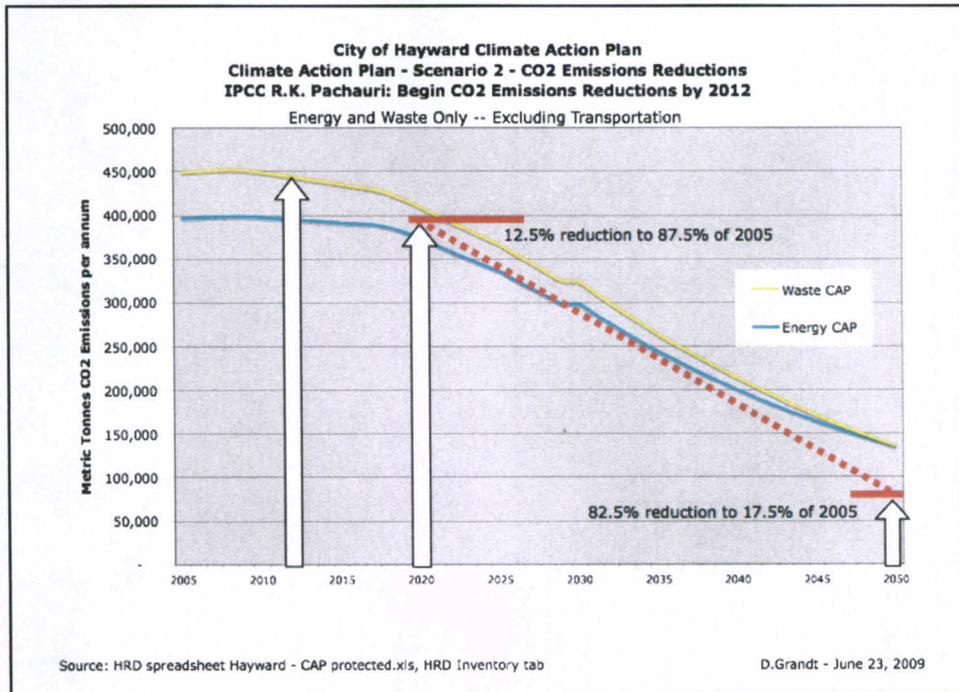
Waste and Energy reductions projected to 2050 are 69.5% below 2005. It is good that the emissions from Waste are essentially eliminated. Emissions from burning fossil fuels in homes, businesses and industry are less impressive. The aggregate of the two segments that the City has substantial control over are projected to reach 30.5% of the 2005 inventory level.



It would be "tidy" and politically correct if Energy emissions were to approach the target level (82.5% below 2005). Since Waste and Energy are the only segments that we have real control over, eventually we need to take greater city-wide "personal" responsibility through aggressive action to meet AB 32 targets, but -- more importantly -- to set a simple, clear unquantified policy.



We could spend a lot of time fine tuning the actions required to meet targets, but I don't recommend that. I urge Hayward to declare boldly that we aim to eliminate the burning of natural gas to generate electricity and heat in homes, commerce and industry -- where ever possible -- a guideline that governs all future policy decisions. The next few generations might actually achieve it.



Also presented to:

Hayward Planning Commission

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June 25, 2009