

## **MARIN CONSERVATION LEAGUE**

### **Climate Action Working Group: April 20, 2018**

#### **Muir Woods Conference Room, 175 N. Redwood Blvd., San Rafael**

Present: Co-Chairs Doug Wilson and Pam Reaves, Helene Marsh, Sarah Loughran, Judy Ford, Kate Powers, Ed Mainland, David Kunhardt, Bob Miller, Nancy Bell, Dale Miller, Carleen Cullen, April Dean, Bruce Bey, Bill Carney, Doug Cooper, Leslie Alden, Robert Gould, Tamra Peters, Jody Timms, Nona Dennis, Bruce Bell, Mary Sackett, Monica DiLillo, Kiki La Porta, Belle Cole.

Prior to the meeting, Co-Chair Doug Wilson began listing topics on the whiteboard, for reference during the meeting:

Legislative and regulatory issues

Organizing mass event

Clean energy – MCE, DERs, building and infrastructure codes, carbon-free

Transportation

GHG regulation

BAAQMD – clean air issues

Equity issues in climate change

Adaptation to sea level rise – design to resist, respond, retreat

Political institutional adaptation and planning

Co-Chair Doug Wilson called the meeting to order at 9:04.

#### **Brief Introductions**

#### **Agenda and Minutes**

The agenda was adopted by consensus, as amended. Doug W. announced that next month's speaker will present NRDC's viewpoint on the western grid expansion, providing a balancing counterpoint to Loretta Lynch's presentation in March

The February and March minutes were approved.

#### **Discussion 1: Electric Vehicles and infrastructure (Carleen Cullen and GGEV representative)**

Carleen Cullen, Executive Director and co-founder of Cool the Earth gave a PowerPoint presentation. Her presentation cited the sources that promote increased use of electric vehicles (EVs). These include Gov. Brown's Executive Order setting a goal of 5 million EVs on the road in California by 2030 and proposing \$2.5 million in supportive funding for incentives and infrastructure. Drawdown Marin promotes increased use of EVs, as do local Climate Action

Plans. The County lawsuit against fossil fuel companies is pertinent. Use of EVs is an important avenue to protect our children. Transportation now accounts for 53% of GHG emissions.

Cool the Earth has launched a Drive Clean Marin EV campaign. Goals of the campaign include persuading the Transportation Authority of Marin (TAM) to consider GHG impacts in the pending renewal of Measure A, the half-cent transportation sales tax and to include language to that effect in the measure. The Campaign is advocating for allocating 2% of Measure A funding to promote increased use of EVs. The Campaign will send a packet to TAM on Tuesday. Carleen also noted that there are unexpended funds in revenues from Measure B (which increased vehicle registration fees). Measure B funds allocated to three elements. The Campaign suggests that a portion of the funds allocated to Element 3, which includes alternative fuels, be redirected to support EVs. In addition, there are grant funds potentially available for EVs, but Marin agencies do not have the resources to apply for the grants.

Carleen suggested that the public needs to take a stand on this issue. California cannot meet its GHG reduction goals unless it electrifies transportation. TAM is currently working on electrification of buses, which is expensive. Agencies need funds to attract matching funds. Adoption of goals and the creation of infrastructure go together. GHG is an important discussion point and metric for TAM.

### **Comments and Questions**

Ed: TAM is in a silo. [Ed noted that he asked for an EV target of 25% by 2030, in accordance with the California Air Resources Board recommendation.] A. In fairness to TAM, TAM was founded as a congestion management agency. In January, the Governor announced an expanded EV goal. TAM has a 30-year plan, and inserting GHG emissions in the decision process is complex and painful. It disrupts business as usual. It is necessary for citizens to reach out to their local leaders and demand change.

Kiki: How do we translate the alternative fuel category into EV rebates, infrastructure, and educational outreach? A. Attend the 4/26 TAM meeting. The Drive Clean Marin campaign has talking points; it has spreadsheets to share and a broad assessment. On 4/24, there is a final presentation by TAM on the sales tax measure at the San Anselmo town council meeting. EV use is now at 2%. We need to get to 25% by 2030. This requires both increased purchases of vehicles and the creation of charging infrastructure. Charging infrastructure is needed at private work sites, at publicly accessible sites, at multi-family dwelling sites, etc. We also need to add a staff coordinator at the county/agency level.

Leslie: The need for a coordinator is not well understood. Be clear about this.

Carleen (cont.): TAM contributes a total of \$740,000 per year to promote EVs. The hope is that market forces will eventually take over, but government intervention is needed to incubate the market. The estimate is that market forces will take over in 7-10 years, but in the meantime, we need to be flexible and need to front load expenditures. Focus on electrification and fuel-shifting rather than behavior change to reach the goals.

Kiki: Consider the lessons learned in phasing out polluting HFCs in refrigerants, where polluting equipment remained in use because it was recycled. Can we direct behavior toward retirement of gas-using cars rather than selling the car when purchasing an EV? This could be part of education and outreach. A. We could make the language a little broader.

Bill: Make the language very broad. It should address things that need to be worked out later. There is support for the planning process under the Drawdown Marin committee.

Helene: Studies are delaying the construction of public chargers. Can we focus on quick adoption rather than studies? A. We need studies in order to plan. Use EV coordination and the Drawdown structure. Be aggressive on outreach.

Robert: Crowd-sourcing of planning would expedite the process. There is grant money available from PG&E. A. General planning includes funds from California Energy Commission (CEC), CARB, MTC, etc. It assumes some PG&E funding. Robert: Advocate that there should be no free ride for PG&E.

Dale: PG&E funding for this year is already oversubscribed. There is no need to plan for that money. We need to get more into the pot. Changing the fleets would absorb the money.

Ed: Rather than flat-out buying infrastructure, we could seek seed money to incentivize private entities such as Costco. A. There are issues regarding ownership, up charging, etc.

Sarah: Simply renewing Measure A is inflexible. We should allow for reapportionment, such as \$4 million for EVs, \$1 million for hydrogen, use of complementary new technology.

David: That is in the works. The future of transportation is yet to be discovered.

Carleen: We reassess every ten years or more. The greatest risk is to delay in the face of change. [Carleen showed slides indicating current status and growth.] She noted that EV prices are anticipated to reach parity with gas vehicles in 2022-2025. Currently, the total cost of EV ownership is less than that of a gas vehicle if maintenance is included. We need a rapid transition to EVs to achieve a positive GHG outcome. Supporters of EVs include single-family homeowners, in-commuters, multi-unit renters, ride-hail services, delivery services, travelers, etc. MCE is anticipated to play a major role in the top three categories and to take an active role in planning for workplace chargers. Sixty percent of workers are in-commuters. The actions that Drive Clean Marin seeks from MCL are a statement of support, attendance at the 4/26 TAM board meeting, and writing letters to elected.

Kate noted the important role of citizen oversight and the lawsuit against oil companies, in part for their inaction in the face of knowledge of GHG impacts. She suggested that if we don't change, we are complicit too. She suggested that advocacy should be framed so as to make TAM a partner, not an adversary. It should focus on vision strategy, looking forward, planning for use of tax funding, Measure A implementation. Specifying percentages in Measure A locks TAM into a position. Get EV language into Measure A and provide TAM with an opportunity for flexibility. A mission to address congestion and GHGs opens up an opportunity for multi-benefit

infrastructure. Transportation and mobility change quickly. Ten years between reassessment is too long, and more frequent public input is needed. California is one of the most polluted states, and TAM is our partner in addressing this issue.

Nancy: Another piece to the puzzle: There is money from the VW settlement coming to California. A. We will get three fast-chargers. We need 50.

Dale: We need to electrify America. VW has chosen independent vendors.

Doug W.: We lack a staff person.

Kiki: Threatening TAM with public process in four years would motivate them to put language in. The Water District was persuaded to view conservation as an alternative source of supply. And MCE is a part of supply management. A. MCE is aligned, is part of this effort. They will have a ROI in the second year. They have an ample reserve. Kiki: The solar facility opening in Richmond will produce energy at ½ cent per KWH.

David: The Environmental Forum voted to support the overall concept. All utilities need to incorporate EVs in grid management.

Pam: Wrapping up, the Drive Clean campaign is asking MCL members to attend the TAM board meeting, to consider signing on to a letter. We need to talk about the MCL process.

Doug W.: MCL could update its established position.

Nona: We need all of the board to understand. MCL has five new board members.

Kate: MCL submitted comments, which referenced GHGs, on the Vision document. We could send another letter.

Leslie: There is a finite pot of funding, which must cover other important items such as the yellow school buses. This is a grey area. There is a plan for a much deeper dive every five years.

Sarah: Get the cities and towns to pass ordinances requiring chargers in large installations.

Leslie: A transitional ordinance requiring them to put conduits in so they can be upgraded. I suggest that we replicate the county interim ordinance. State standards are coming in 2020. Builders appreciate uniform standards.

Dale: How we talk about the issue is important. It's not about taking cars off the road, but about supporting EVs. All manufacturers are building EVs and prices are coming down.

Bill: What is the action of MCL? If it is writing a letter in line with its previous position, circulate it. Measure A as currently drafted allows inroads for GHGs.

Kiki: Is there proposed language for Measure A? A (Carleen): Yes.

Pam: Regarding the timing of the letter, the TAM board meeting is on 4/26. We could circulate it to the committee only, and submit it separate from Carleen's packet.

## **Discussion 2: MCAN/ Drawdown Update (Doug W. and all)**

Doug W.: Work is ongoing. We're having an open conversation, with a goal of getting to a unified, coordinated response incorporating all corners of the county and addressing what people can do, actions they can incorporate in their lives. {Doug noted several climate-related events, including the following:} There was a green event at the County, involving 50 people from the climate action resource group, in which they talked about resilient offices. Tamra remarked that they are integrating Resilient Neighborhoods into the workplace. There is also an event addressing pathways to 100% renewables, involving experts from various sectors, from within the state and international. This conversation will address hydrogen cells produced with solar energy or fossil fuels. There is a question regarding the value of investing in older technology and incentives to invest in newer technology. [Doug raised the question of whether MCE could conduct a pilot program at the Richmond solar facility.] It is important to focus on eliminating fossil fuel. Hydrogen is fast-charge.

Kiki: In Sonoma, a micro grid project is producing hydrogen with battery storage. They are fueling vehicles there now.

## **Discussion: Survey of critical climate change issues and institutions**

Leslie: [Leslie presented a diagram and answered questions from the group.] The staff person proposal for Marin is coming together. There is a timeline of next steps. Renewable energy first, and the working group. Transportation soon. It is important to have youth involved, to appoint a youth committee.

David: What is the timing for the fiscal year? A. That is still in question. There is a job description for the staff person now, but it is not yet online. The working group is next. That process will follow more quickly. It will start in June, hope to have the majority of work done by September.

Judy: Is the Community Coalition the same as the Community Advisory Group? A. Yes.

April: The Marin Climate Action Group is where the fledgling Community Advisory Group will start.

Judy: What is ExCom? A. Leaders from six working groups, plus community leaders. The issue is not who, but what seats. The group should not be too large.

Robert: You should have, in the group, the staff person doing the coordinating and people with expertise in coordination. A. That is still being discussed. We will need consistency across all six groups. The final product is a report of the six groups.

Carleen: You will need a skilled facilitator.

Bill: The process of facilitation is important. It needs to be supplemented by an action-oriented background. Working group meetings should be noticed and open to the public. You will find people that you are not yet aware of. They are building blocks for community coalitions.

Doug W.: You should align actions with the key areas identified. The way things happen is for people to specialize and develop expertise—for example, in the area of transportation. There is a broad array of issues. Take responsibility for tracking them. [Referencing list he compiled on the whiteboard]

Nona: Some issues are cross-cutting. Add the topic of effects on the non-human environment.

Robert: The schedule should enable the later groups to have at least 3-4 months to complete their work.

Carleen: I like the specialization. Add human health.

Ed: Efficiency does not encompass buildings only. Conservation affects all fields. Human health, the natural world, behavior change, economic analysis.

### **Discussion: Recommendations for General Plan Updates**

Pam: This is important for the 2040 general plans. In San Rafael, many on the task force have an interest in GHGs and sea level rise. They have to present these issues themselves.

Bill: There is a presentation by Resilient by Design concerning sea level rise. This needs to be the basis for the general plans. Policy 20 years down the road will require more effort. You create more risk by building walls. Keep up with business as usual or do some serious thinking and change. It's a question of what the community wants to create. We're at a point of massive change, a critical crossroads.

Pam: We don't want anyone to live in a liquefaction/earthquake/below-sea-level area. How do we put this into the plan to achieve equity?

Bill: You need redevelopment powers embedded in a holistic organization.

Kate: The steering committee meets on the second Wednesday, to discuss the elements to be included. They met at Bio Marin.

Kiki: What is the planning horizon?

Doug W.: We will be 100 feet under water in 150 years—a different world. We will deal with it incrementally.

Kiki: The calculus needs to be done.

Pam: The meeting on May 9<sup>th</sup> is at 6:00 p.m.

## **Reports**

### **Legislative Update (Ed)**

SB 1088 concerning utility planning for wildfires and earthquakes is a sleeper bill that would do damage to CCAs. Based on a conversation with David, the bill is in committee and will not move forward. 350.org has hired an executive director. There will be a divestment event in Oakland of 5/14, at the Scottish Rite Center. It features Bill McKibben and the Real Climate Leadership Panel. There is a College of Marin and MSEL walkout today.

### **Lead On Climate (Belle)**

Planning for the 9/15 event is moving along. The participation of Christiana Figueres is confirmed. Event leaders are now working with Tom Steyer. The event will possibly include municipal leaders from the global summit. It will probably be held at the Embassy Suites.

### **Resilient Neighborhoods (Tamra)**

Participation continues to grow. Resilient Neighborhoods has surpassed the 1,000 people milestone. It has eliminated more than 5 million pounds of annual carbon emissions. It can now handle two teams at one venue. It has added an action—participants can now earn points by getting an organization to sign on. It is integrating workplace action through the County. It has formed a cooperative partnership with Marin Interfaith Council. San Anselmo has two teams currently. Novato teams are working with the City.

### **Sustainable Novato (Ed)**

Novato has a sustainability coordinator who is doing an excellent job. On 4/7, a community-wide forum filled the Novato City Hall. The forum addressed implementation and improvement of the Climate Action Plan. A community conversation will follow. The objective is to bring in people who are not members of the choir and set an example for Drawdown.

Pam: Sustainable Novato spearheaded the effort to stop the Costco gas station.

Ed: We just had to flip one vote to kill the project. Get the EV people involved. We are looking at the sales tax.

### **Sustainable San Rafael (Bill)**

There is a proposal to remove all liquid amber trees from Fourth Street (for good reason). At each planter, there is concrete bench seating that is sometimes used by homeless people. Businesses want that removed, to be replaced by a small planter with a fence. There is a “benches, not fences” response, which had a good night at the Design Review Board meeting. They are advocating incremental removal of the current trees and leaving the benches in place.

The City Council will decide the issue. CAWG members, let Bill know if you are willing to support this effort.

Ed: Removal of shade trees is a bad idea.

### **Announcements**

May 7-11 is Bike to Work Week. The City will conduct a one week pilot project to coincide with Bike to Work Week. This temporary change will provide one lane for bikes and include signage, striping, and lane delineators, from Mission Ave. to Third Street. There is a proposal to extend the project to Fourth and Mission. Contact Kate for further information.

David: The City of San Rafael has signed a solar agreement. On 4/25, the Environmental Forum will present a lecture on protecting our oceans. There will be a youth presentation.

Tamra: On 4/26, Resilient Neighborhood classes will be starting in Mill Valley and San Rafael.

Pam: Jeff Rhoads has a list of events in the Canal District and a report on Resilient By Design results.

Nona: Proposition 68 is coming up on the June ballot. More awareness is needed.

Doug/Monica: Continue forwarding events to Pam and Doug and to Monica so that she can calendar them.

Helene noted that she attended the ribbon-cutting ceremony for the Richmond solar facility, and that they gave out plastic glasses and information about the modernization of the Chevron facility.

The next meeting is on May 18. Speakers are Ralph Cavanagh of NRDC and Lauren Navarro from the Environmental Defense Fund. They will give a fact-filled presentation on grid expansion and provide context.

Pam: Look at the bottom of the agenda for information about events.

Meeting adjourned 11:10.

Minutes: PN.