



Climate & Air Quality Committee

April 29, 2009

Update on Greenhouse Gas Regional Inventory Protocol (GRIP)

Issue: SACOG received a draft of the final report summarizing the findings from the two workshops held in March.

Recommendation: None. This item is for information only.

Discussion: Staff held two GRIP workshops in March. A report has been prepared summarizing the regional inventory and workshops results. Highlights include:

- The inventory, built from existing inventories and data collected from around the region and state, shows the region emitting 24.6 Mt of Co2 equivalent, representing 6% of the state's total emissions.
- The first scenario reduced emissions by 74% in 2050
 - Almost 90% reduction in mobile emissions
 - 70% reduction in energy use per household
- The second scenario reduced regional emissions by 76% in 2050
 - 80% emission reduction from road travel
 - 20% reduction in residential electricity use

The results from the workshops, highlights from the final report, suggested actions from the reports author (Dr. Sebastian Carney) and next steps will be presented to the committee

Staff will report the findings from the workshops and discuss next steps.

Approved by:

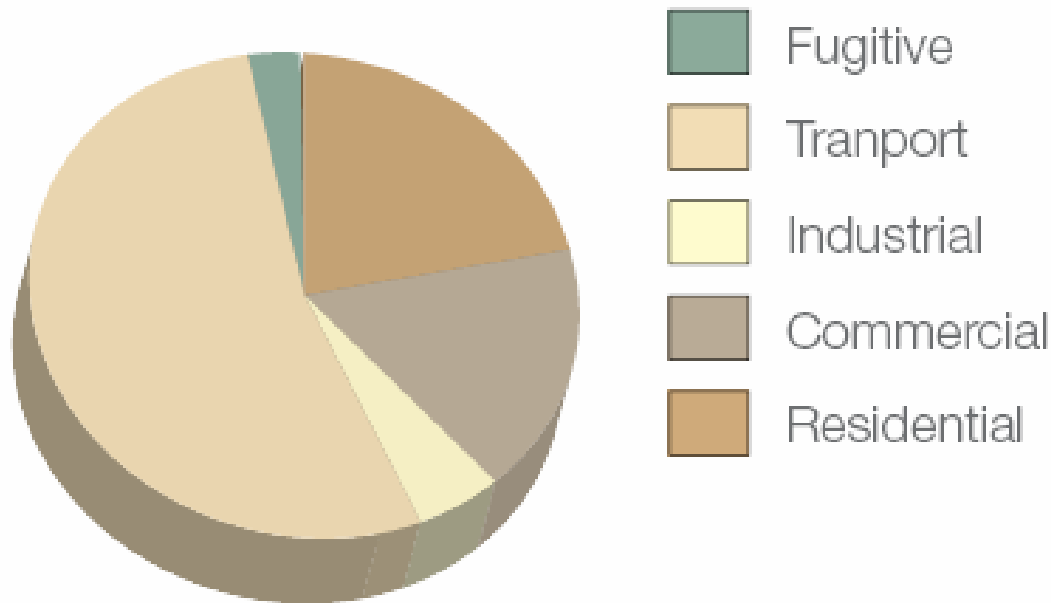
Mike McKeever
Executive Director

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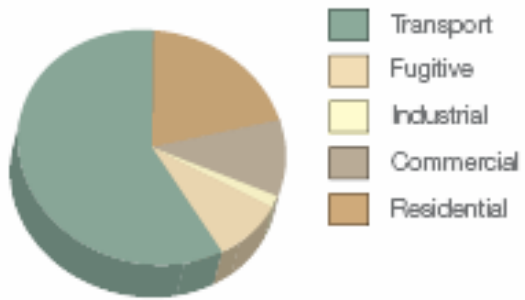
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As a region, SACOG contributes approximately 6% of State Energy emissions. In 2006, the GHG emissions from the Energy sector, expressed in terms of CO₂equivalents, totalled 24.6MtCO₂eqv, comprised of the following:

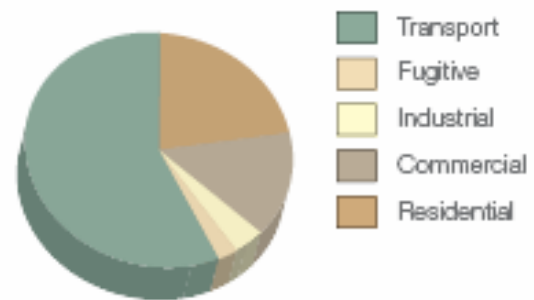
Energy



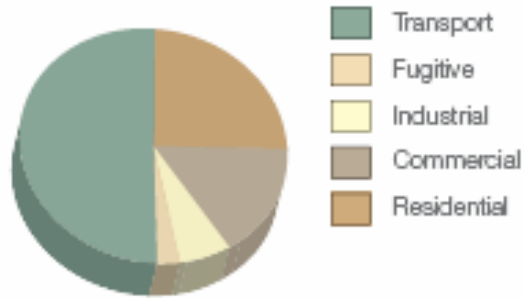
El Dorado



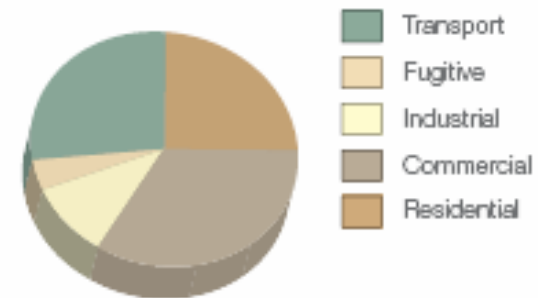
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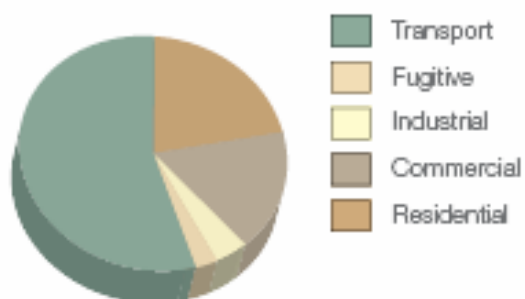
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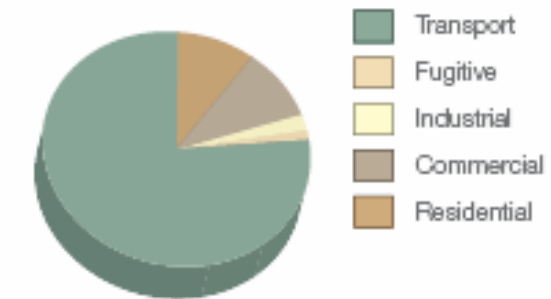
Yolo



Sacramento

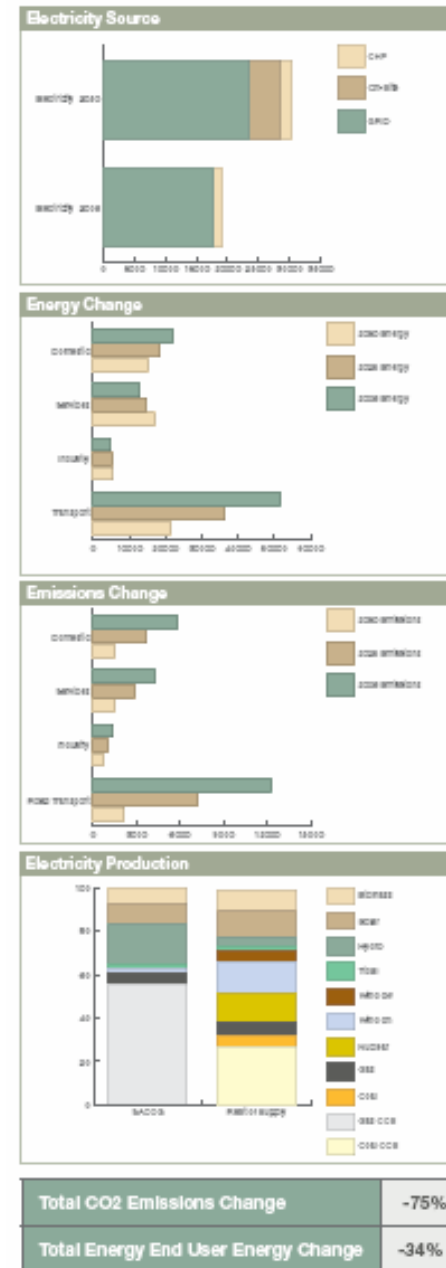


Yuba



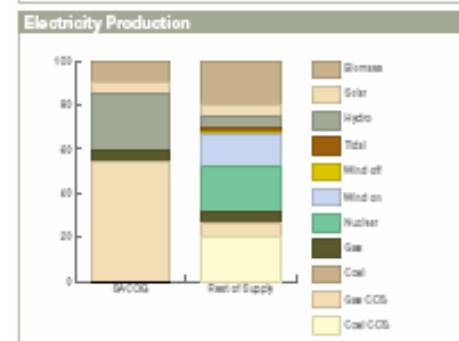
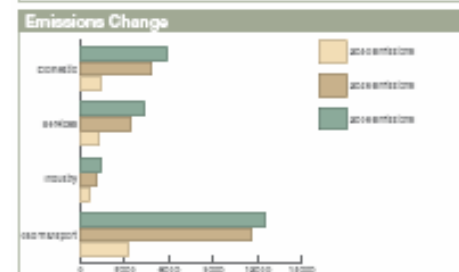
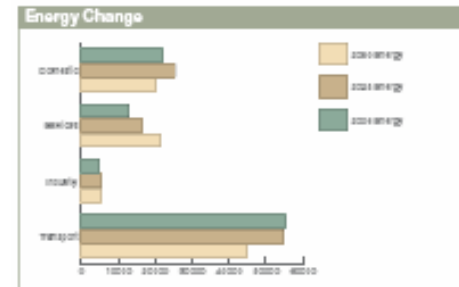
Scenario 1 Highlights:

- As a consequence of the changes made in the domestic sector since 2006 carbon dioxide emissions associated with energy consumption within the home have fallen by 74% in 2050.
- Changes in behavior, efficiency and fuel mix have resulted in a reduction in Road Transport emissions of 87%.
- Homes are using approximately 70% less non-electrical energy on average than they were in 2006.



Scenario 2 Highlights:

- These changes, and the structures necessary for future development are central to planning policy. Overall CO2 emissions have reduced by 76%.
- These measures have come to pass due to policy measures that target vehicles rather than driving practices. In total vehicles require 40% less fuel to travel the same distance. Overall CO2 Emissions from road vehicles, including freight, have reduced by 80%.
- The consumption of electricity in the domestic sector has dropped by 20% overall.



| | |
|-------------------------------------|------|
| Total CO2 Emissions Change | -73% |
| Total Energy End User Energy Change | -4% |

Suggestions:

- 1) A series of sector based targets for 2050, 2040, 2030, 2020 and 2015.
- 2) That these targets reflect the sum of emissions released, as well as an absolute reduction on the baseline year – as this is what is key to preventing dangerous climate change.
- 3) That the current targets are revisited in light of recent scientific studies in relation to climate change and global concentrations of Greenhouse Gases.
- 4) That planning recognizes the important short-, medium and long term needs an infrastructure that reduces energy demand and emissions.
- 5) That planning recognizes the potential consequences of the impacts of a climate future that may be warmer than currently anticipated within the planning domain. What will happen in SACOG if we exceed 2degrees of warming?

Next Steps

- SACOG is working with ICLEI on creating a standardized emission inventory reporting protocol, and method for creating climate action plans.
- A regional summit on climate change is being held by SMUD and may act as a launch for the work with ICLEI
- The GRIP TAC will be reconvened to discuss continued outreach and education, before researching possible additional GRIP style workshops
- SACOG will use input from the GRIP workshops, the work with ICLEI, and input from the TAC and agency staff to create it's own climate action plan.