



**BOARD OF SUPERVISORS
AGENDA LETTER**

Agenda Number:

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Submitted on:
(COB Stamp)

Department Name: Planning & Development
Department No.: 053
For Agenda Of: 12/09/2008
Placement: Set Hearing
Estimate Time: 45 minutes on 12/16/08
Continued Item: NO
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Director: John Baker, Assistant CEO and Planning and Development Director
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SUBJECT: Implications and Opportunities of State Climate Policy for Santa Barbara County

County Counsel Concurrence:

As to form/legality: Yes No N/A

Auditor-Controller Concurrence:

As to form: Yes No N/A

Recommended Action(s):

That the Board of Supervisors (BOS) receive and file a briefing on the impacts and opportunities associated with new statewide climate change legislation, and provide direction to staff as necessary.

Summary:

Recent State legislation aimed at addressing climate change presents a new policy environment, whereby the public and private sectors are required and encouraged to participate in reducing California's greenhouse gas (GHG) emissions. This framework, which includes Assembly Bill (AB) 32, Senate Bill (SB) 375, SB 97, as well as a host of additional topic-specific bills, presents various obligations and opportunities for Santa Barbara County (County) to participate in this emerging State directive.

Given the complex and relatively fluid nature of this discussion, the brief will:

- 1) Provide an overview of the current legislative environment related to climate change and GHG emission reductions, as well as the implications for local government.
- 2) Discuss the County's multiple roles as a) an organization that produces GHG emissions, b) a regulator of land use and development activities, and c) a potential provider of incentives capable of reducing GHG emissions.
- 3) Inform the Board of a forthcoming strategy to position the County as a regional leader in the climate change discussion by comprehensively addressing the roles described above.

The following Background section provides a brief overview of the December 16, 2008 presentation.

Background:

On September 27, 2006, Governor Schwarzenegger signed AB 32, the Global Warming Solutions Act, which requires a 15 percent reduction of existing statewide greenhouse gas (GHG) emissions by 2020. This equates to approximately 169 million metric tons of carbon dioxide (MMTCO₂) that must be reduced statewide over a 12 year planning period. Through a balanced mix of incentives and regulatory requirements, AB 32 aims to reposition the California economy as one that is capable of leading in the production of new technologies, institutions, and behaviors needed to reduce GHG emissions.

While AB 32 sets a framework and process for these achieving these goals, it does not operationalize them. To begin executing the intended actions, the State legislature has thus far adopted thirteen bills and the Governor has signed four executive orders to provide GHG producers and regulators with additional direction regarding implementation activities. This includes the passage of SB 97, on August 24, 2007, which provides guidance on how GHG emissions are to be addressed through CEQA analysis, as well as the recent passage of the closely watched SB 375. Signed on September 30, 2008, SB 375 aligns the State's housing mandate with regional transportation plans to effectuate a reduction in vehicle trips. Under SB 375, each of the California's 18 Municipal Planning Organizations (MPO), is required to develop an aligned transportation and housing plan for adoption by 2013.

In addition to these topic-specific bills, AB 32 charged the California Air Resources Board (CARB) to develop a Scoping Plan outlining the State's strategy to achieve the 2020 GHG goals. The Scoping Plan proposes 18 emission reduction measures, which are expected to be adopted in December 2009, with final reduction measures expected to be adopted by January 2011. These measures seek to implement AB 32's goal of framing a new statewide policy paradigm by outlining specific strategies and actions, including those related to energy conservation and efficiency, improvements to the state's infrastructure, regionally coordinated transportation planning practices, and market-mechanisms such as an emissions cap-and-trade program. These measures will be legally enforceable at the beginning of 2012, in order to reach the statewide emissions reduction target by 2020. The pending regulatory environment, however, does not necessarily undermine local control. Rather, it creates opportunities to align local norms and values in such a way that the security of a region's quality of life can be protected, enhanced, and allowed to flourish.

In anticipation of these opportunities, several municipalities throughout the state, including Marin County, Sonoma County and the City of Santa Barbara, have voluntarily opted to initiate climate action plans. These plans set benchmarks and outline strategies for the reduction of GHG emissions, both internally and countywide. While Santa Barbara County has initiated several distinct climate-related programs in the areas of air, green building, water, waste, land use and transportation, it has not yet committed itself to developing a systematically coordinated strategy to capitalize on the opportunities presented by AB 32.

Using the 18 emission reduction measures that form the basis of the State's strategy, the County Office of Long Range Planning, at the Direction of the County Executive Office, is in the process of proposing a comprehensive Climate Action Strategy, in the context of the Long Range Planning Work Program for the coming year. If approved by the Board of Supervisors, this strategy will include careful coordination of resources to best manage the new regulatory framework by building on the County's strengths, as well as balancing expressed local preferences with the fulfillment of public obligations. While the policy

landscape continues to unfold, the Scoping Plan does address areas where the County may position itself to execute a significant leadership role. Five specific areas of potential focus include:

- Local Government Operations
- Regional Transportation Planning Activities (SB 375)
- Energy Efficiency, including Green Building Standards
- Million Solar Roofs Initiative
- Improved Light Duty Vehicle Standards

In total, the Climate Action Strategy will propose to set forth a series of goals and objectives that will allow the County to prioritize, coordinate, and implement existing and future activities related to the reduction of GHG emissions, including the necessary SB 375 planning requirements. Particular attention will focus on alignment with the new statewide policy paradigm outlined by AB 32 through leveraging the County’s multiple roles as a producer of GHG emissions, a regulator of GHG emitting activities, and a potential provider of incentives to reduce GHG emissions

Fiscal and Facilities Impacts:

Budgeted: Yes No

Fiscal Analysis:

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized Cost:</u>	<u>Total Project Cost</u>
General Fund	\$0		\$0
State			
Federal			
Fees			
Other:			
Total	\$ -	\$ -	\$ -

Narrative:

Staffing Impact(s):

Legal Positions:

NA

FTEs:

NA

Special Instructions:

NA

Attachments: (list all) (To be docketed December 4th, 2008)

12/09/2008

Page 4 of 4

Authored by:

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cc:

OLRP Chron File