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# Local Governments and the Cities for Climate Protection® Campaign

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ICLEI- Local Governments for Sustainability

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Climate Change in the Hudson Valley  
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# ICLEI – Local Governments for Sustainability



*A worldwide movement of local governments dedicated to achieving tangible improvements in global environmental conditions through*  
**CUMULATIVE LOCAL ACTION**

- Association of cities, towns, counties in over 50 countries
- 11 offices worldwide

# Cities Contribute to the Problem And can Create the Solutions

Local governments influence all major sources of  
global warming pollution



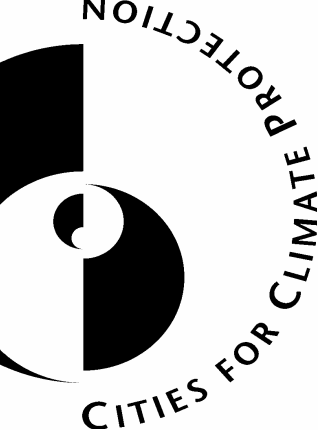
Energy



Transportation



Solid Waste



# Cities for Climate Protection (CCP) Campaign

- Largest ICLEI program
- Over 770 participants worldwide
- 215 participants in U.S.
  - More than 20% of U.S. GHG emissions
  - 22% of U.S. population

## The CCP Milestone Process



# What ICLEI Provides

- Tools & methodology
- Greenhouse gas quantification software
- Technical assistance
- Training sessions
- Professional network
- Competitive grants
- Publications
- Annual Site Visits

CCP Greenhouse Gas Emissions Software - US Edition®

File Record Report Settings Assistants Help

Community Analysis Community Measures Corporate Analysis Corporate Measures

Corporate Analysis for Year 1999

Buildings Vehicle Fleet Employee Commute Streetlights Water/Sewage Waste Other

Insert Select Delete Report Help

Name of Water/Sewage Group  
District Pumping House #1

Fuel Type	Fuel Units	Total Use	Total Cost
Electricity	(kWh)	100,000	30,000
Natural Gas	(cubic feet)	0	0
Landfill Methane	(cubic feet)	0	0
Sewage Gas	(cubic feet)	0	0
Biogas	(cubic feet)	0	0
Diesel	(US gal)	10,000	15,000
Light Fuel Oil	(US gal)	0	0
LPG	(US gal)	0	0
Refuse Derived Fuel	(tons)	0	0

Indicator Inputs  
Output (1000 gal)

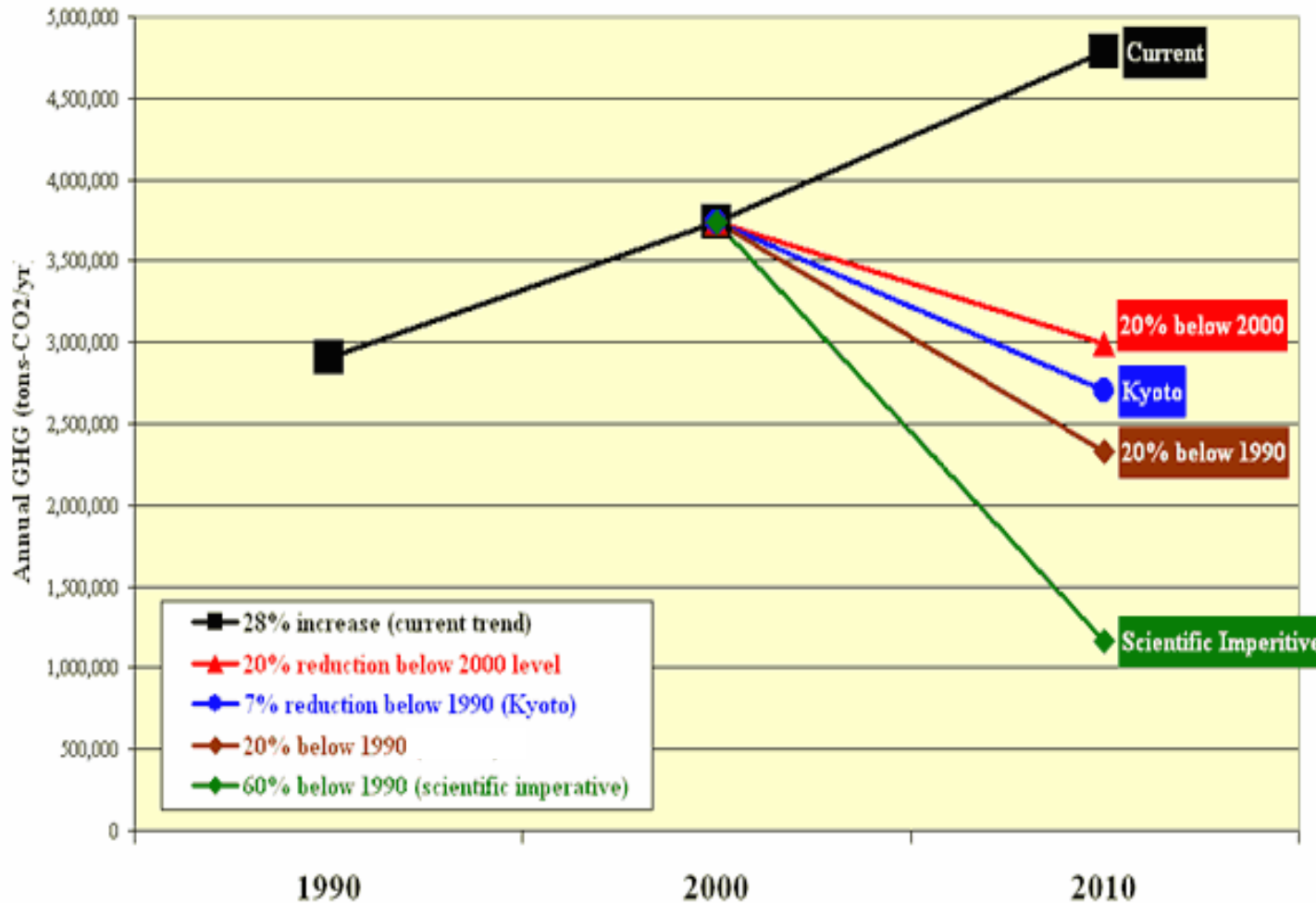
Notes Regarding Facility or Group Data

Energy	(million Btu)	Equivalent CO <sub>2</sub>	(tons)	Cost	(\$)
	1,564		163		45,000

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# GHG Reduction Targets: Context

What Should Target % Be?



- 7% below 1990 levels = Kyoto Protocol & US Mayors Agreement

- 20 % below 1990 = Figure recommended by ICLEI

- Note the deep cuts needed to meet the Scientific Imperative

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- ***Why Set a Target?***

- A target gives the Plan a tangible, specific goal without which the Plan would merely be a collection of nice ideas and strategies. A target provides an objective toward which to strive and against which to measure progress. It allows a jurisdiction to quantify its commitment to fighting global warming—is the jurisdiction serious enough about this commitment to adopt a significant target, or is this just a nebulous commitment with good intentions?

- ***When and How Should We Adopt the Target?***

- Some communities adopt their target at the outset. Other communities conduct their emissions inventory and forecast and evaluate existing and potential measures before officially adopting their target. Either option is fine.
- In many communities it will be necessary for the governing body—the City Council, the Board of Supervisors or Alders, the Mayor in a strong mayoral jurisdiction, etc.—to officially adopt the target. How this is done and what level of public input should be included in the adoption process will depend on local practice.

- ***What Should It Be?***

- Should the target be low and easy to achieve? Should it be high and stimulate creativity and innovation?
  - It would be simple for jurisdictions to opt for the easy way out and choose a target of minimal significance that would be easy to achieve. It is tempting to compile a list of existing actions the city or county is already implementing that reduce emissions and adopt a target that does not require further effort. But that would defeat the purpose of a Local Action Plan, which is to have a meaningful impact on global warming.
  - There are several issues involved in setting a reduction target. Your local government will want to give itself enough time to implement the measures in its Local Action Plan and achieve its reduction goal—but note that the farther out the target year is, the more your local government might be pledging to reduce (see graph). You might also want to quantify existing measures to determine how far your jurisdiction has already come in reducing emissions, before deciding what the target should be. The recommended emissions reduction target of the Cities for Climate Protection Campaign is 20% below your base year level of emissions, achieved over a 10-20 year period. For example, if you choose 1990 as your base year, you could choose to achieve your goal of a 20% reduction in emissions by the year 2010.
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# Results from CCP Participants

Cumulative *local* actions have a positive impact on *global* climate change



A 2005 ICLEI Study of 160 CCP participants found that yearly **23 million tons** of eCO<sub>2</sub> is removed, saving **\$ 535 million** in energy and fuel costs. This emissions reduction is =

- Yearly Heating & Cooling for 1.8 Million homes
- 2.1 Billions Gallons of Gasoline

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# The Benefits of Local Climate Protection

- **Save taxpayer dollars** by reducing municipal operating costs
- **Build local economy and jobs**
- **Improve air quality and public health**
- **Improve community livability**
- **Connect cities with a network** of progressive local governments nationwide
- **Create a lasting legacy of leadership**

# The Measures Cities Implement



## Building-Related Energy

- ❑ Municipal Building Energy Efficiency & Conservation
- ❑ Community Building Energy Efficiency & Conservation
- ❑ Outdoor Lighting
- ❑ Clean Energy



## Transportation

- ❑ Vehicle Fuel Efficiency
- ❑ Alternative Fuels
- ❑ Trip Reduction / Transportation Demand Management



## Recycling & Waste

- ❑ Recycling
- ❑ Methane Recovery

## Land Use

- ❑ Institute growth boundaries, ordinances or programs to limit sprawl
- ❑ Brownfield Development
- ❑ Open Space Protection
- ❑ Plant shade trees



# Elected Official and Other Initiatives

- U.S Conference of Mayor's Climate Change Agreement



- Sundance Summit

- Adaptation Initiative



- Clinton Global Initiative

# Adaptation

## Climate Safe Communities Campaign

- Link climate change science with local governments
- Develop tools and processes to increase resiliency a changing climate
- Sustainable Approach
  - Infrastructure
  - Housing
  - Economics
  - Planning
- Running Parallel with CCP
- Keene, NH is first City to pilot

*What are cities doing?*  
**Fleet Carsharing**



## Philadelphia, PA

- In 2004-5, the City and PhillyCarShare created a carshare system for local residents and government employees. The partnership:
- Replaced 330 municipal vehicles, saving the city \$2 million each year and reducing car use by 30 percent
- Replaced 1,200 citizen vehicles, saving about \$5.5 million saving 8.2 million fewer vehicle miles driven.

*What are cities doing?*

## Community Green Power Purchasing



## Northampton, MA

- Promoting Green Power Purchases through Utility Bills
- As of Sept 30, 2006:
  - 569 households have signed up (nearly 5% of households)
- Equating to eCO<sub>2</sub> reductions of 1,203 tons and nearly 3 MW of electricity

*What are cities doing?*

## Landfill Gas to Energy Program



## Ann Arbor, MI

- 2.7 million tons of waste in 133 acres
- Sold landfill gas rights to private contractor = \$15,000 per year
- 8000 megawatt hours of electrical power = 1300 homes

## Municipal Energy Fund

- Most payback periods = 3-6 years
- A total of 685 tons of annual eCO<sub>2</sub> reductions.



*What are cities doing?*

## Huntington, NY

- Worked with local manufacturer to provide 3 hybrid buses for the Town
- Recently passed a new ordinance offering free parking passes to all residents driving hybrids or alternative fuel vehicles

## Parking Incentives & Hybrid Buses



# Outreach & Education



Burlington, VT:

- 10% Challenge

Cambridge, MA:

- Climate Leaders Business Program

Salem & Worcester, MA

- Clean Energy Choice Challenge

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# Transportation and Climate Change Project

## **Goals & Objectives**

- ❑ Create viable local strategies focusing on land use and smart growth to address GHG and CAP emissions associated with VMT
  - ❑ Assist a select group of communities along a shared transit corridor to become a model in the region on addressing these issues
  - ❑ Motivate action at the national level by demonstrating the potential of local smart growth strategies as a means to achieve the goals of the NEG/ECP climate action process
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# Transportation and Climate Change Project

## Project Activities- Phase I

- ❑ Completion of 5 local emissions inventories and action plans on the transportation sector
- ❑ Development of I-91 Corridor Strategy

## Project Activities- Phase II

- ❑ Bring together stakeholders throughout region
  - ❑ Transportation Finance Dialogues
  - ❑ Implementation of local and regional action plans
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