



Appendix F

Public Comments from June 26, 2012 Public Meeting
and September 19, 2012 Focus Group Meeting on the
Preliminary Draft Climate Action Strategy



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Comment	Staff Notes
Investigate role of agriculture and note the challenges in measurement	See Agriculture Section
Pre-sale retrofits for all home sales (including septic system). Address financial barriers to these changes.	See E 2.5: Time of Sale Ordinance
Public education for both mitigation and adaptation, for both youth and adults. Work with CREEC (California Regional Environmental Education Community) to implement education. Pilot with K-12 on public transit, biking, etc.	See E-8: Public Education
Address forest sequestration	See Forestry Section
Examine General Plan for inclusion of climate change considerations. Look at flood plain. Add reforestation and wetlands protection and restoration	Consider for future General Plan amendment
Coordinate with Metro to support land use changes that reduce VMT	See T-2: Reduce vehicle miles traveled through County and regional long range planning efforts
Renew "RideSpring"	See T-5: Increase County employee use of alternative commute modes
Look at how County ES (Emergency Services) interacts with Planning (to lessen vulnerability to climate change)	See Adaptation Section
Include fire risk and severe drought concerns in further planning investigations	See Adaptation Section
Develop incentives to work near your home (e.g. County government could implement a model. Consider Silicon Valley's remote workers)	See T-2: Reduce VMT through County and regional long range planning efforts
Expansion of Green Business Program	See T-4: Enhance and expand the Green Business Program
Investigate the impact on our forest of climate change. Improve forest management.	See Forestry Section
Improve efficiencies in road travel in key corridors (e.g. Timing of traffic lights; Soquel/Water "Triangle")	See T-1: Plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel, in a manner that considers the rural, suburban, or urban context
Address Bike Safety Issues: improve bike travel routes	See T-1: Plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel, in a manner that considers the rural, suburban, or urban context
Education: coordinate with other jurisdictions to have wider impact and publicize outside our community	See E-5: Public Education
Support the rail corridor	See T-1: Plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel, in a manner that considers the rural, suburban, or urban



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	context
Even when plugging electric vehicles into the dirtiest grid, EVs reduce GHG emissions by 50 percent. Cleaner grids offer an even further reduction without necessarily needing 100 percent renewables.	See Strategy T-3: Provide infrastructure to support zero and low emission vehicles (plug-in electric, hybrid, and fuel cell vehicles)
There is an existing methodology for agricultural emissions calculation — include agriculture in assessment of mitigation strategy	See Agriculture Section
Meat consumption produces more GHG heating emissions than all of transportation according to some studies, and there are multitudes of strategies to mitigate this (e.g. capturing the methane, feed mixtures that reduce methane, Meatless Mondays)	It is outside the scope of the CAS to address consumption of meat or other food or consumer products
Ethanol production from waste stream and grains. If grains are first used to make ethanol then fed to livestock, levels of methane produced decrease. Allow permits.	See Strategy E-4: Increase local renewable energy generation
Adopt all voluntary measures of CalGreen, especially as related to emission reductions. Individual assessments and reduction strategies as with climate action teams to record these reductions	See E-2: Continue to improve the Green Building Program by exceeding the minimum standards of the state green building code (Cal Green).
Allow composting toilets	Local regulations require that toilet waste must be disposed of in a septic tank or sewer connection.
Set specific performance goals at county facilities	See E-2.8 Green Government Certification and County facilities benchmarking data
Aquifer recharge—using different pavers and catchment	See Strategy E-8
Plant trees	See Forestry Section
No de-sal plant	The County has no jurisdiction over the current desalination proposal.
Monterey County “served” notice to developers and residents along the coast saying that we will not pay for or insure damage	See Table 7-1
Cooperate between jurisdictions to increase economies of scale on water recycling	Refer to Integrated Regional Water Management Planning process, responsibility: Environmental Health Services
More homeowner rebates for water efficiency measures	See E 8.1
Include disadvantaged communities and social justice in adaptation planning	See 5.14
Accurately describe limitations of the inventory by disclosing what is and is not included (i.e. Agriculture, machinery fuel use, fertilizer)	See Agriculture Section and Inventory data in Appendix
Modify behaviors through conservation incentives	Most of the proposed strategies in the CAS involve, or could result in incentives including E-1, E-2, E-3, E-4, E-6, E-8
Reduce production of EMFs at all levels (e.g. cell towers, smart meters, etc.)	It is outside the scope of the CAS to address EMF's



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Green building methods	E-3: Increase energy efficiency in existing residential buildings E-4: Increase energy efficiency in existing commercial buildings
Not “smart growth,” but “smart development”	See T-4
Urban and rural reforestation with less concrete	See Forestry Section
No new development in coastal areas	See Table 7-1
Maintain / refurbish / retrofit below-pavement signal triggers to respond to bicycle traffic.” At least half the signal triggers I travel over don’t work. If the detectors were closer to the pavement surface or more sensitive, I wouldn’t have to violate so many stop lights.	See T-4.14
Carbon tax	Staff will provide additional information as directed
Emphasize adaptation	See Adaptation Section
Coordinate with RTP update	See Strategy T-4
Address agricultural emissions	See Agriculture Section
Climate Action / Sustainability Coordinator	Staff will provide additional information as directed
Large houses waste energy	See Strategy E-6
Ongoing public education	See Strategy E-5
Improve transit and connections	See Strategy T-4
Mitigate transportation projects using STARS system	See Strategy T-4
Recognize the value of natural capital	See Adaptation Section and Forestry section
Advisory panel with public member	The Commission on the Environment
Fuel cells don’t reduce emissions	According to the California Air Resources Board hydrogen production for fuel cell vehicles does produce greenhouse gas emissions but fewer than conventional cars.
More inter-jurisdictional coordination	See Strategy E-7 and Adaptation section



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