Scenic Pacifica
Incorporated Nov. 22, 1957

CITY OF PACIFICA
170 Santa Maria Avenue • Pacifica, California 94044-2506
www.cityofpacifica.org

MAYOR
Mary Ann Nihart

MAYOR PRO TEM
Karen Ervin

COUNCIL
Sue Digre
Mike O'Neill
Len Stone

DATE: March 5, 2014

LOCATION: Council Chambers
2212 Beach Boulevard

TIME: 6:30 p.m.

PACIFICA CITY COUNCIL
DRAFT CLIMATE ACTION PLAN (DCAP) STUDY SESSION

AGENDA

1. Call to Order
2. DCAP Presentation (Amy Jewel, DNV GL)
3. Climate Action Plan Task Force Role (Carlos Davidson, Task Force Chair)
4. Q&A Session
5. Public Comments
6. DCAP Discussion
7. Adjourn

The purpose of a study session is to offer an opportunity for informal discussion with the City Council. Any statements made by a City Council or City staff member at a study session are informal only and are not to be considered commitments or guarantees of any kind.

Comments on the DCAP must be received by 5:00PM on March 5, 2014 and should be directed to Christina Horrisberger via email at horrisbergerc@ci.pacifica.ca.us; or by U.S. Mail: Pacifica Planning Department; 1800 Francisco Blvd.; Pacifica CA 94044. Inquiries may be made via telephone at 650-738-7341.

The City of Pacifica will provide special assistance for disabled citizens upon at least 24-hour advance notice to the City Manager's office: (650) 738-7300 or o'connellk@ci.pacifica.ca.us. If you need sign language assistance or written material printed in a larger font or taped, advance notice is necessary. All meeting rooms are accessible to the disabled.

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MEMORANDUM

DATE: March 5, 2014

TO: City Council

FROM: Christina Horrisberger, Planning Department

SUBJECT: Study Session Regarding the Draft Climate Action Plan (DCAP)

BACKGROUND:

In February 2010 the City Council approved a resolution (Attachment A) establishing a Climate Acton Plan Task Force (CAPTF) made up of Council appointed community members. The Task Force, with assistance from City and environmental consultant (DNV GL—formerly KEMA, Inc.) staff, drafted a Climate Action Plan (Attachment B) establishing methods to achieve green house gas (GHG) reductions consistent with state objectives mandated by AB32 and related legislation. The state requires GHG reductions 15% below 2005 levels by 2020. The CAPTF has set a reductions goal of 40% below 2005 levels for Pacifica. The Climate Action Plan is funded by a variety of sources including the Bay Area Air Quality Management District (BAAQMD), Pacific Gas and Electric Company, and City of Pacifica funds. In addition, the Climate Action Plan was developed from a template created by the City/Council Association of Governments (C/CAG); this template was partially funded by C/CAG and the BAAQMD.

In August 2012 the City Council, after a 30 day public comment period, held a study session to review and discuss the first version of the DCAP. At that time, input from Council and community members was received by City and consultant staff. Since then, City and consultant staff, and former CAPTF Chair Carlos Davidson, have worked together to revise the DCAP to reflect input received at the study session and ensure DCAP content is current. The main substantive changes are described in the attached Power Point presentation (Attachment C), and will be addressed by consultant staff at the March 5 study session.

In addition to the aforementioned input that resulted in DCAP revisions, Council had questions about the DCAP section concerning Residential Energy Conservation and Commercial Energy Conservation Ordinances (RECO/CECO ordinances, respectively). RECO and CECO measures would require energy conservation upgrades during property title transfer. (Pages 31-32 of the DCAP contain more information.) As written, the DCAP reduces emissions in Pacifica by 84,323 metric tons carbon dioxide ($MTCO_2$) by 2020, which is slightly over the target reductions of 83,759 $MTCO_2$ by 2020 needed to reach the target of 40% below 2005 levels by 2020. Removal of the RECO/CECO measures would cut reductions by approximately 5,060 $MTCO_2$, not enabling the City of Pacifica to meet its goal of reducing emission by 40% below 2005 levels by 2020. However, if Pacifica's goal was adjusted down to 35% below 2005 levels by 2020 then the goal could be met even without the RECO

and CECO measures. It should be noted that State requirements will likely include measures similar to those encompassed in RECO/CECOs within the next few years and already include steps in that direction by requiring commercial buildings to disclose energy use at the time of sale.

The current DCAP has been available to the public since February 3, 2014. As of the drafting of this memo staff has received verbal inquiries about statewide versus Pacifica GHG reductions targets. In response a matrix (Attachment A) has been created to show the comparison. Other miscellaneous verbal comments were also made, and staff requested that they be made in writing to avoid any potential miscommunication. Clarification about RECO/CECO measures was requested in writing and was provided (Attachment E).

Amy Jewel of DNV GL and Carlos Davidson of the CAPTF will be available at the study session to receive comments and answer questions.

STUDY SESSION OBJECTIVES:
To receive public input and City Council comments on the DCAP in advance of initiating the formal adoption process.

a. Resolution 07-2010
b. DCAP (online: http://www.cityofpacifica.org/civica/filebank/blobdload.asp?BlobID=6418)
c. Power Point presentation
d. GHG Reduction Matrix
e. RECO/CECO comment and response
f. Public comments

XHIBIT B

RESOLUTION NO. 07-2010

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PACIFICA
AMENDING RESOLUTION NO. 70-2009 CREATING A CLIMATE ACTION PLAN TASK FORCE

WHEREAS, Greenhouse Gas (GHG) Inventories have been prepared for both the community and City government operations and those inventories have been adopted by the City Council; and

WHEREAS, the City needs to develop a Climate Action Plan (CAP) that unilizes the information developed in the Inventories to establish GHG reduction targets and strategies to achieve them for the City of Pacifica; and

WHEREAS, objectives of the task force are to develop and recommend to the City Council a Climate Action Plan that: (1) Establishes targets and dates to achieve reductions in GHG emissions from community and City government activities; (2) Develops strategies that can be implemented that will help reduce emissions to meet those targets; (3) Determines the methods to educate and involve community members in a program to reduce GHG emissions and meet the established targets; and (4) Includes a plan for the use of Federal Energy Efficiency and Conservation Block Grant funds expected to be received by the City in future years; and

WHEREAS, The Climate Action Plan Task Force will be comprised of nine (9) members selected by the Council from the community at large; and

WHEREAS, the committee shall have a chair and a vice-chair, elected by the committee. The committee will automatically sunset on December 31, 2010.

NOW, THEREFORE, IT IS HEREBY RESOLVED that the City Council of the City of Pacifica does hereby authorize the creation of the Climate Action Plan Task Force.

Passed and adopted at a regular meeting of the City Council of the City of Pacifica on February 8, 2010, by the following vote of the members thereof:

AYES, Councilmembers:	Vreeland, Nihart, DeJarnatt, Digre & Lancelle
NOES, Councilmembers:	None
ABSENT, Councilmembers:	None
ABSTAIN, Councilmembers:	None

Sue Digre, Mayor

ATTEST:

Kathy O'Connell, City Clerk

APPROVED AS TO FORM:

Cecilia M. Quick, City Attorney

ATTACHMENT A

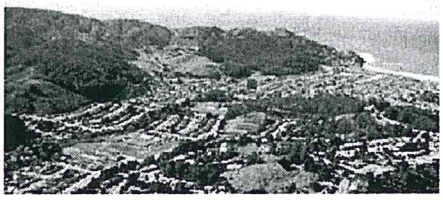
DNV·GL

City of Pacifica
Climate Action Plan Project

City Council Study Session
March 5, 2014

Climate Action Plan (CAP) Project
Study Session Agenda

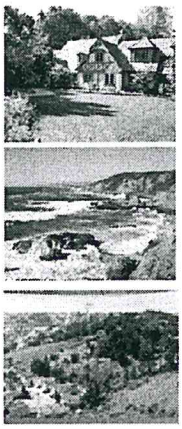
- Background
- CAP process
- Project goals and objectives
- 2005 baseline inventory and reduction targets
- Selection and prioritization of CAP measures
- Summary of CAP measures
- Implementation and monitoring



ATTACHMENT C

Background

- 2006: AB 32 Global Warming Solutions Act
- 2008: Senate Bill 375 – aligns regional transportation, housing, and land use planning with regional GHG reduction targets
- 2009: Pacifica City Council passes resolution to create Climate Action Plan Task Force
- 2010: State adopts amendments to CEQA Guidelines related to greenhouse gas emissions (GHG)
  - BAAQMD releases proposed thresholds of significance and initial guidance for GHG Reduction Plans (i.e., Climate Action Plans)
- 2011 – 2012: Initial Draft CAP developed
- 2012: Initial City Council Study Session
- 2013: CAP revisions
- 2014: Final revisions and adoption



Changes to the CAP since the last Study Session

- Replaced outdated information. For example:
  - Explained that the updated California green building code (CALGreen and Title 24 standards) supercedes the Pacifica Green Building Ordinance, starting in 2014. CAP measures relating to the former Green Building Ordinance were removed.
  - Also added GHG reductions from future updates to the state green building codes, which are expected to become more stringent each 3-year cycle
- Added new information, particularly based on recent City actions to reduce emissions:
  - Described energy efficiency projects completed in 2012
  - Added information about the new weekend shuttle

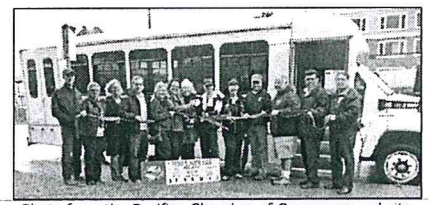
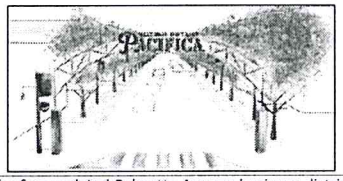


Photo from the Pacifica Chamber of Commerce website

Changes to the CAP since the last Study Session

- Specific changes in response to comments:
  - Provided more information about the City of Pacifica Bicycle Plan and Countywide Bicycle Plan
  - Pointed out that smart growth could occur along Palmetto Avenue and refers readers to the Pacifica General Plan for more information about smart growth
  - Removed one "supporting measure" for a mandatory yard waste ordinance, since this did not greatly contribute to GHG reductions
  - Removed Appendix B (suggestions for how readers can reduce their carbon footprint from CoolClimate.org)
  - Minor clarifications, footnotes, etc.



Sketch of an updated Palmetto Avenue business district. Image taken from the Pacifica Patch website.

Pacificans on International Bike/Walk to School Day. Image taken from the Pacifica Patch website.

Climate Action Plan (CAP) Development Process

- Climate Action Plan Task Force (CAPTF)
  - **Purpose:** Develop GHG reduction targets and recommend a draft Climate Action Plan with strategies to reduce emissions.
  - Serve as project working group to vet strategies and prioritize actions.
- DNV GL (formerly KEMA) to provide technical assistance with creation of the draft Climate Action Plan.
- Climate adaptation (including sea level rise) is not included in this plan, but will be addressed elsewhere, specifically the General Plan Update

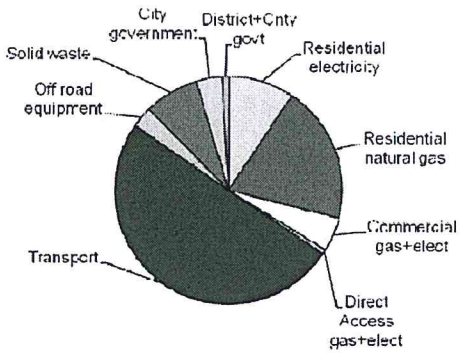
Project Goals and Objectives

- Develop "Qualified" GHG Reduction Strategy
  - Based on City/County Association of Governments (C/CAG) CAP Template project
  - Pacifica: member of C/CAG Template development
- Identify actionable measures to be adopted by the City to meet the following target:
  - 40% below 2005 levels by 2020
- Include qualitative plan to achieve 2050 target (80% below 1990)

Additional CAP Objectives

- To demonstrate environmental stewardship
- To save money and promote green jobs
- To comply with the letter and spirit of state environmental initiatives
- To promote sustainable development

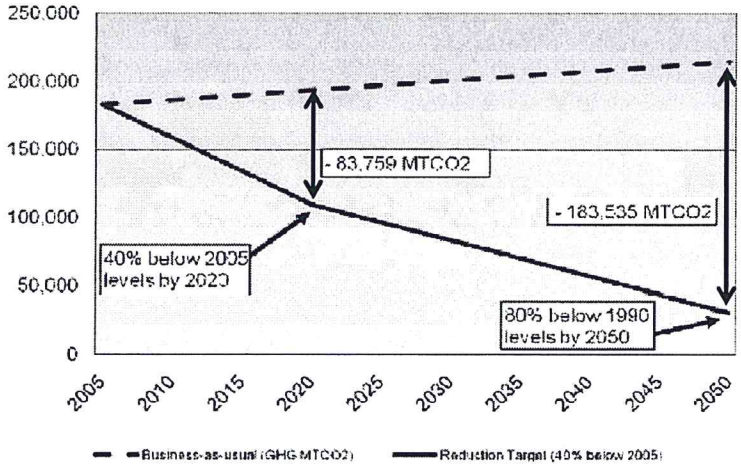
2005 Community GHG Baseline Inventory



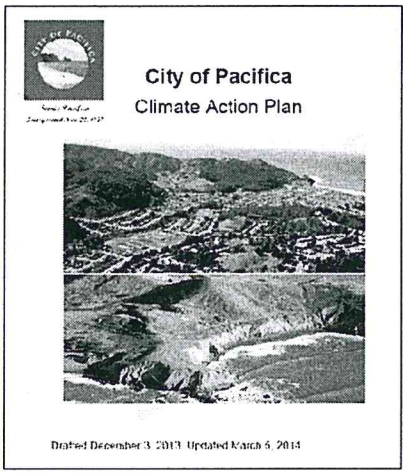
- Total 183,090 metric tonnes CO2e (MTCO2e)
- Completed by Pacifica Climate Committee, and peer reviewed by DNV GL

Pacifica Climate Committee

City of Pacifica GHG Reduction Targets



Draft Climate Action Plan: How do we get there from here?



- Identify measures for action
- Analyze measures to:
  - Prioritize which to implement first
  - Quantify whether actions will achieve targets

This draft Plan:
Focus on 2020 target, while acknowledging 2050 vision

Process for Selecting CAP Measures

- Assess the 40 measures included in the C/CAG Measures List for selection by member jurisdictions
- Compare to CAPTF draft language measures
- Met with CAPTF to finalize list of 20 measures to be analyzed for GHG reduction potential
- Analyze measures and select those with the best results (lower costs, higher GHG reductions)

Prioritization of Selected Measures

- Based on analysis of following categories:
  - Category 1 – Benefits
  - Category 2 – Costs
  - Category 3 – Implementation and Feasibility
- Within each category, there are key performance indicators that roll up to the category score

Phased Implementation of Pacifica's CAP Measures

- Based on cost-benefit analysis

2013	2014	2015	2016	2017	2018	2019	2020
	Near-term implementation by end of 2014						
		Mid-term implementation by end of 2015					
				Longer-term implementation by end of 2017			

Near-Term Measures

- Some of these measures are being implemented already.

Section	GHG Reduction Measure	Annual GHG Reduction Potential ($MTCO_2$/Year)	Cumulative GHG Reduction by 2020 (Total $MTCO_2$)
4.3.2	Commercial recycling ordinance	Contributes to higher diversion rate goal	Contributes to higher diversion rate goal
4.2.1	Smart growth development	2,980	20,852
4.3.1	Set higher diversion rate goal	1,287	9,009
4.4.1	Water conservation ordinance	1,145	8,021
4.2.2	Safe routes to schools	356	2,492
4.4.1	Water conservation incentives	344	2,406
4.2.2	Improve public transit service	46	321
4.1.2	Participate in Energy Upgrade Program and promote existing rebates (PG&E, state, federal)	11	77
4.1.3	Energy efficiency in municipal buildings	10	70
TOTAL		6,180	43,258

Mid-Term Measures

- Some of these measures are being partially implemented already.

Section	GHG Reduction Measure	Annual GHG Reduction Potential ($MTCO_2$/Year)	Cumulative GHG Reduction by 2020 (Total $MTCO_2$)
4.1.2	Residential energy conservation ordinance (RECO)	700	3,500
4.2.3	Efficient fleet policy	155	775
4.2.1	Walkable/bikeable street landscape	46	230
4.1.3	Energy efficient street lighting40	37	37
TOTAL		938	4,542

Longer-term Measures

Section	GHG Reduction Measure	Annual GHG Reduction Potential ($MTCO_2$/Year)	Cumulative GHG Reduction by 2020 (Total $MTCO_2$)
4.1.2	Commercial energy conservation ordinance (CECO)	520	1,560
4.3.1	Establish a zero-waste policy	71	213
4.1.2	Incentivize solar energy installation	23	70
4.2.3	Preferred parking policy	5	14
TOTAL		619	1,857

Meeting the 2020 Target

State Initiative	% Reduction from 2020 GHG Inventory	Sector	Reduction in GHG Emissions ($MTCO_2$)
AB 1493 (Pavley)	19.7%	Transportation	20,693
Low Carbon Fuel Standard	7.2%	Transportation	7,565
33% RPS	21%	Electricity (Energy)	5,170
Title 24 and CALGreen		Energy	1,233
A. Total Statewide Initiative Emissions Reductions			34,666
B. Total City Climate Action Plan Reductions Measures			49,657
Total Expected Emissions Reductions by 2020 (A+B)			84,323
City of Pacifica Emissions Reduction Requirement for 2020			83,759
Meets requirement?			Yes

The Climate Action Plan
Implementation and Monitoring Progress

- Public education activities, such as CAPTF public meetings on local opportunities for energy audits
- Monitor and update green building regulations
- Maintain and add associations/partnerships that will assist the City in developing new programs and policies and in attaining funding
- Designate or hire a Sustainability Coordinator (0.5 FTE)
  - Oversee implementation of Climate Action Plan
  - Report annually on Climate Action Plan Implementation
  - Track GHG emissions at least every 5 years.

Questions?

Amy Jewel
Amy.Jewel@DNVGL.com
(510)414-7064

www.dnvgl.com

SAFER, SMARTER, GREENER

Additional information for the City of Pacifica Draft Climate Action Plan

Comparison of California Emission Reduction Targets and the Targets Proposed in the Pacifica DCAP

Future Year	California State Target	City of Pacifica Target
2020	15% below 2005 emissions[1]	40% below 2005 emissions[1]
2050	80% below 1990 levels[2]	80% below 1990 levels[2]

Note that the State has not yet set a mid-term target for 2030, but is expected to develop a 2030 target, based on recommendations included in Draft Proposed First Update of the AB32 Scoping Plan, released in February 2014.[3]

Use of 2005 as the emissions baseline

Data for the City of Pacifica's emissions in 1990 are not available, and thus actual emissions levels are unknown for the 1990 baseline year. This DCAP does assume that emissions growth occurred in Pacifica at the same rate that occurred in California, and uses 2005 as the baseline year instead of 1990. In California, it is considered "standard practice" for local governments to use 2005 as the baseline year, and it is also standard practice to use 15% below 2005 levels as the target for 2020.

While the City of Pacifica experienced a slight population decrease between 1990 and 2005[4], it is still assumed that emissions grew during this time. More specifically, emissions from both the energy sector and the transportation sector likely increased during this time frame; each is discussed in more detail below.

In the energy sector, electricity consumption likely grew during this period due to the large increase in the use of plug-in devices, such as laptops, cell phones, home appliances, and more powerful televisions, computer monitors, stereo systems, etc. Some evidence of this trend is shown in the DCAP on page 20; from 2003-2007, residential electricity use increased 7.7%, even though the population was unchanged during this period.

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[1] The actual California target is to achieve 1990 levels of emissions by 2020. However, 1990 emission levels are very difficult for local governments to measure due to lack of data from 1990. Therefore, the State has determined that 1990 levels are equivalent to 15% below 2005 levels for local governments that are developing GHG reduction targets.

[2] Similar to the 2020 target, 1990 emissions levels are unknown. Therefore, the DCAP assumes that 80% below 1990 levels is equivalent to approximately 95% below 2005 levels. More specifically, 15% below 2005 levels is equivalent to 1990 levels, and an additional reduction of 80% below 1990 levels is necessary to reach the target.

[3] The Draft Proposed First Update to the AB32 Scoping Plan can be found at the following website: http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm

[4] In 1990, the population of Pacifica was 37,670. In 2005, the population was approximately 36,805.

ATTACHMENT D

Transportation emissions also likely grew between 1990-2005, in part because vehicles did not become more efficient during this period.[5] During the 1990s, there was a large increase in sales of sport utility vehicles, minivans, vans, and pickup trucks, which are less efficient vehicles than other passenger cars. At the same time, the number of vehicle trips made per person continued to grow, and the length of various trips increased. According to data from the U.S. Department of Transportation, the daily travel miles per person was 34.91 miles in 1990, compared to 40.25 miles in 2001. (2005 data not available).[6, 7] Finally, another important fact to consider is that ownership of vehicles increased between 1990 and 2005. In 1990, the average number of vehicles per household was 1.77 vehicles/household; by 2001, the number increased to 1.89 vehicles/household.[8] (2005 data not available.) These trends suggest that emissions from transportation likely increased even though population declined slightly in Pacifica between 1990-2005, because average vehicle ownership increased, and the average daily distance traveled also increased during this time.

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[5] For example, the CAFE (corporate average fuel efficiency) standard, which is the federal fuel efficiency standard for vehicles, did not change between 1990 and 2005 for passenger vehicles, and only increased by 1 mile per gallon for light trucks. According to a fact sheet from the Pew Environment Group, the fleet-wide fuel efficiency in the U.S *decreased* during the 1990s due to growth in light-truck sales (which includes pickup trucks, SUVs, vans, and minivans). The average car and truck sold at the end of the (1990s) decade went about a mile less per gallon of gas than 10 years earlier. Webpage: http://www.pewenvironment.org/uploadedFiles/PEG/Publications/Fact_Sheet/History%20of%20Fuel%20Economy%20Clean%20Energy%20Factsheet.pdf

[6] USDOT, Bureau of Transportation Statistics. Webpage: http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/transportation_statistics_annual_report/2012/table2_2.html

[7] The daily travel miles dropped back down to 36.13 miles per person in 2009, but this is still a higher level than the 1990 level of 34.91 daily miles.

[8] USDOT. Data from the National Household Travel Survey. Webpage: https://www1.eere.energy.gov/vehiclesandfuels/facts/2010_fotw618.html

Near, Mid, and Long-Term Measures and Reduction Targets for the City of Pacifica

Measures	Total City Reductions by 2020 (MTCO2e)	Reduction Levels Achievable*
Near-term measures	43,258	Achieves 15% below 2005 levels by 2020 by implementing the first three measures** 35% below 2005 levels achieved with all measures implemented
Mid-term measures* **	Additional 4,542	38% below 2005 levels with all measures implemented
Long-term measures** **	Additional 1,857	40% below 2005 levels with all measures implemented

*Additional reductions from state-level policies are factored into the analysis to determine what targets are achievable. However, the Bay Area Air Quality Management District does not comment favorably on CAPs that rely too heavily on state policies to reach local targets.

** The first three measures are: 1) Smart growth development, 2) Set higher waste diversion goal, and 3)Water conservation ordinance.

***RECO is included in the mid-term measures

****CECO is included in the long-term measures

Horrisberger, Christina

From: Horrisberger, Christina
Sent: Tuesday, February 25, 2014 11:11 AM
To: 'joyhitzeman@comcast.net'
Subject: RE: DCAP Meeting March 5 - Agenda Request

Hi Joy,

Thanks for your input.

To clarify, there is no ordinance at this time, only a draft CAP that refers to a future ordinance. The purpose of the study session is to discuss the DCAP in general, and gather feedback on its contents. No action will be taken at the meeting. Any comments on a RECO will be addressed during the general discussion, along with other proposed provisions described in the DCAP.

Should a RECO result in the future, a public process would precede any decision made concerning such an ordinance.

I hope this provides clarity for you. Please let me know if you have further comments or any questions.

Christina

From: joyhitzeman@comcast.net [mailto:joyhitzeman@comcast.net]
Sent: Tuesday, February 25, 2014 9:21 AM
To: Horrisberger, Christina
Subject: DCAP Meeting March 5 - Agenda Request

Hi Christina,

Thank you for your email below and our telephone conversation yesterday.

Per your suggestion, I am sending this email to request that the proposed Residential energy conservation ordinance (RECO) be placed on the Agenda for the City Council's March 5 meeting. I feel it is important to have input from the community on an ordinance that has the potential to cost every home seller thousands of dollars at close of escrow. Perhaps Pacificans will feel this is a worthwhile ordinance - or perhaps not. But, everyone deserves to have their input regarding this matter.

Please reply to this email so I know you received it.

Thank you Christina.

Joy Hitzeman
Realtor, DRE# 00634548
Remax Star Properties
Cell#: 650-703-8292
Fax#: 650-898-1522

ATTACHMENT E

www.joyhitzeman.com

From: horrisbergerc@ci.pacifica.ca.us
To: joyhitzeman@comcast.net
Sent: Monday, February 24, 2014 9:07:11 AM
Subject: RE: DCAP Meeting March 5

Hello,

The topic you refer to is addressed on pages 31-32 and 58 of the DCAP. The staff report for the upcoming study session will include a brief response to questions raised about this topic at the last study session. The agenda and staff report will be posted later this week. I do not know of an advocacy group.

I'm not sure what you mean by the "points to be discussed." Can you please clarify?

Christina

From: joyhitzeman@comcast.net [mailto:joyhitzeman@comcast.net]
Sent: Sunday, February 23, 2014 3:47 PM
To: Horrisberger, Christina
Subject: DCAP Meeting March 5

Dear Ms. Horrisberger,

I was reading information dated Feb. 3 titled, "Notice of Study Session" to be held March 5 at the City Council Chambers in Pacifica.

I have heard that there is a proposal to have a "point of sale" energy upgrade requirement of sellers before they can close escrow on their home. I have read through the approximately 8 pages regarding the points to be discussed, and unless I am missing something, I do not see any reference to this issue. Would you please enlighten me on this? Will this be an issue that is discussed at the March 5 meeting? Is there an advocacy group promoting this idea?

Thank you for any assistance you can give me.

Joy Hitzeman
Realtor, DRE# 00634548
Remax Star Properties
Cell#: 650-703-8292
Fax#: 650-898-1522
www.joyhitzeman.com

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Comments submitted by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council via e-mail on 25 February 2014

Dear Council Members:

Thank you for providing this opportunity to comment on the Draft Climate Action Plan (DCAP) on the occasion of your 5 March 2014 Study Session, and for having previously appointed me as a member of the Climate Action Plan Task Force (CAPTF).

The CAPTF first met in March 2010 and last met in October of 2011 prior to being sunset at the end of calendar year 2011. It needs to be noted that the CAPTF operated on a voting basis rather than a consensus basis. There were disagreements among members over some issues that I feel you should give more thought before developing your initial Climate Action Plan (CAP). I'm providing my comments/recommendation at this time so you have some time to digest their meaning before your 5 March 2014 study session. If you have questions please contact me via e-mail and I will try to answer before your study session.

I attended the August 2012 City Council study session that resulted in the DCAP being sent back to staff for revisions prior to resubmission to the City Council. It has been about 18 months from the last City Council study session and about 26 months since the last meeting of the CAPTF.

My comments are offered in hopes they will be helpful to the Council in establishing your CAP, and with developing other Climate Change related policies; such as a Climate Change Adaptation Plan, and an updated LCP with particular emphasis on Sea Level Rise.

Regards and Best Wishes,

Ray Ramos, P.E.
Pacifica Resident

Comment 1:

Pg. ii **Acknowledgements for Pacifica City Council: I recommend identifying the current Mayor and Mayor pro Tem as of the effective implementation date of the CAP.**

ATTACHMENT F

Comments by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council

Comment 2:

Pg. 13 lines 3-9: The CAPTF did initiate contact with local agencies not under the jurisdiction of the City of Pacifica. As a member of the CAPTF Transportation Subcommittee I became aware there could have been better exchange of information, communication and cooperation between the subcommittee and the school districts. I suggest further communication with the school districts about reduction in vehicle miles traveled in associate with getting students to and from schools.

Comment 3:

Pgs 14 – 24 Chapter 2 Baseline Greenhouse Gas Inventory: It should be noted that this chapter was provided courtesy of the Pacifica Climate Committee as a June 2011 update to its original document titled "A Community-wide Greenhouse Gas Inventory for Pacifica, California for 2005" to City Staff without review by the CAPTF. The original document was represented to the CAPTF as a City Council adopted document. There were questions on the part of some members of the CAPTF and KEMA that I believe the City Council should consider. Here are some issues the City may want to consider:

(1) As pointed out on page 11 the City of Pacifica Climate Action Plan process is reported as being based on the International Council for Local Government Initiatives (ICLEI) 5-Milestone process. The ICLEI in a number of other municipalities developed the community-wide Greenhouse Gas Inventories for cities, but the City of Pacifica chose to use a local citizens group to develop its baseline community-wide inventory. I recommend the City Council further evaluate how the baseline community-wide inventory will impact its ability to track its progress towards its goal attainment in the future.

(2) Whatever support agency or group the City utilizes for it baseline inventories the City will need a creditable tool for tracking its Greenhouse Gas Emissions (GHGs) to determine progress towards Goal attainment(s). This brings up the issue of now often the City Council envisions inventory updates on progress towards Goal attainments in 2020 and 2050 (Where in the CAP is this discussed?). In light of the higher priority the City Council indicated at it January 25, 2014 Goal Setting Workshop on communications I would recommend that the City Council consider putting updates about the progress towards CAP Goals on its web so the Pacifica Community can also see the progress being achieved towards the Goals.

Comments by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council

One of the most contentious issues in the Pacifica Climate Committee's (PCC) community-wide inventory had to do with section 2.6.3 Air Travel (e.g. Some members (myself included) of the CAPTF and KEMA pointed out, other peninsula community-wide inventories don't include Air Travel, even if an airport is within their boundaries e.g. San Francisco International Airport (SFO) is located in unincorporated San Mateo County near Millbrae and San Bruno, but San Mateo County doesn't include GHG emissions at SFO in its GHG emissions inventory). What control or impact can the City of Pacifica have on aircraft emissions or on community utilization of air transportation? Other communities also don't include aircraft GHG emissions from aircraft flying in the airspace over and through their community airspace. I recommend the City Council consider what other City or County CAP's do in regard to air travel in their community-wide inventory. If you decide to delete air travel, I suggest you also look at Appendix C and provide direction to your staff regarding revisions thereto.

Comment 4:

Pg 30 4.1.1 Goal: Require Green Building Practices in Both the New Construction and Remodel Market lines 29 – 30 indicates: "Effective at the beginning of 2014, this ordinance will be superseded by more stringent state codes coming into effect." I recommend the City Council consider putting into his final CAP some wording indicating when it expects to update the Green Building Ordinance, or deleting the ordinance and adhering to the state codes.

Comment 5:

Pg. 31 4.1.2.Goal: Expand Energy Efficiency and Renewable Energy in the Residential, Commercial and Public Sectors lines 18 – 31 and Pg 32 lines 1-2:

"Encouraging or mandating retrofits of existing building has proven challenging for many cities due to significant market barriers. Often, building owners lack the incentives to upgrade inefficient equipment, especially in the case of a rental property where the benefit of the upgrade accrues to the renter who pays the utility bills. Nearby jurisdictions – San Francisco and Berkeley – have claimed considerable success implementing residential and commercial energy conservation ordinances (RECO [residential energy conservation ordinance] and CECO [commercial energy conservation ordinance]) to continually improve energy efficiency in the existing residential buildings."

Comments by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council

"City of Pacifica will develop a City ordinance requiring all residential and commercial properties undergoing transfer of title to meet minimum energy efficiency and water efficiency standards. The ordinance could be phased in after 12 to 18 months of voluntary education and promotion. The ordinance could be modeled after the RECO and CECO ordinances in Berkeley that require properties being transferred comply with energy and water efficiency measures, such as ceiling insulation, low flow toilets and showerheads, etc. The City Berkeley measure caps total costs for a residential energy upgrades under the ordinance at three fourths of one percent of total sale prices of the residence."

Comments/Recommendations on Comment 5:

This issue was of significant contention among CAPTF members and which I felt was deserving to more discussion before a call for vote was made. Developing an ordinance undergoing transfer of title that requires all residential and commercial to be upgraded to meeting minimum energy efficiency and water efficiency standards could pose many complications as far as expense, time, effort and questions as to who will determine when and if minimum standards are met prior to enabling transfer of title.

When this language was first proposed to the CAPTF for requiring all properties at time of a change in ownership there was serious concerns voiced as to the potential economic impacts, how such a requirement would complicate title transfers during more normal point of sale of a property and more specifically as how it would impact inheritance transfers, corporate ownership changes, commercial tenant upgrades projects, and public property to include third party lease/rental upgrades. Further, some members felt encouragement was preferred to placing a mandatory requirement on Pacifica community members; however, a voting majority of the CAPTF placed this language into the draft CAP.

DCAP wording indicates: "Nearby jurisdictions – San Francisco and Berkeley – have claimed considerable success implementing residential and commercial energy conservation ordinances (RECO and CECO) to continually improve energy efficiency in the existing residential building stock." This draft CAP wording caused some concerns because it only mentions improvement in residential buildings and doesn't indicate any improvement in either the commercial or public sectors, which were included in the 4.1.2 heading.

Comments by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council

At the time of my last checking (for the August 2012 Study Session) the following are some salient points about the San Francisco and Berkeley Residential Energy Conservation Ordinance (RECO) and Commercial Energy Conservation Ordinance (CECO) and Point of Sales that I suggest are worth City Council consideration:

- San Francisco, per the San Francisco Planning & Urban Research Association (SPUR), once had a CECO parallel to its RECO that required commercial buildings to meet energy efficiency standards when they were sold or transferred. The CECO was passed in 1989, but was repealed in 1996 because it was unpopular and problematic to enforce.

- The City of Berkeley, per SPUR, which has a commercial building stock far less diverse than San Francisco's, has a CECO that has been in place since 1993. Berkeley's CECO applies at the time of sale of commercial property, and also is triggered by major renovations that either increase conditioned area by more than 10 percent or cost more than $50,000. It requires an energy audit to determine the applicability, cost and benefits of various energy conservation improvements related to a building's HVAC, furnaces, boiler, lighting and building envelope. Then the seller must implement upgrades with a cost ceiling of 1 percent of the sale price or assessed value, not to exceed $150,000. Exemptions are available for newer construction or low energy users.

- SPUR has indicated to San Francisco that it could model a reinstated CECO after Berkeley's ordinance, requiring an energy audit and imposing a cost ceiling and to align incentives, the compliance incentive could be placed on the buyer rather than the seller, or cost-sharing arrangement could be worked out. Another alternative is to tailor energy requirements to some of the standards that now apply to new building through San Francisco's Green Buildings Ordinance, LEED and GreenPoint Rated. This would be analogous to the City of Pacifica Green Building Ordinance (GBO). **The Council may want to have staff update the GBO based the new 2014 state regulations might require.**

- There are public costs to administering a CECO, which are usually based on some assumptions, such as # square feet of commercial space sold annually; a building's upgrade to a standard such as LEED-EB savings of 20 percent per square foot on energy and other utility expenses; and life cycle of energy efficiency improvements is 10 years. SPUR provided the following for San Francisco to consider for a reinstatement of a

Comments by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council

CECO: "We estimate the cost to DBI to implement a new CECO law at $200,000." **The City of Pacifica costs would need to be evaluated.**

- CECO and RECO cost for the cities are relatively inexpensive compared to the private costs of implementation. But while the upfront costs may be high for owners, investments in building performance typically result in savings. **The City of Pacifica costs would need to be evaluated.**

- The Berkeley CECO is Chapter 19.72 of the City of Berkeley Municipal Code. First Section 19.72.020 defines "Commercial building" as any privately owned building except those residential buildings, or residential portions of commercial buildings, that are subject to the energy conservation requirements of the Residential Energy Conservation Ordinance (Berkeley Municipal Code, Chapter 19.16).

- Section 19.72.050: The maximum total cost of the energy conservation measures required by this chapter to be installed upon sale of a commercial building is the lesser of one percent of the consideration given for the property, or one percent of the assessed value prior to sale, or one hundred fifty thousand dollars. Upon subsequent sales of such building, any remaining energy conservation measures shall be installed subject to the expenditure limit provided in this section for each such sale.

- Section 19.72.060 basically is the same but applies to major renovations. A major renovation is defined as any repair, addition or other construction to a commercial building where the sum of the total costs as reflected in the building permits for such work exceeds fifty thousand dollars, or where the work to be undertaken on the commercial building increases the total square footage of space of the building, served by heating or cooling equipment, as reflected on the County Assessor's records, by more than ten percent. Further, a "Sale" is defined as the conveyance of title to real property by one or more persons as a result of a sale or exchange, resulting in the execution of a real property sales contract as defined in Section 2985 of the California Civil Code as well as any change of ownership described in subdivisions (c) and (h) of Section 61 and subdivision (c) of Section 64 of the California Revenue and Taxation Code.

Comments by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council

- Under Section 19.72.080 there is an exemption for financial hardship where: "The City Manager may exempt, on a case by case basis, a commercial building from the requirements of this chapter if the building owner has demonstrated that compliance with this chapter would cause him or her financial hardship as the term is defined in Section 19.72.020 of this chapter. The building owner shall bear the burden of submitting documentation of this financial hardship. **The existing Pacifica Green Building Ordinance has hardship provisions that may be of assistance.**

- San Francisco's RECO was established in 1989. The RECO requires property owners to conduct an energy inspection and install certain energy and water conservation features before selling their home. To meet these requirements, property owners may spend up to one (1) percent of the purchase price, or one (1) percent of the assessed value, whichever is greater. It appears there is a cost cap of $1,300 and in San Francisco SPUR assumes every turnover would require a $1,300 cap by the owner or buyer. RECO applies only to homes built before 1978. The onus to meet RECO requirements may be transferred to the buyer if compliance will be certified within 180 days.

- Going to Berkeley answers some of the questions that were brought up during Pacifica CAPTF public meetings but not answered. Section 19.16.040 defines "Sale or exchange" as the transfer of title pursuant to any agreement to sell or exchange. **This does not include transfer of title pursuant to inheritance, involuntary transfer of title resulting from default on an obligation secured by real property, change of title pursuant to marriage or divorce, condemnation, or any other involuntary change of title effected by operation of law.** Any agreement that transfers ownership before the effective date of this ordinance. Please note that this definition still leaves open some questions as to what would be required if there are corporate ownership changes.

- If San Francisco caps at $1,300, what does Berkeley do in regard to maximum, or capped expenditures to comply and who in Berkeley determines compliance for Berkeley? Section 19.16.060 is entitled Maximum required expenditure and states:

  A. The maximum required expenditure to bring a structure into compliance with this section shall be:

1. In the case of sale or exchange:
   a. Three-quarters of one percent of the final sale price for a structure not containing more than two units, or
   b. Fifty cents per square foot in a structure containing three units or more.
2. In the case of renovation of fifty thousand dollars or more:
   a. One percent of renovation costs.

- The City Manager of Berkeley or his or her designee is assigned to administer RECO, is defined as the "Administrator" and is responsible to inspect and find as to issues of compliance and issue a Certificate of Compliance if the standards prescribed in Section 19.16.050 were met.

- The City of Berkeley Administer or his or her designee shall also be responsible for notification of noncompliance under Section 19.16.100. In cases of sale or exchange, a seller has sixty days from the time of notification of noncompliance to bring the non-complying residential structure or unit into compliance with this chapter. Any person violating any provision of failing to comply with any of the requirements of this chapter shall be deemed guilty of an infraction as set forth in the Municipal Code. **What would this mean for a member of the Pacifica community?**

Comment 6:

Pg. 33 4.1.3 Goal: Promote Energy Efficiency and Renewable Energy in Government Operations lines 20 -26 indicates many energy efficiency upgrades in municipal buildings have recently been completed. I recommend the City Council include wording in its CAP to indicate what GHG emissions reduction per project were credited towards the Goal through these projects, which enable better tracking and communications about progress towards goal attainments.

Comment 7:

Pg. 33 4.1.3 Lines 27 – 29 Goal: Promote Energy Efficiency and Renewable Energy in Government Operations: indicates "the city of Pacifica is developing a lighting ordinance – I recommend the CAP indicate, if possible, when the ordinance is projected/estimated to be operative.

Comments by Ray Ramos on Draft Climate Action Plan (DCAP) released for public comment for the 5 March 2014 City Council second Study Session (First Study Session was conducted on 1 August 2012) to the City of Pacifica City Council

Comment 8:

Pgs 36 Lines 18 – 21 refer to "smart growth principals" being incorporated into the City of Pacifica General Plan Upgrade Project. "Smart Growth" can mean different things to different people. I don't see a definition provided in this DCAP and would recommend the Council consider using the definition provided in the Green Building Ordinance [Section 3.y. "Smart Growth" means development that revitalizes central cities and older suburbs, supports and enhances public transit and promotes walking and bicycling."].

Comment 9:

Pg 37 lines 32 – 33 and Pg 38 lines 1 – 7: As a member of the CAPTF Subcommittee on Transportation I would emphasize to our City Council that the transport of students to and from schools in Pacifica is a significant contributor to vehicle miles driven within the boundaries of the City of Pacifica and to local congestion areas. Better coordination and cooperation between schools and the City of Pacifica would – I believe - benefit our Pacifica Community and CAP goal attainment.

Pg 38 4.2.1 Goal: Encourage Development that Supports Pedestrians, Bicyclists, and Transit Users and Reduces Driving: My comment is specific to Table 5 on Page 39 Smart growth development measure that calls for the establishment of a smart growth policy that prioritizes infill, high density, transportation – oriented and mixed use development and rewarding smart growth projects located less than ¼ miles from transit or ½ mile from shopping or jobs.

I recommend that the City Council and/or their staff further evaluate the rationale behind the ¼ and ½ mile distances from transit and shopping or jobs, respectively. This could also be considered for incorporation into the General Plan Upgrade Project along with other CAP elements.

Comment 10:

Pg 39 4.2.1 Goal: Encourage Development that Supports Pedestrians, Bicyclists, and Transit Users and Reduces Driving: My comment is specific to Table 5 on Page 39 regarding Walk-able/bike-able street landscape. I would recommend the City Council consider pathways with clear markings for utilization by bicycles and walkers that would enhance safety for users. As a youth, I lived in a city that had a fee/license for bicycles. If there are expenses associated with bike lanes then some form of fee/license could offset some of the capital investment and maintenance of bike pathways as well as provide for greater safety in home to work/school to home commutes

that might lessen vehicle miles travelled within Pacifica. I understand from recent news broadcasts that San Francisco has or is considering registration fees for bicycles.

Comment 11:

Pg 56 Chapter 5 Implementation Given the Figure 6 Schedule for Phased Implementation it would seem important the City Council finalize its CAP shortly if it intends to utilize the current DCAP near, mid and long term scheme that were developed over two years ago.

Comment 12:

Pg 60 5.5. Lines 23 – 29 GHG Reduction Strategy Management: "Hire a Sustainability Coordinator to be the person responsible for implementing this climate action plan. If city funds are unavailable to fill this position, the city may elect to create the position as unfunded/unfilled and to use an existing staff member or members to take on the responsibilities of this role. Whether a single staff person or multiple staff, the cumulative time devoted to climate-action-plan-related business must amount to at least one half-time person. When city funding permits, the full-time position of Sustainability Coordinator will be filled."

I realize there are very real fiscal and staff capacity constraints that may influence City Council actions regarding these current DCAP recommendations. There is an old saying that "There is no such thing as a free lunch." I recommend you consider prioritization along with resource limitations in your deliberations.

Comment 13:

Pg C-1 Appendix C. Future Opportunities for Reduction C-1 Air Travel. I recommend you revisit by Comment 3 in regard to this included wording, wherein I recommend deleting Air Travel from your community-wide GHG emissions inventory. You may want to consider leaving in Air Travel as a viable means for GHG emissions reduction in the future for businesses, agencies, districts, and the City Government that are located within Pacifica boundaries that can report to the City what their 2005 baseline Air Travel Emissions were and what annual reduction they have made so the City can track progress towards CAP goal attainment. Such data recording, reporting, and inclusion may be difficult for staff to maintain for inclusion in annual reporting to the Council and the Pacifica Community, but is something you may want to consider.

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Comment 14:

Pg D-1 Appendix D. Projected San Francisco Bay Area Climate Impacts. This appendix gives you some background that could lead into a section on **what further work is needed to provide for more Climate Change related plans and actions. I recommend the Council provide its staff direction as to what further actions the Council desires to be included.**

Concluding Comments:

Whatever direction the City Council may eventually give to staff in regard to the CAP please consider the CAP as only a single component needed in a much more comprehensive City of Pacifica series of plans/actions to better enable our community to adapt to Climate Change.

I hope that my comments will be helpful during your deliberations and if you have some specific question please feel free to contact me by e-mail.

Thank You,

Ray Ramos, P.E.
Pacifica Resident
February 25, 2014

Horrisberger, Christina

From: jim wagner [wags903@msn.com]
Sent: Thursday, February 27, 2014 8:32 AM
To: Horrisberger, Christina; White, George
Subject: climate comments
Attachments: Climate Action Plan comments 02262014.docx; wall street journal climate opinion.docx

Christina, attached you will find my comments on the Climate report and a supporting argument countering the statement that climate change was a proven science.
Thank you
Jim Wagner

Click here to report this email as spam.

Climate Action Plan

Comments

02/26/2014

I would like to submit the following comments to the Climate Action Plan as it is currently put forth.

I believe that liberties have been taken with fact and numbers have been extrapolated in ways to fit an end rather than arrive at a conclusion.

Please address the following questions:

-What is mandated specifically by AB32?

-Why was the Pacifica's climate strategy based on the International Council for Local Government Initiatives? Was it mandated that we use ICLEI? If not, why was ICLEI chosen? What parameters were used to decide?

-What was the original charge to the committee? On page one of the report, in a footnote, the committee recognizes that they were not mandated to make specific recommendations for climate change adaptation planning. Who authorized the scope of this plan to include recommendations for climate change adaptation planning and what was the cost for staff and material associated with this expansion of the charge?

-Page 10: The report cites the inability to use 1990 baseline emissions. Why? Pacifica's population has declined since 1990. The committee assumed Pacifica's emissions have increased at the same rate as the rest of California. California's population has grown during that same period. What data was used to support the assumption that Pacifica's population had grown at the same rate as that of the rest of California?

-Page 31: The committee recommends that all residential and commercial properties undergo energy and water conservation retrofits at change of title. What analysis of cost per unit, cost per upgrade per item, and time to 100% compliance was performed?

Page 38 Line 25: The report maintains that Pacifica has lost open space. However, no base year was mentioned. What was the base year? How much open space has Pacifica lost? What urban sprawl effects have been cataloged in Pacifica?

Page 48 Line 27: Garbage bags would be mandated to be clear and checked for recyclables before pickup. Who would be responsible for inspection? How much would this cost?

Each and every recommendation in the report should have an economic feasibility study completed and approved on a per item basis. The economic impact, positive or negative, should be quantified using 1990 as a base year and adjusted annually using a generally accepted base index.

In addition, a full EIR should be undertaken to better understand all the impacts that such a large undertaking, such as retrofits, garbage monitoring, water usage, and other recommendations contained in this report, will have on our local environment.

Thank you,

Jim Wagner

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http://online.wsj.com/news/articles/SB10001424052702303945704579391611041331266

Opinion

McNider and Christy: Why Kerry Is Flat Wrong on Climate Change

It was the scientific skeptics who bucked the 'consensus' and said the Earth was round.

By

Richard McNider And

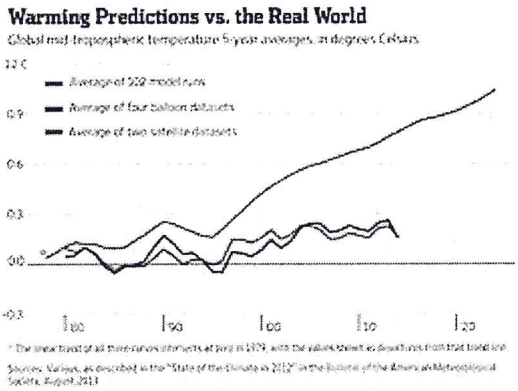
John Christy

Updated Feb. 19, 2014 7:31 p.m. ET

In a Feb. 16 speech in Indonesia, Secretary of State John Kerry assailed climate-change skeptics as members of the "Flat Earth Society" for doubting the reality of catastrophic climate change. He said, "We should not allow a tiny minority of shoddy scientists" and "extreme ideologues to compete with scientific facts."

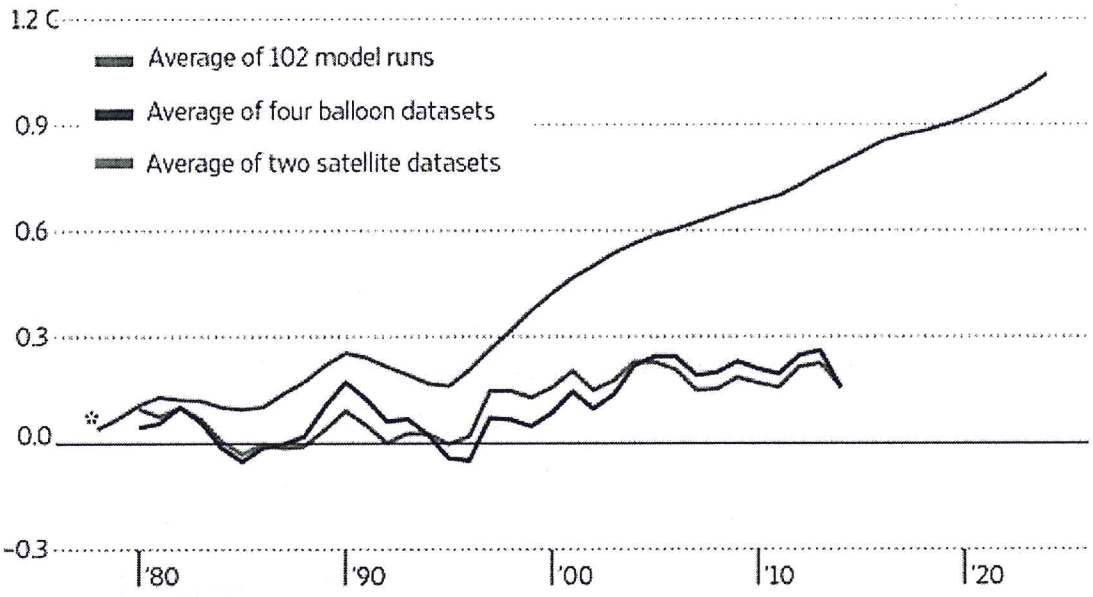
But who are the Flat Earthers, and who is ignoring the scientific facts? In ancient times, the notion of a flat Earth was the scientific consensus, and it was only a minority who dared question this belief. We are among today's scientists who are skeptical about the so-called consensus on climate change. Does that make us modern-day Flat Earthers, as Mr. Kerry suggests, or are we among those who defy the prevailing wisdom to declare that the world is round?

Enlarge Image



Warming Predictions vs. the Real World

Global mid-tropospheric temperature 5-year averages, in degrees Celsius



* The linear trend of all three curves intersects at zero in 1979, with the values shown as departures from that trend line.

Sources: Various, as described in the "State of the Climate in 2012" in the Bulletin of the American Meteorological Society, August 2013

Most of us who are skeptical about the dangers of climate change actually embrace many of the facts that people like Bill Nye, the ubiquitous TV "science guy," say we ignore. The two fundamental facts are that carbon-dioxide levels in the atmosphere have increased due to the burning of fossil fuels, and carbon dioxide in the atmosphere is a greenhouse gas, trapping heat before it can escape into space.

What is not a known fact is by how much the Earth's atmosphere will warm in response to this added carbon dioxide. The warming numbers most commonly advanced are created by climate computer models built almost entirely by scientists who believe in catastrophic global warming. The rate of warming forecast by these models depends on many assumptions and engineering to replicate a

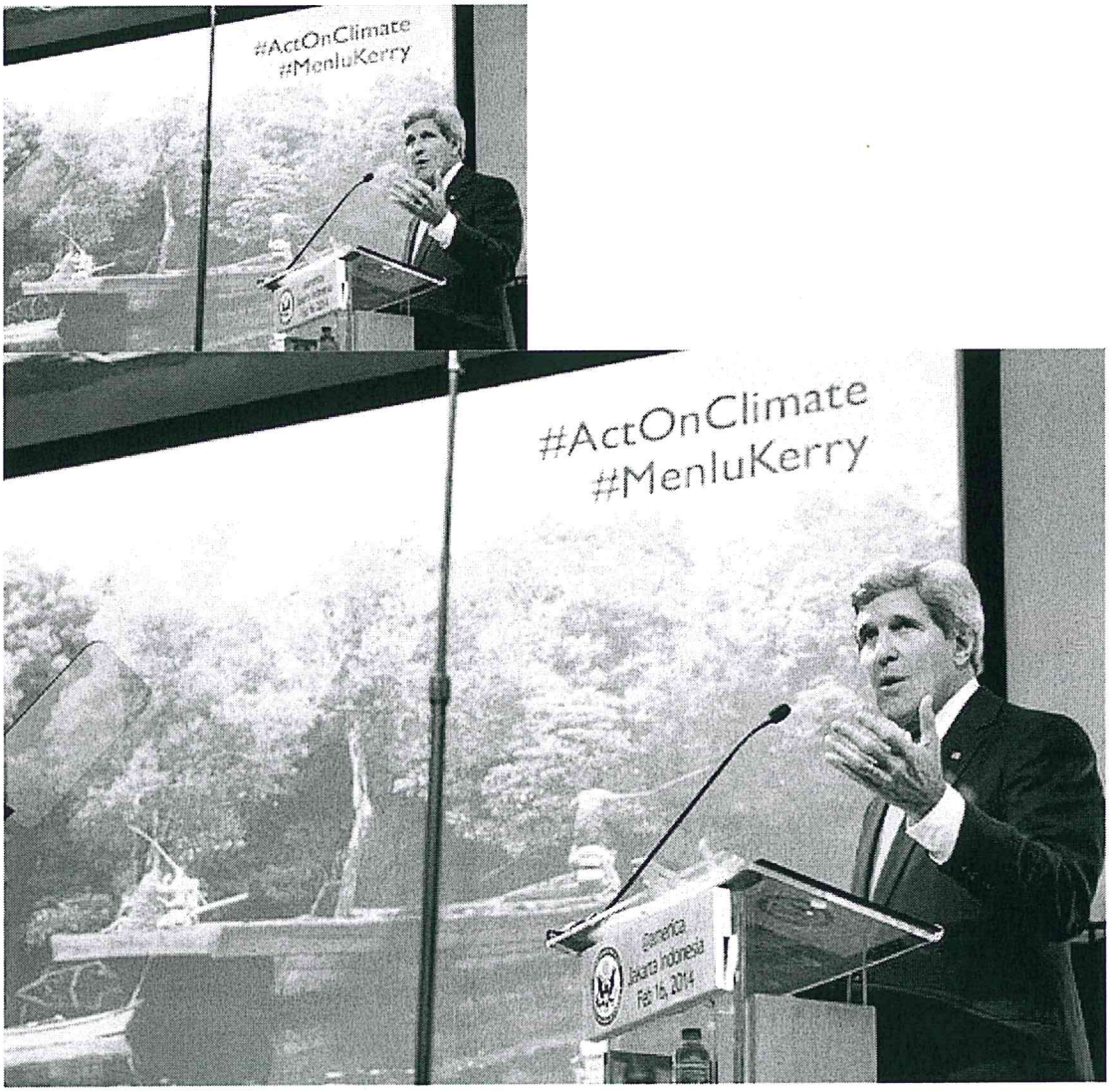
complex world in tractable terms, such as how water vapor and clouds will react to the direct heat added by carbon dioxide or the rate of heat uptake, or absorption, by the oceans.

We might forgive these modelers if their forecasts had not been so consistently and spectacularly wrong. From the beginning of climate modeling in the 1980s, these forecasts have, on average, always overstated the degree to which the Earth is warming compared with what we see in the real climate.

For instance, in 1994 we published an article in the journal Nature showing that the actual global temperature trend was "one-quarter of the magnitude of climate model results." As the nearby graph shows, the disparity between the predicted temperature increases and real-world evidence has only grown in the past 20 years.

When the failure of its predictions become clear, the modeling industry always comes back with new models that soften their previous warming forecasts, claiming, for instance, that an unexpected increase in the human use of aerosols had skewed the results. After these changes, the models tended to agree better with the actual numbers that came in—but the forecasts for future temperatures have continued to be too warm.

Enlarge Image



U.S. Secretary of State John Kerry during a speech on climate change in Jakarta on Sunday. *Agence France-Presse/Getty Images*

The modelers insist that they are unlucky because natural temperature variability is masking the real warming. They might be right, but when a batter goes 0 for 10, he's better off questioning his swing than blaming the umpire.

The models mostly miss warming in the deep atmosphere—from the Earth's surface to 75,000 feet—which is supposed to be one of the real signals of warming caused by carbon dioxide. Here, the consensus ignores the reality of temperature observations of the deep atmosphere collected by satellites and balloons, which have continually shown less than half of the warming shown in the average model forecasts.

The climate-change-consensus community points to such indirect evidence of warming as glaciers melting, coral being bleached, more droughts and stronger storms. Yet observations show that the

warming of the deep atmosphere (the fundamental sign of carbon-dioxide-caused climate change, which is supposedly behind these natural phenomena) is not occurring at an alarming rate: Instruments aboard NASA and National Oceanic and Atmospheric Association satellites put the Mid-Tropospheric warming rate since late 1978 at about 0.7 degrees Celsius, or 1.3 degrees Fahrenheit, per 100 years. For the same period, the models on average give 2.1 degrees Celsius, or 3.8 degrees Fahrenheit, per 100 years (see graph).

The models also fail to get details of the past climate right. For example, most of the observed warming over land in the past century occurred at night. The same models used to predict future warming models showed day and night warming over the last century at nearly the same rates.

Past models also missed the dramatic recent warming found in observations in the Arctic. With this information as hindsight, the latest, adjusted set of climate models did manage to show more warming in the Arctic. But the tweaking resulted in too-warm predictions—disproved by real-world evidence—for the rest of the planet compared with earlier models.

Shouldn't modelers be more humble and open to saying that perhaps the Arctic warming is due to something we don't understand?

While none of these inconsistencies refutes the fundamental concern about greenhouse-gas-enhanced climate change, it is disturbing that "consensus science" will not acknowledge that such discrepancies are major problems. From the Intergovernmental Panel on Climate Change's beginning, that largely self-selected panel of scientists has embraced the notion that consensus on climate change is the necessary path to taking action and reducing man-made carbon emissions around the world. The consensus community uses this to push the view that "the science is settled" and hold up skeptics to ridicule, as John Kerry did on Sunday.

We are reminded of the dangers of consensus science in the past. For example, in the 18th century, more British sailors died of scurvy than died in battle. In this disease, brought on by a lack of vitamin C, the body loses its ability to manufacture collagen, and gums and other tissues bleed and disintegrate. These deaths were especially tragic because many sea captains and some ships' doctors knew, based on observations early in the century, that fresh vegetables and citrus cured scurvy.

Nonetheless, the British Admiralty's onshore Sick and Health Board of scientists and physicians (somewhat akin to the current Intergovernmental Panel on Climate Change) dismissed this evidence for more than 50 years because it did not fit their consensus theory that putrefaction (or internal decay) caused scurvy, which they felt could be cured by fresh air, exercise and laxatives.

"Consensus" science that ignores reality can have tragic consequences if cures are ignored or promising research is abandoned. The climate-change consensus is not endangering lives, but the way it imperils economic growth and warps government policy making has made the future considerably bleaker. The recent Obama administration announcement that it would not provide aid for fossil-fuel energy in developing countries, thereby consigning millions of people to energy poverty, is all too reminiscent of the Sick and Health Board denying fresh fruit to dying British sailors.

We should not have a climate-science research program that searches only for ways to confirm prevailing theories, and we should not honor government leaders, such as Secretary Kerry, who attack others for their inconvenient, fact-based views.

Messrs. McNider and Christy are professors of atmospheric science at the University of Alabama in Huntsville and fellows of the American Meteorological Society. Mr. Christy was a member of the Intergovernmental Panel on Climate Change that shared the 2007 Nobel Peace Prize with former Vice President Al Gore. Mr. Christy was a member of the Intergovernmental Panel on Climate Change that shared the 2007 Nobel Peace Prize with Vice President Al Gore.