

# CAC Declaration, 2018 Workplan,

# GHG Guideline Consultations & MEP Program Feedback

# Meeting Notes Summary

# Friday, January 26, 2018

**Clean Air Council Joint Actions (see slides for more information on actions related to each of the Declaration actions for 2018)**

**2019 – 2023 Clean Air Council Declaration:** CAC Declarations are council term declarations. As such, with the new council term coming up in 2019 we will need to develop a new CAC Declaration for the coming term. There will be an upcoming strategic planning workshop that will focus on this.

Related to the workplan for the present Declaration here are the main actions based on feedback from CAC members.

**D#1 Energy Efficiency & Conservation**

* 2019 Conservation Demand Management Plans (CDM): are to be developed by end of June 2019. The focus for the Corporate Energy Managers Community of Practice will be on facilitating municipal energy managers to share plans and efforts on the development of those plans in order to identify opportunities to increase the ambitions and effectiveness of those Plans.
* Green Procurement: focus will be to get CAC member municipalities to share green procurement actions they have undertaken since 2012. This will be undertaken via webinars, a scan and a green procurement workshop in the fall of 2018.
* Green Fleets: focus on advancing Electrical Vehicle (EV) uptake, vehicle right-sizing, and advancing monitoring and reporting fuel-use—essential in maintaining momentum for further green fleets advancement.
	+ Have been experiencing internal conflicts between diesel vs. gas pick-up trucks.
	+ Municipalities are still experiencing issues relating to fuel right-sizing—staff is still interested in pick-up trucks.
	+ Interested in establishing an integrated policy that integrates alternate fuel opportunities for businesses within their community (this policy would translate to both the community and corporate energy scope). They would also like to see if municipalities research their staff in order to take into account which parameters would work best with EV models, such as shifts and duration of shifts, and the distance needed to travel from home—this will ultimately determine which charging station to invest in.

**D#2 Resilience**

* The CAC submission for the MOECC Climate Change Approach has been submitted and is available [here](http://cleanairpartnership.org/cac/wp-content/uploads/2018/01/Final-CAC-Adaptation-Approach-Feedback-January-19.pdf).
* The proposal that CAP and OCC submitted to FCM’s MCIP Climate Adaptation Partners grant was unsuccessful. The proposal focused on the development of a Vulnerability Assessment Transferability Framework that would test out the ability of Vulnerability Assessments to be transferable between different jurisdictions, asking the questions of what is transferable, what isn’t and why? We will be looking for other opportunities to advance that work. If anyone has any questions related to this idea let Gaby know.
* TRCA’s Sonia Meek at the SNAP Program is also interested in developing connections between various jurisdictions to streamline integrated land use planning.
* ICLEI Train the Trainers program: 12 municipalities participated in a cross dissection of policies and plans to showcase potential risks and vulnerabilities. This can be incorporated into a future CAC meeting/webinar event in order to try and advance the transferability analysis.

D#3 Active Transportation (AT) and Transportation Demand Management (TDM).

* Some municipalities have shared that they are experiencing resistance from residents on AT infrastructure (especially the AT infrastructure that takes street space) there will be a focus on trying to address what mechanisms would be most useful to foster community engagement and support.
* An update on the AT scan is requested by CAC members.

D#4 Public Health Communications and Business Case Development

* Clean Economy Alliance, with the help of TAF funding, will be looking into the impacts of health messaging and ghg mitigation and the synergies and connection between them. The results will be ready for May.

D# 5 Green Development Standards (GDS)

* Richmond Hill Update: received funding in 2018 budget to update GDS metrics (with Vaughan and Brampton) and is looking to use the Net-Zero/community-oriented lens the City of Toronto incorporated into their Toronto Green Standards.
* Durham Region Update: Currently finished the first stage of the Resilience House Standard for new housing done by the Region and the Institute of Catastrophic Loss Reduction. Have established 42 measures that would increase the resilience within the low-rise housing sector. Now focused on mechanisms to implement these measures in Durham region. These 42 measures are transferable to any municipality found in southern Ontario
* There is interest in supporting initiatives that promote the training of contractors in green building design. Are municipalities working with contractors? And how are these programs being administered (financed, providing training, and monitoring the effectiveness of such initiatives)?
* Guelph is having conversations with their leading green contractors (who are focused on pushing energy efficiency renovations) to potentially consider having conversations with contractors that are not inclined to incorporate green features.
* Resource: *Happy City* by Charles Montgomery is a recommended book for those interested in considering a public health argument associated with poor urban planning decisions.
* Municipalities are interested in mechanisms to address upfront costs, lack of skilled trades, and the promotion of leadership within civil society to strengthen the market for energy efficient and green building technology.
* CAP Feedback: there needs to further research and focus on building the economic case—not just an environmental case—for the Growth Plan. Areas to look into include, the consideration of operation and rehabilitation costs and revenues based on different land use archetypes.

**The other Clean Air Council Declaration Actions will be addressed as part of the Feb CAC meeting.**

**Presentations**

### Heather Watt, MOECC: GHG Guideline

* The Purpose of the draft Guideline is to provide assistance to municipalities on how to develop emission inventories, reduction targets and GHG reduction plans. This guideline takes into consideration municipalities with various levels of progression and ambition; and therefore, offers various resources that cater to basic, intermediate, and advanced levels of complexity.
* There are four provincial policies that help support the development of the GHG Guidelines: Climate Change Action Plan that provided funding and guidance opportunities; the Greater Golden Horseshoe Growth Plan encouraged GHG community and corporate GHG inventories and the incorporation of climate change adaptation and mitigation into Official Plans; a Provincial Policy Statement that establishes Climate Change as a provincial issue, and the Long-Term Energy Plan.
* It aims to encourage Official Plan conformity as a selling point to consider GHG emission reduction goals as expressed in the Growth Plan. Municipalities already undertaking GHG emission reduction goals have an easier application process to provincial funding opportunities. The GHG Guideline is in alignment with the PCP program administered by FCM.
* Stage 1 Preparation: Municipalities are encouraged to identify key stakeholders, potential engagement opportunities, and review their existing OP climate change language. During this process, municipalities undertake usual planning practices that include situational analysis, looking at local demographics, addressing which relevant Plans and policies are applicable (ex. transportation demand management strategies, etc.). The appendices include a variety of resources including sample terms of reference, lists of who would be involved during the community outreach/stakeholder engagement and a suggested timeline schedule template are some of the tools available.
* Stage 2 Inventory: addresses the importance of inventories, how to retrieve data from a variety of sources, and advocates for the development of both a community and corporate inventory. The guideline understands and considers: different tiers and their varying jurisdictional controls; as well as capital investment availability
* In the appendix, municipalities have access to a sample data request form (the province is interested in receiving feedback as to the associated data acquisition costs and who the municipalities would be reaching out to).
* Stage 3 Target: The GHG Guideline encourages provincial GHG reduction target goals, population projections available up until 2041 with a sample per capita allocation. This stage places a strong emphasis on collaborating with local stakeholders.
* Stage 4 Actions: is formatted as a toolbox that addresses potential GHG reductions. This stage facilitates different scenario development, focuses on quantitative modeling, and the co-benefits associated with various scenarios. Additionally, the guideline provides a prioritization exercise regarding financial considerations of various scenario opportunities.
* Stage 5 Implementation: There is a focus on Official Plan and Master Plan alterations to support the GHG reduction target and actions. Official Plans are great areas to focus on because municipalities are able to use by-laws, community improvement plans, and active transportation master plans to strengthen their implementation strategies. In this local policy context level, the appendix provides an inventory of tools for integrating land-use, transit, and infrastructure considerations. Municipalities are encouraged to use any other innovative mechanism available to them to advance their implementation phase. The Seattle Action Plan is provided as an example of a highly integrated plan, it is a resource that showcases effective active transportation planning, adaptation planning, and corporate investment strategies.
* Stage 6 Monitoring and Evaluation: The guideline encourages a 5-year implementation Plan. Further resources are available in the appendix that relates to engagement activities and administration tools.
* Next Steps: comments and feedback on the guidelines are due by March 4th, 2018.
* CAC Council will submit their recommendations for the GHG Guideline: Final version of submission is available [here](http://cleanairpartnership.org/cac/wp-content/uploads/2018/03/Final-CAC-Draft-Guidelines-EBR-Submission.pdf).

**Feedback**

* Would like the province to tackle the inconsistency associated with achieving and analyzing transportation data. It would be great to have a list from MTO of resources municipalities can access to retrieve information. It would also be amazing to have access to MTO vehicle registration data without having to pay a third party for it. In addition, it would be great to have the mileage data collected as at present assumption have to be made and those assumptions really make you question the value of the data. It is more useful for tracking and locating EV uptake than it is for transportation energy use.
* Municipalities would benefit from guidance on integrating climate change into Official Plans. Guidance on appropriate language to include in municipal Official Plans would help many councilors/planners that are still stuck using limiting language such as “may” vs. “shall.”
* Resource: Sustainability Solutions Group (SSG) has worked on developing land-use measures and technological measures which would be a very useful detailed resource to reference.
* Durham Region is pursuing (and will have a report soon) results for four different land-use and energy reduction scenarios that will quantify the relative contribution of each to the overall GHG emission reduction goal—Business case development that quantifies the different between business as usual vs. aggressive technology implementation. This work has been done with the help of SSG and can be a resource available for the GHG guideline.
* Guelph is about to commence their 10-year update of their Community Energy Plan. The Guelph Community Energy Plan would be a great document to refer to. They also used SSG for analytical alignment support. Language can be taken from these documents to strengthen climate change adaptation and mitigation considerations within municipal Official Plan amendments.
* It would be great to work on a cross-province data and knowledge sharing mechanism that focuses on establishing consistency on inventories especially re: data acquisition/metric development, business-as-usual scenarios, and subsequent uniformity. Again it would be of significant value to have a similar service that was provided by the Province of BC where they centralized the inventory work and provided it to municipalities saving significant municipal staff resources and time as well as enabling them to allocate more money and time to stakeholder engagement and implementation of Plans.
* It would be helpful if the provinces established this guideline as a mandatory background study reference for a municipalities’ Growth Plan alignment regarding climate change adaptation and mitigation advancement.

### Questions

**With this new guideline, do municipalities that have already undertaken GHG inventories and reduction targets have to go back to previous work to review their scope?**

No, this guideline is to help municipalities in whichever stage they are at in their GHG emissions reduction process. The province understands that the process of developing GHG reduction measures is not easy and so this guideline provides various resources and best-practices to ensure that municipalities are developing strong and solid Climate Change Action Plans.

**Would the province consider a Provincial Inventory?**

The province of BC did work on a provincial inventory. This was easier for them to accomplish because they only have one utility company. There are pros and cons to the province undertaking a province-wide inventory:

* Pros: GHG inventory data becomes accessible to everyone within the province making it available for smaller municipalities with limited staff and financial resources to get a head start on their Climate Action Plans. This resource can establish a consistent method to achieve data analysis across a broad region. A sense of a collective awareness is fostered that helps with engaging communities and building support for climate change mitigation and adaptation actions. More resources can be ideally allocated to stakeholder engagement and/or implementation rather than inventory development.
* Cons: A province-wide community GHG inventory means the municipality is dependent on another level of government. It would also likely mean that it often would not be at a scale that provides guidance on ghg reduction opportunities at a scaled down approach.

**What happens when municipalities do not set an aggressive GHG target?**

It is encouraged that municipalities set aggressive GHG emission reduction targets that meet or exceed the provincial targets. But it is also understood that plans and actions are often shorter term than the target reduction dates and that they should be held accountable for reductions associated with the actions within the Plan.

The approach that is often used is that the Plan outlines the target that science says we need to achieve (the IPCC targets – which are also the Province of Ontario targets) but that the Plan speaks to the action it will undertake and then what the contributions it will make to our collective target. The aim is to continuously improve the Climate Change Action Plans through the implementation and monitoring & evaluation stages of the plans.

**The guidelines are structured with the PCP program in mind and takes a linear progression to GHG emissions reductions. In working with smaller municipalities with limited resources, it is also important to note how they can be supported throughout this process. What are the possible mechanisms put in place within the Guideline that would ensure their uptake in GHG emission reduction work?**

Comment: Smaller municipalities prefer to undertake a smaller project first as they are more feasible--require less funding and staff time. These projects are crucial in engaging the community and spreading awareness of GHG emissions reductions. Unfortunately, now the available funding to reduce GHG emissions are contingent on having an associated Climate Change Plan. There needs to be an equity lens to some mechanisms set in place by the province that indirectly sideline smaller municipalities already limited in resources.

**Are there other comments or feedback that should be added to the Environmental Registry regarding the GHG emissions?**

Stakeholder outreach with the utilities should be emphasized especially in the first and second stage of the planning process. Engagement with the community and stakeholders is essential to drive momentum and support of climate actions in the long-run.

* + The province should use the actions and subsequent results generated by the Green Energy Act to develop communication tools/resources that aim to demonstrate the quantitative and qualitative benefits of environmentally conscious actions.
	+ The province has done great work with this GHG Guidelines document—it is easy to read, it is formatted in a way that caters to municipalities at different levels of GHG emissions reduction planning/implementation, and can be used to show council and communities (especially for leading municipalities that have undertaken these steps already against much reluctance and limited support) that they are doing great work and it is being recognized by the provincial government.

### Michael Brophy, MOE: Summary of Municipal Feedback on Municipal Energy Planning Program

Through regulation 397/11 the BPS (Broader Public Sector) have to report their energy use for their facilities on an annual basis and develop Energy Conservation Plans every 5 years. The first one was in 2014 and the next one is in July 1, 2019.

Municipal Energy Plan program is a funding stream for creating community energy plans. The Municipal Energy Plan Program provides up to $90,000 towards the development of Municipal Energy Plans. There is a second tier funding opportunity of $25,000 of matching funding available to fund an update or deeper dive into an existing Energy Plan (at the community level).

* Both funding tiers cover up to 50% of the municipal budget presented to the Ministry through the application process.
* The contracts generated from the MOE are strictly between the ministry and the municipality. This does not limit municipalities from working with stakeholders or consultants but the Municipality has to be the one who applies and the contract is between the municipality and the province.

**Feedback**

* FCM’s Municipalities for Climate Innovation funding stream has been oversubscribed and FCM is no longer funding feasibility studies, plans and capital projects. As such, there is a gap regarding the matching funds that are available for Community Climate/Energy Action Plans. FCM is reviewing the Green Municipal Fund (GMF), more information may be available around April/May regarding whether Action Plan funding may be moved back into the GMF stream.
* The Ontario Trillium Foundation has provided funding to Sustainable Severn Sound to undertake a regional Climate Action Plan for municipalities in that region.

### **Questions:**

**What would it take for the CDM plans to require an inventory of fleet vehicle emissions?**

There is a set of requirements the MOE established for all municipalities to follow, but by all means, this should not stop municipalities to consider undertaking other requirements not mentioned. To change the CDM requirements means that the Ministry would have to open the regulation—this would not be advisable before a provincial election this June.

The IESO is developing a Municipal Energy Profile to update the one done in 2008. The report will be coming out this spring.

**The MOE is reviewing the MEP funding program and seeking feedback re: possible improvements.**

* The Province is encouraged to further streamline data gathering especially for the transportation sector.
* The two main issues that municipalities face during the implementation phase is community/stakeholder engagement and funding/partnership models that are needed for implementation of actions.
* QUEST and CAP are working on a Planning Alignment project that will develop a Primer for how to advance alignment between Municipal Action/Energy Plans; Utility CDM and DSM Plans and the Regional Electricity Plans from the IESO as well as the LTEP.
* Green ON is able to provide municipalities interested in promoting GreenON pamphlets and social media material. If interested, please let Gaby know your interest and how much you would like to receive, there is an online order form.

CAP has been working alongside QUEST and TAF to request the MOE require utilities to report their energy use at the municipal scale rather than at the utility scale. A letter was sent to the Minister of Energy and he sent a letter back saying this was under OEB jurisdiction not MOE. There are plans to send that request to the OEB but we are looking for the case for how this would benefit utilities as well as municipalities because the OEB will likely say no to anything that could potentially have any impact on the rate base. The case developed thus far is that utilities would be able to save money if they did provide this data by reducing data requests from municipalities. Looking for any other business cases that people may have for this ask.