

Appendix G

Analysis of Potential for Conflicts
Between the 2025 Regional Plan and
Adopted Local Plans to Reduce
Greenhouse Gas Emissions

This appendix comprises the reference document used in Impact GHG-3 of Section 4.8, "Greenhouse Gas Emissions," of the Draft EIR. This appendix is intended to represent a comprehensive evaluation of the San Diego Association of Governments' (SANDAG's) consistency with the policies, measures, and implementing actions of local climate action plans (CAPs) and greenhouse gas reduction plans (GHGRPs) within the SANDAG region. Each plan and relevant policy are summarized in Table G-1, and are individually assessed for the proposed Plan's consistency with each plan and policy. Table G-1 presents the policies, measures, and implementation actions of each local climate action plan or other local plan adopted for the purpose of reducing GHG emissions. It then analyzes whether the proposed Plan would conflict with or implementation of each plan's policies, measures, or implementation actions. Table 4.8-5 of the Draft EIR provides a summary of all adopted local plans to reduce GHG emissions in the San Diego region as of June 2025.

Table G-1 Analysis of Potential Conflicts Between the Proposed Plan and Adopted Local Plans to Reduce Greenhouse Gas Emissions

Policy, Measure, or Action	Analysis
City of Carlsbad Climate Action Plan¹	
<u>Measure T-1 Traffic Calming & Optimization</u>	The proposed Plan provides funding to transportation projects that would improve traffic flow and provide traffic calming/complete streets in the San Diego region. The transportation projects proposed under the proposed Plan would be supportive of this measure and would not conflict with the aims of Measure T-1.
<u>Measure T-2 Transportation Demand Management Program</u>	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT, thus supporting the aims of Measure T-2
<u>Measure T-3 Safe Routes to School</u>	The proposed Plan provides funding for pedestrian and bicycle infrastructure projects and directly supports local measures such as Measure T-3. Therefore, the proposed Plan would not conflict with the implementation of Safe Routes to School.
<u>Measure T-4 Bikeway System Improvements</u>	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. The proposed Plan provides funding for bicycle infrastructure projects and directly supports local measures such as Measure T-4.
<u>Measure T-5 Pedestrian System Improvements</u>	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. The proposed Plan provides funding for pedestrian infrastructure projects and directly supports local measures such as Measure T-5.
<u>Measure T-6 Local Transportation Improvements</u>	The proposed Plan would not conflict with the implementation of local transportation improvements such as flexible fleets. The proposed Plan's near-term actions O and P promote the advancement and increased use of flexible fleets (e.g., neighborhood electric vehicles) in the region (see Chapter 3 of the proposed Plan). The proposed Plan also identifies direct expenditures for the advancement of flexible fleets regionwide. Therefore, the proposed Plan would support the implementation of Measure T-6.

¹ The Carlsbad 2024 CAP has GHG reduction targets of 50 percent below a 2016 inventory by 2035 and 85 percent below 2016 levels by 2045. Because these reductions would be achieved through a combination of federal, state, regional, and local actions for all sources of GHG emissions within the city, the Regional Plan's per capita GHG emissions reductions for cars and light-duty trucks only (19.3 percent in 2035) do not conflict with the City targets. Although the Regional Plan's total regional GHG emissions percentage reductions from all sources would be lower than the City's percentage reductions, there is no conflict because the City's CAP uses different assumptions about federal, state, and, in particular, local GHG reduction measures that would be implemented to achieve the City's target.

Policy, Measure, or Action	Analysis
<u>Measure T-7 Municipal Transportation Demand Management</u>	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. Therefore, the proposed Plan would support the implementation of Measure T-7.
<u>Measure T-8 Increase Public Zero Emission Vehicle Infrastructure</u>	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan). Therefore, the proposed Plan would support the implementation of Measure T-.
<u>Measure T-9 Zero Emission City Fleet</u>	The proposed Plan would not interfere with zero-emission city fleet turnover. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure T-10 Parking Management Strategies</u>	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in an efficient transportation system to decrease VMT. The proposed Plan supports local efforts to improve the efficiency of the transportation network and promote limited parking through its parking management policies, and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Measure E-1 Renewable Electricity at Municipal Facilities</u>	The proposed Plan would not conflict with the generation or distribution of renewable energy at municipal facilities. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E-2 Community Choice Energy</u>	The proposed Plan would not prevent the distribution of energy through the Clean Energy Alliance Community Choice Energy program or any other mechanism. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E-3.1 Nonresidential Building Energy–Existing Reach Code</u>	The proposed Plan would not interfere with continuing to implement and enforce the existing reach code for nonresidential buildings. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E-3.2 Nonresidential Building Energy–Solar Carports</u>	The proposed Plan would not conflict with the implementation of solar carports. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E-4 Residential Building Energy–Existing Reach Code</u>	The proposed Plan would not interfere with continuing to implement and enforce the existing reach code for residential buildings. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

Policy, Measure, or Action	Analysis
<u>Measure E-5 Building Energy Benchmarking</u>	The proposed Plan would not conflict with efforts to conserve and track energy consumption from residential and nonresidential land uses. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E-6 Decarbonize Existing Buildings</u>	The proposed Plan would not conflict with the local actions to improve the energy efficiency of existing buildings. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure W-1 Wastewater System Improvements</u>	The proposed Plan would not conflict with the implementation of wastewater system improvements. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure W-2 Water System Improvements</u>	The proposed Plan would not conflict with the implementation of water system improvements. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure WD-1 Solid and Organic Waste Diversion</u>	The proposed Plan would not conflict with the implementation of solid and organic waste diversion strategies. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure OR-1 Convert Gas-Powered Leaf Blowers</u>	The proposed Plan would not interfere with the conversion from gas powered leaf blowers to alternative equipment. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure OR-2 Increase Renewable or Alternative Fuel in Construction Equipment</u>	The proposed Plan would not conflict with the use of construction equipment that uses renewable or alternative fuel. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure CS-1 Community Forest Management</u>	The proposed Plan would not conflict with local community forest management strategies. Although the proposed Plan does not directly call for these investments, the proposed Plan does include emphasize conservation and climate resilience through conservation and preservation efforts and would not inhibit the local jurisdiction from implementing GHG reduction measures or actions related to Measure CS-1.

Policy, Measure, or Action	Analysis
City of Chula Vista Climate Action Plan²	
<u>Water Education and Enforcement Strategy 1(A):</u> Expand Education and Enforcement Targeting Landscape Water Waste	The proposed Plan would not conflict with the water education and enforcement efforts. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Water Efficiency Upgrades Strategy 2(A):</u> Update the City's Landscaping Regulations to Promote more Water-Wise Designs	The proposed Plan would not conflict with the water education and enforcement efforts. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Water Efficiency Upgrades Strategy 2(B):</u> Require Water-Savings Retrofits in Existing Buildings at a Specific Point in Time	The proposed Plan would not conflict with retrofits of existing buildings. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Water Reuse Plan And System Installations Strategy 3(A):</u> Develop a Water Reuse Framework for Storm Water, Graywater, and Onsite Water Reclamation	The proposed Plan would not conflict with the development of a Water Reuse Framework. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Water Reuse Plan And System Installations Strategy 3(B):</u> Facilitate Simple Graywater Systems for Laundry-to-Landscape Applications	The proposed Plan would not conflict with the facilitation of graywater systems. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Water Reuse Plan And System Installations Strategy 3(C):</u> Streamline Complex Graywater Systems Permit Review	The proposed Plan would not conflict with the streamlining of graywater systems permitting. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Zero Waste Plan Strategy 1(A):</u> Develop a Zero Waste Plan to Supplement Statewide Green Waste, Recycling, and Plastic Bag Ban Efforts	The proposed Plan would not conflict with the implementation of a Zero Waste Plan. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy Education And Enforcement Strategy 1(A):</u> Expand Education Targeting Key Community Segments and Facilitate Energy Performance Disclosure (e.g., Green Leases, benchmarking and Home Energy Ratings)	The proposed Plan would not conflict with expanded educational efforts. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

² The City of Chula Vista's 2017 CAP builds on previous GHG reduction efforts for the city, the most recent being the 2014 City Operations Sustainability Plan, which achieved a 29 percent reduction in 2005 baseline emissions in 2020. The 2017 CAP extends this goal to achieving a 55 percent reduction in 2005 baseline emissions by 2030.

Policy, Measure, or Action	Analysis
<u>Energy Education And Enforcement Strategy 1(B):</u> Leverage the Building Inspection Process to Deter Unpermitted, Low-performing Energy Improvements	The proposed Plan would not conflict with the City's inspection process. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Clean Energy Sources Strategy 2(A):</u> Incorporate Solar into all New Buildings to Help Transition to Zero Net Energy Design	The proposed Plan would not conflict with installation of renewable energy on new buildings. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Clean Energy Sources Strategy 2(B):</u> Provide More Grid-Delivered Clean Energy (Up To 100%) through Community Choice Aggregation or other Mechanism	The proposed Plan would not prevent the distribution of energy from a Community Choice Aggregation or any other mechanism. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy Efficiency Upgrades Strategy 3(A):</u> Reauthorize the City's "Cool Roof" Standards and Expand to Include Re-roofs and Western Areas	The proposed Plan would not preclude the implementation and expansion of cool roof standards. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy Efficiency Upgrades Strategy 3(B):</u> Facilitate more Energy Upgrades in the Community through Incentives, Permit Streamlining (Where Possible), and Education	The proposed Plan would not conflict with the City's implementation of incentives, permit streamlining, or educational programs. Although the proposed Plan does not directly call for these streamlining efforts or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy Efficiency Upgrades Strategy 3(C):</u> Require Energy-Savings Retrofits in Existing Buildings at a Specific Point in Time	The proposed Plan would not conflict with the local actions to require energy-savings retrofits. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy Efficiency Upgrades Strategy 4(A):</u> Plant More Shade Trees to Save Energy, Address Heat Island Issues, and Improve Air Quality	The proposed Plan would not conflict with local strategies related to tree planting. Although the proposed Plan does not directly call for these investments, the proposed Plan does emphasize conservation and climate resilience through conservation and preservation efforts and would not inhibit the local jurisdiction from implementing GHG reduction measures or actions related to <u>Energy Efficiency Upgrades Strategy 4</u> .
<u>Complete Streets And Neighborhoods Strategy 1(A):</u> Incorporate "Complete Streets" Principles into Municipal Capital Projects and Plans	The proposed Plan supports the design and use of complete streets as a component of Continuing Action J (see Chapter 3 of the proposed Plan).
<u>Complete Streets And Neighborhoods Strategy 1(B):</u> Encourage Higher Density and Mixed-use Development in Smart Growth Areas, Especially Around Trolley Stations and Other Transit Nodes	The proposed Plan supports higher-density and mixed-use development in Smart Growth areas. The proposed Plan also supports transit-oriented development. Smart Growth policies are supported by SANDAG's Smart Growth Concept Map and Smart Growth Toolbox, Designing for Smart Growth guidelines and scorecards, Smart Growth Incentive Program, and Transit-Oriented Development Strategy, among others.
<u>Transportation Demand Management Strategy 2(A):</u> Utilize Bike Facilities, Transit Access/Passes, and other Transportation Demand Management and Congestion Management Offerings	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.

Policy, Measure, or Action	Analysis
<u>Transportation Demand Management Strategy 2(B): Expand Bike-Sharing, Car-Sharing, and other “Last Mile” Transportation Options</u>	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
<u>Alternative Fuel Vehicles Strategy 3(A): Support the Installation of More Local Alternative Fueling Stations</u>	The proposed Plan would not conflict with the deployment of alternative refueling infrastructure. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Alternative Fuel Vehicles Strategy 3(B): Designate Preferred Parking for Alternative Fuel Vehicles</u>	The proposed Plan supports the use of preferred parking spaces for alternative fuel vehicles. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Alternative Fuel Vehicles Strategy 3(C): Design all New Residential and Commercial Buildings to Be “Electric Vehicle Ready”</u>	The proposed Plan would not conflict with designed new residential and commercial buildings to be electric-vehicle ready. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of Coronado Climate Action Plan³	
<u>On-Road 1: Electric Vehicles</u>	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>On-Road 2: Implement NEV Infrastructure and Outreach Program</u>	The proposed Plan would not conflict with the implementation of Strategy On-Road 2. The proposed Plan’s near-term actions O and P promote the advancement and increased use of flexible fleets (e.g., neighborhood electric vehicles) in the region (see Chapter 3 of the proposed Plan). The proposed Plan also identifies direct expenditures for the advancement of flexible fleets regionwide.
<u>On-Road 3: Improve Existing Transit</u>	The proposed Plan would not conflict with the implementation of Strategy On-Road 3. The proposed Plan’s identifies several actions to improve the transit system (see Chapter 3 of the proposed Plan) and provide funding for transit projects in the region.
<u>On-Road 4: Provide Electric Microtransit Shuttles</u>	The proposed Plan would not conflict with the implementation of electric microtransit shuttles as the proposed Plan’s near-term actions O and P promote the advancement and increased use of flexible fleets in the region (see Chapter 3 of the proposed Plan). The proposed Plan also identifies direct expenditures for the advancement of flexible fleets regionwide.
<u>On-Road 5: Recent Expansion of the Ferry Service and Future Electrification</u>	The proposed Plan would not conflict with the electrification of the ferry or ferry service expansion. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>On-Road 6: Active Transportation Plan Implementation</u>	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. The proposed Plan provides funding for bicycle infrastructure projects and directly supports local measures such as Strategy On-Road 6.

Policy, Measure, or Action	Analysis
<u>Fleet-1: Fleet Vehicle and Equipment Efficiency</u>	The proposed Plan would not interfere with municipal fleet transition to ZEVs. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy-1: Solar Energy</u>	The proposed Plan would not conflict with the local actions to increase the use of solar energy. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy-2: Solar Water Heaters</u>	The proposed Plan would not conflict with the local actions to install solar water heaters. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy-3: Outdoor Public Lighting</u>	The proposed Plan would not conflict with local efforts to promote energy-efficiency lighting. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Energy-4: Increased Renewable Energy Portfolio</u>	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Water-1: Water Recycling Plant</u>	The proposed Plan would not conflict with local efforts to promote water recycling. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Waste-1: Increased Waste Diversion</u>	The proposed Plan would not conflict with the implementation of waste diversion strategies. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of Del Mar Climate Action Plan⁴	
<u>Goal 1: Residential Photovoltaics</u>	The proposed Plan would not conflict with installation of renewable energy on residential buildings. Although the proposed Plan does not directly call for investments in residential photovoltaics, or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 2: Non-residential Photovoltaics</u>	The proposed Plan would not conflict with installation of renewable energy on nonresidential buildings. Although the proposed Plan does not directly call for investments in nonresidential photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

Policy, Measure, or Action	Analysis
<u>Goal 3:</u> Residential Efficiency Retrofits – Single-family Homes	The proposed Plan would not conflict with the local actions to retrofit single-family homes. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 4:</u> Residential Efficiency Retrofits – Multi-family Homes	The proposed Plan would not conflict with the local actions to retrofit multi-family homes. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 5:</u> Non-residential Efficiency Retrofits	The proposed Plan would not conflict with the local actions to retrofit nonresidential development. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 6:</u> Residential Solar Hot Water Heater Installation	The proposed Plan would not conflict with the local actions to install solar water heaters. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 7:</u> Renewable Energy Supply	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 8:</u> Reduce Residential Indoor Water Consumption in Remodeled Single-family Homes	The proposed Plan would not conflict with strategies that reduce residential indoor water consumption in single-family homes. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 9:</u> Reduce Outdoor Water Consumption	The proposed Plan would not conflict with local measures to reduce outdoor water consumption. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 10:</u> Pool Cover Program	The proposed Plan would not conflict with a program to implement pool covers locally. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 11:</u> Divert Waste from Landfills and Capture Emissions	The proposed Plan would not conflict with the implementation of strategies to divert waste from landfills and capture fugitive landfill emissions. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

Policy, Measure, or Action	Analysis
<u>Goal 12:</u> Capture Emissions from Wastewater Treatment	The proposed Plan would not conflict with the implementation of strategies to capture fugitive emissions from wastewater treatment plants. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 13:</u> Increase Mass Transit Ridership	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
<u>Goal 14:</u> Adopt a Bicycle Strategy	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. The proposed Plan provides funding for bicycle infrastructure projects and directly supports local measures such as Goal 14.
<u>Goal 15:</u> Pedestrian Mobility Plan	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. The proposed Plan provides funding for pedestrian infrastructure projects and directly supports local measures such as Goal 15.
<u>Goal 16:</u> Increase the Percentage of VMT Being Driven by Electric and Alternative Fuel Vehicles	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Goal 17:</u> Increase Number of Preferential Parking Spaces for Clean Vehicles	The proposed Plan supports the use of preferred parking spaces for clean-air vehicles through its parking management policies.
<u>Goal 18:</u> Install Roundabouts	The proposed Plan supports the use of roundabouts through investments in TDM programs that support roundabouts.
<u>Goal 19:</u> Increase Percentage of Population with Alternate Work Schedules	The proposed Plan supports the use of flexible work schedules. The proposed Plan directs SANDAG to invest in and/or promote the use of TDM programs that support alternative work schedules (see Appendix A of the proposed Plan). Additionally, the proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
<u>Goal 20:</u> Increase Telecommuting	The proposed Plan supports the use of telecommuting. The proposed Plan directs SANDAG to invest in and/or promote the use of TDM programs that support telecommuting (see Appendix A of the proposed Plan).
<u>Goal 21:</u> Increase Van Pooling	The proposed Plan supports the use of van pooling. The proposed Plan directs SANDAG to invest in and/or promote the use of TDM programs that support vanpooling (see Appendix A of the proposed Plan).
<u>Goal 22:</u> Implement Urban Tree Planting Program	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
El Cajon Sustainability Initiative: Policies to Reduce Greenhouse Gas Emissions	
<u>Strategy 1:</u> Increase the Use of Zero-Emission/Alternative Fuel Vehicles	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).

Policy, Measure, or Action	Analysis
<u>Strategy 2:</u> Reduce Fuel Use	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in the consumption of fossil fuels from the transportation sector. The proposed Plan supports local efforts to reduce fossil fuel consumption and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 3:</u> Reduce Vehicle Miles Traveled	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in VMT. The proposed Plan supports local efforts to reduce VMT and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 4:</u> Increase Building Energy Efficiency	The proposed Plan would not conflict with local actions to improve building energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 5:</u> Increase Renewable and Zero-Carbon Energy	The proposed Plan would not conflict with the generation or distribution of renewable or zero-carbon energy sources. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 6:</u> Increase Water Efficiency	The proposed Plan would not conflict with local actions to improve water efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 7:</u> Reduce and Recycle Solid Waste	The proposed Plan would not conflict with the implementation of strategies that reduce waste and increase recycling. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 8:</u> Carbon Sequestration	The proposed Plan would not conflict with the implementation of programs that improve carbon sequestration. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of Encinitas Climate Action Plan³	
<u>Strategy 1:</u> Building Decarbonization	The proposed Plan would not conflict with the local actions to improve the energy efficiency of buildings. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

³ The City of Encinitas Climate Action Plan sets reduction targets of achieving a 40 percent reduction in GHG emissions from 2016 levels by 2030 and a 85 percent reduction from 2016 levels by 2045. The CAP estimates that the GHG Reduction Strategies would achieve reductions of 47,000 and 72,000 MTCO₂e by 2030 and 2045, respectively.

Policy, Measure, or Action	Analysis
<u>Strategy 2: Renewable Energy</u>	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 3: Water Efficiency</u>	The proposed Plan would not conflict with the local actions to improve water efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 4: Clean and Efficient Transportation</u>	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in an efficient transportation system to decrease the consumption of fossil fuels. The proposed Plan supports local efforts to improve the efficiency of the transportation network and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 5: Zero Emission Equipment</u>	The proposed Plan would not conflict with strategies to increase the use of zero-emission equipment. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 6: Zero Waste</u>	The proposed Plan would not conflict with the implementation of zero-waste strategies. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 7: Carbon Sequestration</u>	The proposed Plan would not conflict with the implementation of programs that improve carbon-sequestration potential. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of Escondido Climate Action Plan⁴	
<u>Strategy 1: Increase the Use of Zero-emission or Alternative Fuel Vehicles</u>	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Strategy 2: Reduce Fossil Fuel Use</u>	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in the consumption of fossil fuels from the transportation sector. The proposed Plan supports local efforts to reduce fossil fuel consumption and would not conflict with any measures or strategies that aim to achieve this goal.

⁴ The City of Escondido adopted its most recent Climate Action Plan in 2021 and established reduction targets of 4 percent below 2012 levels by 2020, 42 percent below 2012 levels by 2030, and 52 percent below 2012 levels by 2035. The CAP estimates that the CAP Measures would achieve a 99,000 and 114,000 MTCO₂e reduction by 2020 and 2035, respectively.

Policy, Measure, or Action	Analysis
<u>Strategy 3:</u> Reduce Vehicle Miles Traveled	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in VMT. The proposed Plan supports local efforts to reduce VMT and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 4:</u> Increase Building Energy Efficiency	The proposed Plan would not conflict with the local actions to improve building energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 5:</u> Increase Renewable and Zero-Carbon Energy	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 6:</u> Increase Water Efficiency	The proposed Plan would not conflict with the local actions to improve water efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 7:</u> Diversify Local Water Supply	The proposed Plan would not conflict with any effort by a utility or local agency to diversify local water resources and supply. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 8:</u> Reduce and Recycle Solid Waste	The proposed Plan would not conflict with the implementation of strategies that reduce waste and increase recycling. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 9:</u> Carbon Sequestration and Land Conservation	The proposed Plan would not conflict with efforts to sequester carbon or conserve natural or working lands. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of Imperial Beach Local Coastal Program Resilient Imperial Beach Climate Action Plan⁵	
<u>Strategy:</u> Clean and Efficient Transportation	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that result in an efficient transportation system to decrease the consumption of fossil fuels. The proposed Plan supports local efforts to improve the efficiency of the transportation network and would not conflict with any measures or strategies that aim to achieve this goal.

⁵ The City of Imperial Beach's Climate Action Plan sets targets of reducing GHG emissions by 4 percent below 2012 levels by 2020 and 42 percent below 2012 levels by 2030. The LCP CAP estimates that the GHG Reduction Strategies would achieve a 6,454 MTCO₂e reduction by 2030.

Policy, Measure, or Action	Analysis
<u>Strategy:</u> Reduce Vehicle Miles Traveled (VMT)	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in VMT. The proposed Plan supports local efforts to reduce VMT and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy:</u> Increase Renewable Electricity	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy:</u> Zero Waste	The proposed Plan would not conflict with the implementation of zero waste strategies. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy:</u> Carbon Sequestration	The proposed Plan would not conflict with local strategies related to tree planting. Although the proposed Plan does not directly call for these investments, the proposed Plan does emphasize conservation and climate resilience through conservation and preservation efforts and would not inhibit the local jurisdiction from implementing GHG reduction measures or actions related to this Carbon Sequestration Strategy .
City of La Mesa Climate Action Plan⁶	
Measure BE-1: Existing Building Retrofit Program	The proposed Plan would not conflict with local actions to update its building code to require new residential buildings to meet a higher energy performance standard. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure BE-2: High Energy Performance Standards for New Construction	The proposed Plan would not conflict with local actions to participate in the existing statewide energy benchmarking program or amend Title 14 of the La Mesa Municipal Code to require energy efficiency audits prior to building permit issuance for remodels and renovations. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure BE-3: Municipal Facility Energy Retrofit Program	The proposed Plan would not conflict with local actions to retrofit municipal facilities for energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure RE-1: Increase Renewable Energy and Energy Storage at Municipal Facilities	The proposed Plan would not interfere with local actions to increase renewable energy and energy storage at municipal facilities. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

⁶ The City of Las Mesa's Climate Action Plan establishes a long-term GHG reduction goal of reducing emission by 50 and 85 percent 2016 baseline levels by 2035 and 2045. The CAP estimates that the GHG Reduction Strategies would achieve a 37,000 and 39,000 MTCO₂e reduction by 2035 and 2045, respectively.

Policy, Measure, or Action	Analysis
Measure RE-2: Increase Citywide Renewable Energy and Energy Storage	The proposed Plan would not interfere with local actions to increase citywide renewable energy and energy storage. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure T-1: Bicycle and Pedestrian Infrastructure Development	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. The proposed Plan provides funding for pedestrian and bicycle infrastructure projects and directly supports local measures such as Measure T-1.
Measure T-2: Transportation Demand Management Program	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
Measure T-3: Municipal Transportation Demand Management Program	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
Measure T-4: Mixed-Use and Transit-Oriented Development	The proposed Plan supports higher-density and mixed-use development. The proposed Plan also supports transit-oriented development through SANDAG's Smart Growth Incentive PProgram. Smart Growth policies are supported by SANDAG's Smart Growth Concept Map and Smart Growth Toolbox, Designing for Smart Growth guidelines and scorecards, Smart Growth Incentive Program, and Transit-Oriented Development Strategy, among others.
Measure T-5: Alternative Refueling Infrastructure Development	The proposed Plan would not conflict with the deployment of alternative refueling infrastructure. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure T-6: Municipal Fleet Transition	The proposed Plan would not interfere with municipal fleet transition to EVs and ZEVs. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure T-7: Develop a Flexible Fleets Program	The proposed Plan would not conflict with the implementation of a flexible fleets program as the proposed Plan's near-term actions O and P promote the advancement and increased use of flexible fleets in the region (see Chapter 3 of the proposed Plan). The proposed Plan also identifies direct expenditures for the advancement of flexible fleets regionwide.
Measure T-8: Improve Traffic Flow	The proposed Plan provides funding to transportation projects that would improve traffic flow in the San Diego region.
Measure W-1: Water Efficiency	The proposed Plan would not conflict with the local actions to improve water efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure W-2: Local Water Supply Resilience	The proposed Plan would not conflict with efforts to increase or expand water supply. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

Policy, Measure, or Action	Analysis
Measure WR-1: Organic Waste Diversion	The proposed Plan would not conflict with the implementation of organic waste diversion strategies. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
WR-2: Construction and Demolition Waste Diversion Program	The proposed Plan would not conflict with the implementation of a waste diversion program for construction and demolition activities. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
WR-3: Increase Waste Diversion and Encourage Circular Economy	The proposed Plan would not conflict with the implementation of waste diversion strategies and the encouragement of a circular economy. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
WR-4: Recycled and Recovered Product Procurement	The proposed Plan would not interfere with the development of an internal city policy to prioritize procurement of recycled and recovered product that is made of post-consumer content. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
WR-5: Local Food Systems and Food Recovery	The proposed Plan would not conflict with the implementation of strategies to promote local food systems and food recovery. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
U-1: Increase Urban Forest Canopy Cover	The proposed Plan would not conflict with local strategies related to increasing urban canopy cover. Although the proposed Plan does not directly call for these investments, the proposed Plan does emphasize conservation and climate resilience through conservation and preservation efforts and would not inhibit the local jurisdiction from implementing GHG reduction measures or actions related to U-1.
City of Lemon Grove Climate Action Plan⁷	
<u>Strategy 1:</u> Increase Use of Zero-emission or Alternative Fuel Vehicles	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Strategy 2:</u> Reduce Fossil Fuel Use	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in the consumption of fossil fuels from the transportation sector. The proposed Plan supports local efforts to reduce fossil fuel consumption and would not conflict with any measures or strategies that aim to achieve this goal.

⁷ The City of Lemon Grove's Climate Action Plan sets reduction targets of reducing GHG emissions by 4 percent below 2012 levels by 2020 and 42 percent below 2012 levels by 2030. The CAP estimates that the CAP Measures would achieve a 13,400 MTCO₂e reduction in 2030.

Policy, Measure, or Action	Analysis
<u>Strategy 3:</u> Reduce Vehicle Miles Traveled	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in VMT. The proposed Plan supports local efforts to reduce VMT and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 4:</u> Increase Building Energy Efficiency	The proposed Plan supports would not conflict with the local actions to improve building energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 5:</u> Increase Renewable and Zero-carbon Energy	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 6:</u> Increase Water Efficiency	The proposed Plan would not conflict with the local actions to improve water efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 7:</u> Reduce and Recycle Solid Waste	The proposed Plan would not conflict with the implementation of strategies to reduce solid waste and increase recycling. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 8:</u> Carbon Sequestration	The proposed Plan would not conflict with efforts to sequester carbon or conserve natural or working lands and supports the planting of trees as a component of climate adaptation planning.
National City Climate Action Plan⁸	
Energy	The proposed Plan would not conflict with the local actions to improve energy efficiency or promote renewable energy usage/generation. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Transportation and Land Use	The proposed Plan encourages smart growth policies that include mixed uses and access to transit and alternative transportation modes. Smart Growth policies are supported by SANDAG's Smart Growth Concept Map and Smart Growth Toolbox, Designing for Smart Growth guidelines and scorecards, Smart Growth Incentive Program, and Transit-oriented Development Strategy, among others. The proposed Plan encourages low-carbon transportation options. The proposed Plan would include the construction of HOV and managed lanes to reduce traffic congestion.

⁸ National City's 2011 Climate Action Plan established a reduction target of 15 percent 2005/2006 GHG levels by the year 2020, but does not have an established target for 2030. The CAP estimates that the CAP Measures would achieve a 137,286 and 156,127 MTCO_{2e} reduction in 2020 and 2030, respectively.

Policy, Measure, or Action	Analysis
Solid Waste	The proposed Plan would not conflict with implementation of solid waste reduction strategies. Although the proposed Plan does not directly call for investments in photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Water and Wastewater	The proposed Plan would not conflict with implementation of water conservation strategies and strategies to encourage use of reclaimed water. Although the proposed Plan does not directly call for investments in photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Government Operations	The proposed Plan would not conflict with implementation of programs to reduce GHG emissions from government operations. Although the proposed Plan does not directly call for investments in photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of Oceanside Climate Action Plan⁹	
<u>Measure E1</u> : Renewable Energy Procurement	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for investments in photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E2</u> : Solar Photovoltaic Promotion Program	The proposed Plan would not conflict with installation of renewable energy on residential and nonresidential buildings. Although the proposed Plan does not directly call for investments in photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E3</u> : Residential Energy Conservation and Disclosure	The proposed Plan would not conflict with measures to conserve and track energy consumption from residential units. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E4</u> : Promotion of Low-income Financing Programs	The proposed plan would not conflict with the promotion of low-income financing programs. Although the proposed Plan does not directly call for these investments, or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E5</u> : Non-residential Building Energy Benchmarking and Disclosure	The proposed Plan would not conflict with efforts to conserve and track energy consumption from nonresidential land uses. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

⁹ The City of Oceanside has set linear per capita reduction goals of 5 MTCO₂e per capita by 2020, 4 MTCO₂e per capita by 2030, 3 MTCO₂e per capita by 2040, and 2 MTCO₂e per capita by 2050. The CAP estimates that the GHG Reduction Measures would achieve 22,607, 152,973, 196,930, and 234,768 MTCO₂e by 2020, 2030, 2040, and 2050, respectively.

Policy, Measure, or Action	Analysis
<u>Measure W1</u> : Implementation of the Water Conservation Master Plan	The proposed Plan would not conflict with the implementation of a water conservation master plan. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure W2</u> : Non-residential Water Use Benchmarking and Disclosure	The proposed Plan would not conflict with measures to conserve and track water consumption. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure W3</u> : Local Water Supply Development	The proposed Plan would not conflict with efforts to increase or expand water supply. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure SW1</u> : Implementation of Zero Waste Strategic Resource Plan	The proposed Plan would not conflict with the implementation of zero-waste strategies. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure SW2</u> : Beyond 2020 – Enhanced Waste Diversion	The proposed Plan would not conflict with the implementation of solid waste diversion strategies. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure TL1</u> : Smart Growth Policies	The proposed Plan supports Smart Growth Policies, including SANDAG’s Smart Growth Concept Map and Smart Growth Toolbox, Designing for Smart Growth guidelines and scorecards, Smart Growth Incentive Program, and Transit-oriented Development Strategy, among others.
<u>Measure TL2</u> : Electric Vehicle Promotion	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Measure TL3</u> : Preferential Parking Spaces for Clean Air Vehicles	The proposed Plan supports the use of preferred parking spaces for clean-air vehicles.
<u>Measure TL4</u> : Expand Complete Streets Programs	The proposed Plan supports the design and use of complete streets as a component of Continuing Action J(see Chapter 3 of the proposed Plan).
<u>Measure TL5</u> : Transportation Demand Management Programs	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
<u>Measure AF1</u> : Urban Forestry Program	The proposed Plan would not conflict with local strategies related to tree planting. Although the proposed Plan does not directly call for these investments, the proposed Plan does emphasize conservation and climate resilience through conservation and preservation efforts and would not inhibit the local jurisdiction from implementing GHG reduction measures or actions related to <u>Measure AF1</u> .

Policy, Measure, or Action	Analysis
<u>Measure AF2: Urban Agriculture and Community Gardens</u>	The proposed Plan would not conflict with the creation of urban agriculture and community gardens. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure AF3: Agricultural Lands Conservation Program</u>	The proposed Plan would not conflict with the creation or operation of an agricultural lands conservation program. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure AF4: Carbon Farming Program</u>	The proposed Plan would not conflict with the creation or operation of carbon farming program. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of San Diego Climate Action Plan¹⁰	
<u>Strategy 1: Decarbonization of the Built Environment</u>	The proposed Plan would not conflict with the local actions to improve the energy efficiency of buildings. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 2: Access to Clean and Renewable Energy</u>	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 3: Mobility and Land Use</u>	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT. Additionally, the proposed Plan includes direct investments in alternative transportation projects and identifies several implementation actions related to the encouragement and advancement of these improvements (see Chapter 3 of the proposed Plan).
<u>Strategy 4: Circular Economy and Clean Communities</u>	The proposed Plan would not conflict with the implementation of a circular economy and clean energy use. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 5: Resilient Infrastructure and Healthy Ecosystems</u>	The proposed Plan would fund projects that improve climate resiliency in the San Diego region.
<u>Strategy 6: Emerging Climate Action</u>	The proposed Plan would not interfere with efforts to monitor climate action progress and develop relationships with key partners and stakeholders. The proposed Plan's continuing action B calls for SANDAG's continued support in implementing and monitoring CAP implementation and monitoring (see Chapter 3 of the proposed Plan).

¹⁰ The City of San Diego 2022 Climate Action Plan establishes targets of reducing GHG emissions by 61 percent of the 2019 baseline by 2030, and achieving net zero emissions by 2035. The CAP estimates that local GHG Reduction Strategies would achieve a 6,014,000 and 8,774,000 MTCO₂e by 2030 and 2035, respectively.

Policy, Measure, or Action	Analysis
Port of San Diego Climate Action Plan¹¹	
<u>TA + TE</u> : Alternative Powered Vehicles and Vessels and Advanced Technologies	The proposed Plan would not conflict with the Port's efforts to use alternative-powered vehicles and ocean-going vessels. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>IR</u> : Roadway System Management	The proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
<u>TL + TT</u> : Land Use/Community Design and Transit	The proposed Plan supports measures that promote sustainable community design and TOD. Smart Growth policies are supported by SANDAG's Smart Growth Concept Map and Smart Growth Toolbox, Designing for Smart Growth guidelines and scorecards, Smart Growth Incentive Program, and Transit-oriented Development Strategy, among others.
<u>TP + TV</u> : Parking Policy/Pricing and Trip and Vehicle Miles Reduction	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in an efficient transportation system to decrease VMT. The proposed Plan supports local efforts to improve the efficiency of the transportation network and promote limited parking through its parking management policies, and would not conflict with any measures or strategies that aim to achieve this goal.
<u>EB</u> : Building Energy Use	The proposed Plan would not conflict with local efforts to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>EH</u> : Heat Gain and Shading	The proposed Plan would not conflict with local efforts to promote shading. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>EL</u> : Lighting	The proposed Plan would not conflict with local efforts to promote energy-efficiency lighting. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>WR</u> : Water Recycling	The proposed Plan would not conflict with local efforts to promote water recycling. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>WC</u> : Water Conservation	The proposed Plan would not conflict with local efforts to promote water conservation. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

¹¹ The Port of San Diego prepared its Climate Action Plan in 2013. It set a reduction goal of 10 percent less than the 2006 baseline by 2020. The CAP estimates that the GHG reduction measures have the potential to reduce GHG emissions from the projected 2020 scenario total of 855,489 to 745,695 MTCO_{2e} by 2020.

Policy, Measure, or Action	Analysis
<u>EA</u> : Alternative Energy Generation	The proposed Plan would not conflict with local efforts to promote alternative-energy generation. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>ME</u> : Smart Grid	The proposed Plan would not conflict with local efforts to use smart grids. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>SW</u> : Waste Reduction and Recycling	The proposed Plan would not conflict with local efforts to reduce solid-waste generation and promote recycling. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>MP</u> : Programs and Outreach	The proposed Plan would not conflict with local outreach and educational efforts. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>MC</u> : Carbon Capture and Sequestration	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
San Diego County Regional Airport Authority Sustainability Management Program¹²	
<u>Clean Transportation Plan</u>	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in the consumption of fossil fuels from the transportation sector. The proposed Plan supports local efforts to reduce fossil fuel consumption and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Climate Resiliency Plan</u>	The proposed Plan's Climate Adaptation and Resiliency Program will work jointly with other local efforts to promote climate adaptation policy planning. SANDAG's Climate Adaptation Program complements these efforts and would not impede the implementation of climate resiliency policies.
<u>Carbon Neutrality Plan</u>	The proposed Plan would not conflict with the local actions to achieve carbon neutrality. Through a combination of land use strategies and transportation investments, the proposed Plan will reduce the consumption of gasoline and diesel fuel, thus promoting a more carbon-neutral future in the San Diego region.
<u>Zero-waste Plan</u>	The proposed Plan would not conflict with the local actions to reduce solid waste generation. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

¹² The San Diego County Regional Airport Authority adopted its Sustainability Management Program in 2020. The plan includes seven plans that address GHG emissions from various sectors. Each plan includes incremental reduction targets.

Policy, Measure, or Action	Analysis
<u>Biodiversity Plan</u>	The proposed Plan would not conflict with the local actions to enhance and protect biodiversity. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Water Stewardship Plan</u>	The proposed Plan would not conflict with the local actions to improve water conservation. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategic Energy Plan</u>	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of San Marcos Climate Action Plan¹³	
<u>Strategy 1:</u> Increase Use of Zero-emission or Alternative Fuel Vehicles	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Strategy 2:</u> Reduce Fossil Fuel Use	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in the consumption of fossil fuels from the transportation sector. The proposed Plan supports local efforts to reduce fossil fuel consumption and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 3:</u> Reduce Vehicle Miles Traveled	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in VMT. The proposed Plan supports local efforts to reduce VMT and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 4:</u> Increase Building Energy Efficiency	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 5:</u> Increase Renewable and Zero Carbon Energy	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

¹³ The City of San Marcos updated its Climate Action Plan in 2020. It sets a long-term reduction target of reducing GHG emissions by 42 percent below 2012 baseline emissions by 2030. The CAP estimates that the GHG Reduction Strategies would achieve an 82,000 MTCO₂e reduction by 2030.

Policy, Measure, or Action	Analysis
<u>Strategy 6:</u> Reduce Water Use	The proposed Plan would not conflict with the local actions to reduce water usage. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 7:</u> Reduce and Recycle Solid Waste	The proposed Plan would not conflict with the implementation of strategies to reduce solid waste and increase recycling. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 8:</u> Increase Urban Tree Cover	The proposed Plan would not conflict with local strategies related to tree planting. Although the proposed Plan does not directly call for these investments, the proposed Plan does emphasize conservation and climate resilience through conservation and preservation efforts and would not inhibit the local jurisdiction from implementing GHG reduction measures or actions related to <u>Strategy 8</u> .
City of Santee's Sustainable Santee Plan¹⁴	
<u>Goal 1:</u> Increase Energy Efficiency in Existing Residential Units	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 2:</u> Increase Energy Efficiency in New Residential Units	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 3:</u> Increase Energy Efficiency in Existing Commercial Units	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 4:</u> Increase Energy Efficiency in New Commercial Units	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 5:</u> Decrease Energy Demand through Reducing Urban Heat Island Effect	The proposed Plan would not conflict with local efforts to reduce the urban heat island effect, which would alleviate energy demand. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

¹⁴ The City of Santee's Sustainable Santee Plan sets goals of reducing emissions by 15 percent from 2005 by 2020, 40 percent by 2030, and 49 percent by 2035. The Plan estimates that the GHG Reduction Measures would achieve a 72,615 and 107,723 MTCO₂e reduction in 2030 and 2035, respectively, excluding emissions reductions from the CCA. Including these CCA-related reductions, the GHG Reduction Measures are estimated to reduce emissions by 118,937 and 164,655 MTCO₂ in 2030 and 2035, respectively.

Policy, Measure, or Action	Analysis
<u>Goal 6:</u> Decrease Greenhouse Gas Emissions through Reducing Vehicle Miles Traveled	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in VMT. The proposed Plan supports local efforts to reduce VMT and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Goal 7:</u> Increase Use of Electric Vehicles	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Goal 8:</u> Improve Traffic Flow	The proposed Plan provides funding to transportation projects that would improve traffic flow in the San Diego region.
<u>Goal 9:</u> Decrease Greenhouse Gas Emissions through Reducing Solid Waste Generation	The proposed Plan would not conflict with the implementation of strategies to reduce the generation of solid waste. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Goal 10:</u> Decrease Greenhouse Gas Emissions through Increasing Clean Energy Use	The proposed Plan would not conflict with the development or distribution of clean energy resources that would decrease GHG emissions. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
City of Solana Beach Climate Action Plan¹⁵	
<u>Measure T-1 Adopt a hybrid work schedule/virtual meeting policy.</u>	The proposed Plan supports the use of flexible work schedules and telework. The proposed Plan directs SANDAG to invest in and/or promote the use of TDM programs that support alternative work schedules (see Appendix A of the proposed Plan). Additionally, the proposed Plan would continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bicycle education and secure parking services to help reduce commute-related traffic congestion and VMT.
<u>Measure T-2 Alternative modes for non-work trips.</u>	The proposed Plan provides funding for transit, pedestrian, and bicycle infrastructure projects and directly supports local measures such as Measure T-2.
<u>Measure T-3 Provide intra-city electric shuttle to shopping, dining, recreation destinations and schools in the city.</u>	The proposed Plan would not conflict with the implementation of local transportation improvements such as flexible fleets. The proposed Plan's near-term actions O and P promote the advancement and increased use of flexible fleets (e.g., neighborhood electric vehicles) in the region (see Chapter 3 of the proposed Plan). The proposed Plan also identifies direct expenditures for the advancement of flexible fleets regionwide.
<u>Measure T-4 Electrify school buses.</u>	The proposed Plan would not interfere with the electrification of school buses. Although the proposed Plan does not directly call for investments in GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

¹⁵ The City of Solana Beach has set reduction targets of achieving emissions 50 percent below 2016 levels by 2035 and 85 percent below 2016 levels by 2045. The CAP estimates that the GHG Reduction Strategies would achieve a 11,800 MTCO₂e reduction by 2035 and 17,500 MTCO₂e reduction by 2045.

Policy, Measure, or Action	Analysis
<u>Measure T-5 Increase electric vehicles and electric vehicle charging infrastructure.</u>	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Measure B-1 Implement energy efficiency measures.</u>	The proposed Plan would not interfere with the implementation of performance standards, information sharing, or structural change to influence energy conservation. Although the proposed Plan does not directly call for investments in GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure B-2 Build electric-ready new construction.</u>	The proposed Plan would not interfere with local efforts to build electric-ready residential and nonresidential developments. Although the proposed Plan does not directly call for investments in GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure B-3 Incentivize replacement of gas appliances at end-of-life with electric appliances.</u>	The proposed Plan would not conflict with the replacement of gas appliances with electric appliances. Although the proposed Plan does not directly call for investments in GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E-1 Increase to 100% renewable electricity citywide.</u>	The proposed Plan would not conflict with increasing to 100 percent renewable electricity citywide. Although the proposed Plan does not directly call for investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure E-2 Increase installation of photovoltaic and battery storage.</u>	The proposed Plan would not conflict with the installation of photovoltaic and battery storage. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure CS-1 Increase urban canopy cover.</u>	The proposed Plan would not conflict with local strategies related to tree planting. Although the proposed Plan does not directly call for these investments, the proposed Plan does emphasize conservation and climate resilience through conservation and preservation efforts and would not inhibit the local jurisdiction from implementing GHG reduction measures or actions related to Measure CS-1.
<u>Measure CS-2 Use native or drought tolerant species at landscape areas.</u>	The proposed Plan would not conflict with planting of drought tolerant or water sensitive landscaping. Although the proposed Plan does not directly call for investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Measure W-1 Divert solid waste from landfill.</u>	The proposed Plan would not conflict with the implementation of solid waste diversion strategies. Although the proposed Plan does not directly call for these investments or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

Policy, Measure, or Action	Analysis
City of Vista Climate Action Plan¹⁶	
<u>Strategy 1:</u> Increase Use of Zero-emission/Alternative Fuel Vehicles	The proposed Plan supports the use of ZEVs through expansion of electric vehicle infrastructure. The proposed Plan includes supporting policies and programs including a Zero Emission Vehicle Incentive Program, Electric Vehicle Charger Rebate Program, the Flexible Fleets Initiative, the Regional Medium- and Heavy-Duty ZEV Blueprint, and the Accelerate to Zero Emissions Collaboration (see Appendix A of the proposed Plan).
<u>Strategy 2:</u> Reduce Vehicle Miles Traveled	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in VMT. The proposed Plan supports local efforts to reduce VMT and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 3:</u> Reduce Fossil Fuel Use	A major objective of the proposed Plan is to decrease emissions of air pollution and GHGs through a combination of transportation improvement projects and land use planning strategies that will result in a decrease in the consumption of fossil fuels from the transportation sector. The proposed Plan supports local efforts to reduce fossil fuel consumption and would not conflict with any measures or strategies that aim to achieve this goal.
<u>Strategy 4:</u> Increase Building Energy Efficiency	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does not directly call for these investments or other similar GHG reduction measures from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 5:</u> Increase Renewable and Zero-Carbon Energy	The proposed Plan would not conflict with the generation or distribution of renewable energy. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 6:</u> Reduce and Recycle Solid Waste	The proposed Plan would not conflict with the implementation of strategies to reduce solid waste and increase recycling. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
<u>Strategy 7:</u> Carbon Sequestration	The proposed Plan would not conflict with efforts to sequester carbon or conserve natural or working lands. The proposed Plan encourages the planting of trees as a carbon sequestration and climate change adaptation policy. Although the proposed Plan does not directly call for investments in commercial photovoltaics or other GHG reductions from the energy, solid waste, water and wastewater, offroad, or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.

Notes:

AFVs	Alternative Fuel Vehicles	LED	Light-Emitted Diode
CAP	Climate Action Plan	PV	Photovoltaic
CCA	Community Choice Aggregation	MTCO ₂ e	Metric Tons of Carbon Dioxide Equivalent
EVs	Electric Vehicles	VMT	Vehicle Miles Traveled
GHG	Greenhouse Gas Emissions	ZEV	Zero-Emission Vehicles
LCP	Local Coastal Program		

¹⁶ The City of Vista last updated its CAP in 2021. The 2021 CAP established targets of achieving a 4 percent reduction from 2012 emissions by 2020 and 42 percent by 2030. The CAP estimates that the CAP measures would achieve a 49,000 MTCO₂e reduction by 2030.

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