Appendix J

Analysis of Potential for Conflicts Between the 2021 Regional Plan and Adopted Local Plans to Reduce Greenhouse Gas Emissions

APPENDIX J
ANALYSIS OF POTENTIAL FOR CONFLICTS BETWEEN THE 2021 REGIONAL PLAN AND ADOPTED LOCAL PLANS TO REDUCE GREENHOUSE GAS EMISSIONS

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 greenhouse gas (GHG) emissions. It then analyzes whether the proposed Plan would conflict with or implementation of each plan's policies, measures, or implementation actions. Table G-1 supports the analysis provided in Impact GHG-4 in Draft EIR Section 4.8, Greenhouse Gas Emissions. 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 2021.

Table J-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 Plan[1]	
Measure A: Install Residential PV Systems	The proposed Plan would not conflict with installation of renewable energy on residential buildings. The proposed Plan would result in GHG reductions from the automobile and light-duty truck sector through a combination of land use planning and transportation improvement projects, many of which would entail similar actions to those identified in a local GHG reduction plan. Although the proposed Plan does not directly call for investments in residential photovoltaics 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 B: Install Commercial and Industrial PV Systems	The proposed Plan would not conflict with installation of renewable energy on commercial and industrial buildings. Although the proposed Plan does not directly call for investments in commercial or industrial photovoltaics 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.

[1] The Carlsbad CAP has GHG reduction targets of 15 percent below 2005 levels by 2020 and 49 percent below 2005 levels by 2035. 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 passenger vehicles only (15 percent in 2020 and 21 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 makes 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
Measure C: Promote Building Cogeneration for Large Commercial and Industrial Facilities	The proposed Plan would not conflict with the promotion of building cogeneration for large commercial and industrial facilities. Although the proposed Plan does not directly call for investments in cogeneration 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 D: Encourage Single-family Residential Efficiency Retrofits	The proposed Plan would not conflict with the local actions to encourage single-family residential retrofits. Although the proposed Plan does not directly call for investments in residential retrofits 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 E: Encourage Multi-family Residential Efficiency Retrofits	The proposed Plan would not conflict with the local actions to encourage multi-family residential retrofits. Although the proposed Plan does not directly call for investments in residential retrofits 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 F: Encourage Commercial and City Facility Efficiency Retrofits	The proposed Plan would not conflict with the local actions to encourage commercial and municipal residential retrofits. Although the proposed Plan does not directly call for investments in commercial and municipal retrofits 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 G: Promote Commercial and City Facility Commissioning or Improving Building Operations	The proposed Plan would not conflict with local actions to encourage commercial and municipal residential retrofits. Although the proposed Plan does not directly call for investments in commercial and municipal retrofits 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 H: Implementation of Green Building Code	The proposed Plan would not conflict with the local actions to implement a green building code. Although the proposed Plan does not directly call for investments in commercial and municipal retrofits 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
Measure I: Replace Incandescent Bulbs with LED Bulbs	The proposed Plan would not conflict with the local actions to replace incandescent bulbs with LED bulbs. Although the proposed Plan does not directly call for turnover of incandescent bulbs with LED bulbs 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 J: New Construction Residential and Commercial Solar Water Heater/Heat Pump Installation and Retrofit of Existing Residential	The proposed Plan would not conflict with the local actions to implement a residential and commercial 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.
Measure K: Promote Transportation Demand 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.
Measure L: Increase Zero-Emissions Vehicle Travel	The proposed Plan includes EV charging facilities and funding for infrastructure for low-carbon fuels and would not conflict with Measure L.
Measure M: Develop more Citywide Renewable Energy Projects	The proposed Plan would not conflict with the development of more citywide renewable energy projects. 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 N: Reduce the GHG Intensity of Water Supply Conveyance, Treatment, and Delivery	The proposed Plan would not conflict with implementation of strategies to reduce the GHG intensity of water supply, conveyance, treatment, and delivery. 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 O: Encourage the Installation of Greywater and Rainwater Systems	The proposed Plan would not conflict with implementation of strategies to encourage installation of greywater and rainwater 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.

Policy, Measure, or Action	Analysis
City of Chula Vista Climate Action Plan[2]	
Water Education and Enforcement Strategy 1: Expand Education and Enforcement Targeting Landscape Water Waste	The proposed Plan would not conflict with the water education and enforcement efforts. The proposed Plan's Active Transportation projects promote landscaping of Mobility Hubs.
Water Efficiency Upgrades Strategy 1: 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. The proposed Plan's Active Transportation projects promote landscaping of Mobility Hubs.
Water Efficiency Upgrades Strategy 2: 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.
Water Reuse Plan And System Installations Strategy 1: 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.
Water Reuse Plan And System Installations Strategy 2: 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.
Water Reuse Plan And System Installations Strategy 3: 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.
Zero Waste Plan Strategy 1: 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

[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
	proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Energy Education And Enforcement Strategy 1: Expand Education Targeting Key Community Segments and Facilitate Energy Performance Disclosure	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.
Energy Education And Enforcement Strategy 2: 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.
Clean Energy Sources Strategy 1: 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.
Clean Energy Sources Strategy 2: 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.
Energy Efficiency Upgrades Strategy 1: 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.
Energy Efficiency Upgrades Strategy 2: 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

Policy, Measure, or Action	Analysis
	implementing GHG reduction measures or actions for these sectors.
Energy Efficiency Upgrades Strategy 3: 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.
Energy Efficiency Upgrades Strategy 4: Plant More Shade Trees to Save Energy, Address Heat Island Issues, and Improve Air Quality	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
Complete Streets And Neighborhoods Strategy 1: 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 Implementation Actions 1 and 8 (see Appendix B of the proposed Plan).
Complete Streets And Neighborhoods Strategy 2: 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.
Transportation Demand Management Strategy 1: 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.
Transportation Demand Management Strategy 2: Expand Bike-Sharing, Car-Sharing, and other "Last Mile" Transportation Options	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.
Alternative Fuel Vehicles Strategy 1: Support the Installation of More Local Alternative Fueling Stations	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.
Alternative Fuel Vehicles Strategy 2: Designate Preferred Parking for Alternative Fuel Vehicles	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.

Policy, Measure, or Action	Analysis
Alternative Fuel Vehicles Strategy 3: Design all New Residential and Commercial Buildings to Be "Electric Vehicle Ready"	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 Del Mar Climate Action Plan[3]	
Goal 1: Residential Photovoltaics	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.
Goal 2: Non-residential Photovoltaics	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.
Goal 3: 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.
Goal 4: 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.
Goal 5: 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,

[3] The City of Del Mar's Climate Action Plan aims to reduce GHG emissions by 15 percent from a baseline year of 2012 by 2020 and 50 percent by 2035. The CAP also includes a renewable energy goal of 50 percent by 2020 and 100 percent by 2035. The CAP estimates that the GHG reduction strategies would achieve a reduction of 7,689 and 17,536 $MTCO_2e$ by 2020 and 2035, respectively.

Policy, Measure, or Action	Analysis
	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.
Goal 6: 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.
Goal 7: 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.
Goal 8: 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.
Goal 9: 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.
Goal 10: 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.
Goal 11: 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

Policy, Measure, or Action	Analysis
	implementing GHG reduction measures or actions for these sectors.
Goal 12: 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.
Goal 13: 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.
Goal 14: 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.
Goal 15: 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.
Goal 16: Increase the Percentage of VMT Being Driven by Electric and Alternative Fuel Vehicles	The proposed Plan supports the use of zero-emission vehicles through expansion of electric vehicle infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Goal 17: 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.
Goal 18: Install Roundabouts	The proposed Plan supports the use of roundabouts through investments in TDM programs that support roundabouts.
Goal 19: Increase Percentage of Population with Alternate Work Schedules	The proposed Plan would not conflict with the implementation of programs that encourage alternative work schedules among employees. 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
Goal 20: Increase Telecommuting	The proposed Plan supports the use of telecommuting. Implementation Action 9 directs SANDAG to invest in TDM programs that support telecommuting (see Appendix B of the proposed Plan).
Goal 21: Increase Van Pooling	The proposed Plan supports the use of van pooling. Implementation Action 9 directs SANDAG to invest in TDM programs that support vanpooling (see Appendix B of the proposed Plan).
Goal 22: 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[4]	
Strategy 1: Increase the Use of Zero-Emission/Alternative Fuel Vehicles	The proposed Plan supports the use of zero-emission vehicles through expansion of zero and near-zero emissions infrastructure. Implementation Action 9 of the proposed Plan directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Strategy 2: 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.
Strategy 3: 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.
Strategy 4: 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.
Strategy 5: 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

[4] The City of El Cajon's Sustainability Initiative aims to reduce GHG emissions by 4 percent from a baseline year of 2012 by 2020 and 42 percent by 2030. The CAP estimates that the GHG reduction strategies would achieve a reduction of 33,000 $MTCO_2e$ by 2030.

Policy, Measure, or Action	Analysis
	inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Strategy 6: 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.
Strategy 7: 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.
Strategy 8: 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 Plan[5]	
Strategy 1: Building Efficiency	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.
Strategy 2: Renewable 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.
Strategy 3: Water Efficiency	The proposed Plan would not conflict with the local actions to improve water efficiency. Although the proposed Plan does

[5] The City of Encinitas updated its Climate Action Plan sets reduction targets of achieving a 13 percent reduction in GHG emissions from a 2012 baseline and a 44 percent reduction from 2012 levels by 2030. The CAP estimates that the GHG Reduction Strategies would achieve a 9,531 and 94,041 $MTCO_2e$ by 2020 and 2030, respectively.

Policy, Measure, or Action	Analysis
	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.
Strategy 4: 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 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.
Strategy 5: Reduce Off-road Equipment	The proposed Plan would not conflict with strategies to reduce the use of offroad 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.
Strategy 6: 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.
Strategy 7: Carbon Sequestration	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 Plan[6]	
Strategy 1: Increase the Use of Zero-emission or Alternative Fuel Vehicles	The proposed Plan supports the use of zero-emission vehicles through expansion of electric vehicle infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).

[6] 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 $MTCO_2e$ reduction by 2020 and 2035, respectively.

Policy, Measure, or Action	Analysis
Strategy 2: 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.
Strategy 3: 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.
Strategy 4: 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.
Strategy 5: 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.
Strategy 6: 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.
Strategy 7: 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.
Strategy 8: 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

Policy, Measure, or Action	Analysis
	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.
Strategy 9: 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 Plan[7]	
Strategy: 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.
Strategy: 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.
Strategy: 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.
Strategy: 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.
Strategy: Carbon Sequestration	The proposed Plan encourages the planting of trees as a carbon sequestration policy.

[7] 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 $MTCO_2e$ reduction by 2030.

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City of La Mesa Climate Action Plan[8]	
Strategy E-1: Building Retrofit Program	The proposed Plan would not conflict with the local actions to retrofit 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.
Strategy E-2: Shade Tree Program	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
Strategy E-3: Municipal Energy Efficiency Goal	The proposed Plan would not conflict with goals to improve energy efficiency in 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.
Strategy E-4: Public Lighting	The proposed Plan would not interfere with the installation of energy-efficient public lighting. 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.
Strategy E-5: Solar Photovoltaic 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.
Strategy E-6: Solar Hot Water Heater Program	The proposed Plan would not conflict with the local actions to promote solar hot-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.
Strategy E-7: Solar-ready Construction	The proposed Plan would not conflict with strategies that promote solar-ready construction. Although the proposed Plan does not directly call for these investments or other similar

[8] The City of Las Mesa's Climate Action Plan establishes a long-term GHG reduction goal of reducing emission by 15 and 53 percent 2010 baseline levels by 2020 and 2035. The CAP estimates that the GHG Reduction Strategies would achieve a 16,871 and 116,470 $MTCO_2e$ reduction by 2020 and 2035, respectively.

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	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.
Strategy E-8: Zero Net Energy Construction	The proposed Plan would not conflict with strategies that promote zero net energy during construction. 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.
Strategy E-9: 100% Clean Energy CCA Program	The proposed Plan would not impede the creation or operation of a CCA. 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.
Strategy 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.
Strategy T-2: Bicycle Safety 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.
Strategy T-3: 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.
Strategy T-4: Mixed-use and Transit-oriented Development	The proposed Plan supports mixed-use and transit-oriented development through SANDAG's Transit-Oriented Development Strategy.
Strategy 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.
Strategy T-6: Municipal Fleet Transition	The proposed Plan would not interfere with municipal 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,

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	or carbon sequestration sectors, the proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Strategy W-1: Urban Water Management Plan Programs	The proposed Plan would not conflict with Urban Water Management Plan programs. 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.
Strategy W-2: Water-sensitive Landscape Design and Irrigation	The proposed Plan would not conflict with the planting of water-sensitive landscaping. 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.
Strategy W-3: Pure Water Program	The proposed Plan would not conflict with the Pure Water Program defined in Strategy W-3. 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.
Strategy SW-1: Food Scrap and Yard Waste Diversion	The proposed Plan would not conflict with the implementation of food scrap and yard waste diversion 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.
Strategy SW-2: Construction and Demolition Waste Diversion Program	The proposed Plan would not conflict with the implementation of construction and demolition waste diversion programs. 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.
Strategy SW-3: 75% Waste Diversion Goal	The proposed Plan would not conflict with the strategies that achieve a 75% waste diversion goal. 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.

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Strategy GI-1: Urban Forest Master Plan	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
Strategy GI-2: Expanded Urban Forestry Program	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
City of Lemon Grove Climate Action Plan[9]	
Strategy 1: Increase Use of Zero-emission or Alternative Fuel Vehicles	The proposed Plan supports the use of zero-emission vehicles through expansion of zero and near-zero emissions infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Strategy 2: 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.
Strategy 3: 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.
Strategy 4: 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.
Strategy 5: 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.
Strategy 6: 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

[9] 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 $MTCO_2e$ reduction in 2030.

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	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.
Strategy 7: 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.
Strategy 8: 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 aa a component of climate adaptation planning.
National City Climate Action Plan[10]	
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.
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

[10] 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.

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	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 Plan[11]	
Measure E1: 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.
Measure E2: 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.
Measure E3: 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.
Measure E4: 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

[11] The City of Oceanside has set linear per capita reduction goals of 5 $MTCO_2e$ per capita by 2020, 4 $MTCO_2e$ per capita by 2030, 3 $MTCO_2e$ per capita by 2040, and 2 $MTCO_2e$ per capita by 2050. The CAP estimates that the GHG Reduction Measures would achieve 22,607, 152,973, 196,930, and 234,768 $MTCO_2e$ by 2020, 2030, 2040, and 2050, respectively.

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	proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure E5: 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.
Measure W1: 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.
Measure W2: 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.
Measure W3: 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.
Measure SW1: 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.
Measure SW2: 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.
Measure TL1: Smart Growth Policies	The proposed Plan supports Smart Growth Policies, including SANDAG's Smart Growth Concept Map and Smart Growth

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	Toolbox, Designing for Smart Growth guidelines and scorecards, Smart Growth Incentive Program, and Transit-oriented Development Strategy, among others.
Measure TL2: Electric Vehicle Promotion	The proposed Plan supports the use of zero-emission vehicles through expansion of zero and near-zero emissions infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Measure TL3: Preferential Parking Spaces for Clean Air Vehicles	The proposed Plan supports the use of preferred parking spaces for clean-air vehicles.
Measure TL4: Expand Complete Streets Programs	The proposed Plan supports the design and use of complete streets as a component of Implementation Actions 1 and 8 (see Appendix B of the proposed Plan).
Measure TL5: 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.
Measure AF1: Urban Forestry Program	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
Measure AF2: Urban Agriculture and Community Gardens	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.
Measure AF3: Agricultural Lands Conservation Program	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.
Measure AF4: Carbon Farming Program	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.

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City of San Diego Climate Action Plan[12]	
Strategy 1: Energy and Water Efficient Buildings	The proposed Plan supports green building practices and would not conflict with local measures to improve energy or water 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.
Strategy 2: Clean and Renewable 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 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.
Strategy 3: Bicycling, Walking, Transit, and Land Use	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.
Strategy 4: Zero Waste (Gas and Waste Management)	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.
Strategy 5: Climate Resiliency	The proposed Plan would fund projects that improve climate resiliency in the San Diego region.

[12] The City of San Diego is currently updating its 2015 Climate Action Plan, which established targets of reducing GHG emissions by 15 percent of the 2010 baseline by 2020, 40 percent by 2030, and 50 percent by 2035. The CAP estimates that local GHG Reduction Strategies would achieve a 423,116, 1,261,745, and 2,525,027 $MTCO_2e$ by 2020, 2030, and 2035, respectively.

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Port of San Diego Climate Action Plan[13]	
TA + TE: 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.
TR: 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.
TL + TT: 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.
TP + TV: 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.
EB: 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.
EH: 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.
EL: 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

[13] 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.

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	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: 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.
WC: 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.
EA: 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.
ME: 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.
SW: 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.
MP: 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.
MC: Carbon Capture and Sequestration	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.

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San Diego County Regional Airport Authority Sustainability Management Program[14]	
Clean Transportation Plan	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.
Climate Resiliency Plan	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.
Carbon Neutrality Plan	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.
Zero-waste Plan	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.
Biodiversity Plan	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.
Water Stewardship Plan	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.
Strategic Energy Plan	The proposed Plan would not conflict with the local actions to improve energy efficiency. Although the proposed Plan does

[14] 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.

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	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 Plan[15]	
Strategy 1: Increase Use of Zero-emission or Alternative Fuel Vehicles	The proposed Plan supports the use of zero-emission vehicles through expansion of zero and near-zero emissions infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Strategy 2: 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.
Strategy 3: 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.
Strategy 4: 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.
Strategy 5: 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.
Strategy 6: Reduce Water Use	The proposed Plan would not conflict with the local actions to reduce water usage. Although the proposed Plan does not

[15] 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 $MTCO_2e$ reduction by 2030.

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	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.
Strategy 7: 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.
Strategy 8: Increase Urban Tree Cover	The proposed Plan encourages the planting of trees as a climate change adaptation planning policy.
City of Santee's Sustainable Santee Plan[16]	
Goal 1: 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.
Goal 2: 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.
Goal 3: 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.
Goal 4: 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

[16] 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 $MTCO_2e$ 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 $MTCO_2$ in 2030 and 2035, respectively.

Policy, Measure, or Action	Analysis
	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.
Goal 5: Decrease Energy Demand through Reducing Urban Heat Island Effect	The proposed Plan would not conflict with local efforts to reduce the UHIE, 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.
Goal 6: 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.
Goal 7: Increase Use of Electric Vehicles	The proposed Plan supports the use of zero-emission vehicles through expansion of zero and near-zero emissions infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Goal 8: Improve Traffic Flow	The proposed Plan provides funding to transportation projects that would improve traffic flow in the San Diego region.
Goal 9: 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.
Goal 10: 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 Plan[17]	

[17] The City of Solana Beach has set reduction targets of achieving emissions 15 percent below 2010 levels by 2020 and 50 percent below 2010 levels by 2035. The CAP estimates that the GHG Reduction Strategies would achieve a 73,047 $MTCO_2e$ reduction by 2035.

Policy, Measure, or Action	Analysis
Measure T-1: Increase EVs and AFVs VMT to 30% of Total VMT	The proposed Plan supports the use of zero-emission vehicles through expansion of zero and near-zero emissions infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Measure T-2: Increase Commuting by Vanpools to 20% of Labor Force	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 would support the use of commuter vanpools.
Measure T-3: Reduce Average Commuter Trip Distance by 1 Mile	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 would support reducing commuter trip length.
Measure T-4: Increase Commuting By Mass Transit to 10% of Labor Force	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 would support the use of transit for commuting.
Measure T-5: Increase Preferred Parking for EVs and AFVs to 20% of Eligible Parking Spots	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 would support preferred parking for EVs and AFVs.
Measure T-6: Retime Four Traffic Signals	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 would support retiming of traffic signals to improve roadway efficiency.
Measure T-7: Promote Telecommuting to Achieve 10% Participation	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 would support telecommuting opportunities.
Measure T-8: Convert Municipal Gasoline Fueled Vehicle Fleet to EVs to Achieve 50% Gasoline Reduction	The proposed Plan would not conflict with municipal fleet turnover. 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.

Policy, Measure, or Action	Analysis
Measure T-9: Increase Commuting by Walking to 5% of Labor Force	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 supports commute by walking.
Measure T-10: Increase Commuting by Bicycling by Achieving Approximately 17 Bicycle Lane Miles	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 supports bicycling commuting.
Measure T-11: Promote Alternative Work Schedule to Achieve Participation from 1% of Labor Force	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 supports alternative work schedules.
Measure E-1: Implement a Community Choice Aggregation Program, Subject to City Council Approval	The proposed Plan would not impede the creation or operation of a CCA. 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.
Measure E-2: Achieve 108 MW Residential Rooftop Solar Photovoltaic Systems	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.
Measure E-3: Achieve 2 MW Commercial Rooftop Solar Photovoltaic Systems	The proposed Plan would not conflict with installation of renewable energy on commercial buildings. 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.
Measure E-4: Solar Hot Water Heating at 20% of Existing Commercial Spaces	The proposed Plan would not conflict with the local actions to promote the use of solar hot-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.
Measure E-5: Solar Hot Water Heating at 25% of New Homes and Home Retrofits	The proposed Plan would not conflict with local actions to promote the use of solar hot-water heaters. Although the proposed Plan does not directly call for these investments or

Policy, Measure, or Action	Analysis
	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 E-6: Reduction in Non-space/water Heating Residential Natural Gas use by 15%	The proposed Plan would not conflict with the local actions to reduce onsite natural gas 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.
Measure E-7: Residential Energy Efficiency Retrofits to Achieve 15% reduction	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.
Measure E-8: Commercial Energy Efficiency Retrofits to Achieve 15% Reduction	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.
Measure W-1: Divert 90% of Waste from Landfills and Capture 85% of Landfill Gas Emissions	The proposed Plan would not conflict with the implementation of strategies to meet 90% solid waste diversion or 85% landfill gas-capture goals. 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.
Measure W-2: Implementation of Existing Water Rate and Billing Structure	The proposed Plan would not conflict with implementation of a new water rate and billing structure. 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.
Measure W-3: Expand Recycled Water Program Expansion to Reduce Potable Water Consumption by 10%	The proposed Plan would not conflict with the expansion of a recycled water program. 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

Policy, Measure, or Action	Analysis
	proposed Plan would not inhibit the local jurisdiction from implementing GHG reduction measures or actions for these sectors.
Measure W-4: Capture 100% of Emissions from Wastewater Treatment	The proposed Plan would not conflict with the implementation of emissions capture at wastewater treatment plants. 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.
Measure W-5: Water Conservation	The proposed Plan would not conflict with strategies to improve water conservation. 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.
Measure U-1: Carbon Sequestration (Urban Tree Planting Program)	The proposed Plan encourages the planting of trees as a carbon sequestration and climate change adaptation policy.
City of Vista Climate Action Plan[18]	
Strategy 1: Increase Use of Zero-emission/Alternative Fuel Vehicles	The proposed Plan supports the use of zero-emission vehicles through expansion of zero and near-zero emissions infrastructure. Implementation Action 9 of SANDAG's EV program directs SANDAG to make long-term investments in zero and near-zero emissions infrastructure (see Appendix B of the proposed Plan).
Strategy 2: 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.
Strategy 3: 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.
Strategy 4: 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

[18] The City of Vista last updated its CAP in 2019, and another update is currently underway. The 2019 CAP established targets of achieving a 4 percent reduction from 2012 emissions by 2020 and 42 percent by 2030. The CAP estimates that the GHG Reduction Strategies would achieve a 51,000 $MTCO_2e$ reduction by 2030.

Policy, Measure, or Action	Analysis
	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.
Strategy 5: 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.
Strategy 6: 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.
Strategy 7: 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	LCP	Local Coastal Program
CAP	Climate Action Plan	LED	Light-Emitted Diode
CCA	Community Choice Aggregation	PV	Photovoltaic
EVs	Electric Vehicles	$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
GHG	Greenhouse Gas Emissions	VMT	Vehicle Miles Traveled

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