MEETING NOTICE AND AGENDA

SHORELINE PRESERVATION WORKING GROUP

The Shoreline Preservation Working Group may take action on any item appearing on this agenda.

Thursday, May 1, 2014

11:30 a.m. to 1 p.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

Staff Contact: Katie Levy
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Keith Greer
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Guiding Principles:

• Commitment to unified approach for local decisions on sand replenishment and management of sediment resources
• Address local needs and maximize positive regional impacts
• Encourage cooperation and coordination
• Promote opportunities for beach sand replenishment

PLEASE FEEL FREE TO BRING YOUR OWN LUNCH. LUNCH WILL NOT BE PROVIDED.

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER

• REGIONAL SHORELINE MONITORING PROGRAM ANNUAL REPORT

• SURFRIDER SURF SPOT MONITORING REPORT

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
## SHORELINE PRESERVATION WORKING GROUP

Thursday, May 1, 2014

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<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
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<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS</td>
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<tr>
<td></td>
<td>Members of the public shall have the opportunity to address the Shoreline Preservation Working Group (Working Group) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Working Group prior to speaking. Public speakers should notify the Working Group Coordinator if they have a handout for distribution to Working Group members. Public speakers are limited to three minutes or less per person. Working Group members also may provide information and announcements under this agenda item.</td>
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<td>+3.</td>
<td>APPROVAL OF MEETING MINUTES APPROVE</td>
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<td>The Working Group is asked to review and approve the minutes from its December 5, 2013, meeting.</td>
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### REPORTS (4 through 7)

| +4. | SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER | DISCUSSION |
|     | Climate change mitigation and adaptation is one of the key emerging issues for San Diego Forward: The Regional Plan (Regional Plan). Allison Wood, SANDAG, will present the draft white paper, which describes the state’s strategy, local governments’ and SANDAG roles, and recommendations for inclusion in the Regional Plan. |

| +5. | DISTRIBUTION OF FUNDS FROM THE CALIFORNIA COASTAL COMMISSION PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND | RECOMMEND |
|     | The City of Solana Beach is requesting allocation of funds from the California Coastal Commission (Commission) Public Recreational Beach Impact Mitigation Fund (PRBIM Fund) to provide funding of $275,000 for the construction of a public access stairway. The Commission requires that SANDAG approve the release of PRBIM Funds before the Commission will consider the City of Solana Beach’s request. The Working Group is asked to recommend that the Regional Planning Committee recommend Board of Directors approval of the allocation of funds from the PRBIM Fund for the City of Solana Beach. If approved by the Board of Directors, SANDAG staff will submit the proposal to the Executive Director of the Commission for review and approval. |
6. REGIONAL SHORELINE MONITORING PROGRAM ANNUAL REPORT INFORMATION

Greg Hearon from Coastal Frontiers Corporation will provide the Working Group with a presentation on the 2013 Regional Shoreline Monitoring Program Annual Report.

7. SURFRIDER SURF SPOT MONITORING REPORT INFORMATION

Julia Chunn-Heer from the Surfrider Foundation will provide the Working Group with the Surf Spot Monitoring Report results from 2012 and 2013 monitoring periods.

8. UPCOMING MEETINGS INFORMATION

The next meeting of the Working Group is scheduled for Thursday, September 5, 2014, from 11:30 a.m. to 1 p.m.

9. ADJOURNMENT

+ next to an agenda item indicates an attachment
DECEMBER 5, 2013, MEETING MINUTES

The meeting of the Shoreline Preservation Working Group (Working Group) was called to order by Councilmember Lorie Zapf (City of San Diego), Vice Chair of the Working Group, at 11:32 a.m.

1. WELCOME AND INTRODUCTIONS

The attendance sheet for the meeting is attached.

2. PUBLIC COMMENTS AND COMMUNICATIONS

Steve Aceti (California Coastal Coalition) announced the call for abstracts for the 12th annual Headwaters to the Ocean Conference. The H2O Conference will be held May 27th through 29th, 2014 at the Catamaran Hotel in Mission Bay. Abstracts of 200 words or less can be submitted online at www.coastalconference.org.

3. SUMMARY OF THE SEPTEMBER 5, 2013, MEETING MINUTES (APPROVE)

Mayor Teresa Barth (City of Encinitas) requested that a correction to the meeting minutes on Item 3, be corrected to reflect that Kathy Weldon (City of Encinitas), was in attendance at the September meeting. Mayor Barth also requested that references of her name be corrected to list her title and references to the Coastal Conservancy be corrected to the California Coastal Commission (Commission).

Upon a motion by Mayor Barth, and a second by Mayor Mike Nichols (City of Solana Beach), the Working Group approved the September 5, 2013, meeting minutes, as corrected.

Action: Yes: Councilmember Zapf, Councilmember Lorraine Wood (City of Carlsbad), Mayor Terry Sinnott (City of Del Mar), Mayor Barth, Mayor Jim Janney (City of Imperial Beach), Mayor Nichols, Eileen Maher (San Diego Unified Port District), and Walter Wilson, (United States Navy). No: None. Abstain: None. Absent: County of San Diego, City of Coronado, and City of Oceanside.
CONSENT

4. MINOR UPDATE TO SHORELINE PRESERVATION WORKING GROUP CHARTER (INFORMATION)

Katie Levy (SANDAG) presented an information item to the Working Group. Minor edits were made to the charter to include references to San Diego Forward: The Regional Plan (Regional Plan). At its December 6, 2013, meeting, the Regional Planning Committee will be asked to approve the Working Group charter, along with various SANDAG working groups that report to the Regional Planning Committee.

REPORTS (5 through 8)

5. COASTAL STORM DAMAGE REDUCTION PROJECT UPDATE (INFORMATION)

Mayor Nichols provided an update on the status of the United States Army Corps of Engineers (Army Corps) Encinitas-Solana Beach Coastal Storm Damage Reduction Project. The project proposal went before the Commission for a hearing in July 2013 and was denied after an eight to three vote. The cities worked with the Army Corps on ways to reduce quantities of sand for the proposed 50-year project. The cities also met with interested parties to address concerns. The cities went back to the Commission in November 2013 with their revised project proposal, which included a reduction of sand by approximately 50 percent in Encinitas and by approximately 25 percent in Solana Beach. With the proposed reductions in sand, the Commission unanimously approved the project. Under the revised project proposal, 700,000 cubic yards (cy) of sand would be placed in Solana Beach initially, followed by 290,000 cy every ten years. In Encinitas, 340,000 cy of sand would be placed initially, followed by 220,000 cy every five years.

The revised project proposal also includes environmental commitments, including mitigation, cultural and biological resources, lagoon, water quality, and surf break monitoring. Mayor Nichols stated that it would be important to closely monitor the project’s potential impact to surf breaks as the cities had negotiated with Surfrider to include monitoring during the process to revise their proposal to the Commission. The cities also worked with the Army Corps to narrow the project scope in order to minimize the impacts to Tide Park beach and table-top reefs in Solana Beach, which is considered by many surfers to be a prime surf spot. Mayor Nichols clarified that table-top reefs occur offshore at Tide Parks.

Not only does the project have potential impacts to surfing, but it also has the potential to affect biological resources such as eel grass and lobster habitat. Mayor Nichols described the project reduction as a win-win for everybody that helped ease Commission concerns.

Next steps include Army Corps review by the Civil Works Review Board and the Chief of Engineers in spring and fall 2014. Sources of funding are uncertain, but the goal is to receive funding through the Water Resources and Development Act (WRDA) starting in 2015 to 2016.
Kelsey Ducklow (California Coastal Commission) provided the Working Group with an overview of the draft Sea Level Rise Policy Guidelines (SLR Guideline).

The SLR Guideline is meant to provide guidance on how to include sea-level rise in the context of the Coastal Act. It complements the guidance already available from the Commission, and is not intended to be a replacement. The SLR Guideline is comprehensive, multi-purposeful, and applicable to multiple users. Ms. Ducklow recommended that users look at the table of contents for the chapter on the subject that is applicable to their circumstances. The SLR Guideline includes an extensive list of adaptation options and strategies. It is a living document that will be updated as needed as new research and information becomes available.

The impetus for development of the SLR Guideline was to understand some of the impacts associated with sea-level rise. Some sea-level rise impacts are easy to see such as development and infrastructure, but there are also important habitats, agriculture land, beaches, beach access points, and surf spots that need protection. Those impacts need to be balanced and prioritized. The SLR Guideline objective is to explain how to include sea-level rise impacts in the planning process. The Commission and local government partners are uniquely situated to address the impacts of sea-level rise. The SLR Guideline should make the process more approachable, easier to understand, and consistent across Commission district offices, planners, and communities.

Ms. Ducklow explained that the SLR Guideline identifies the National Research Council report as the best available resource of sea-level rise information for the state. The SLR Guideline shows the sea-level rise projections for the years 2030, 2050, and 2100. The projections are split between the areas north of Cape Mendocino and the areas south of Cape Mendocino due to the tectonic differences in the region that results in different uplift. By 2100, it is projected that south of Cape Mendocino, sea-level will rise between 1.5 to 5.5 feet. North of Cape Mendocino, sea-level is expected to rise by one-third to five feet. These projections are the best estimates to use for planning processes. There are some regions, such as Humboldt Bay, that need the predictions adjusted due to local vertical land motion. Most other locations can use these projections data without modifications.

Ms. Ducklow advised that it would be best to incorporate sea-level rise projects into planning efforts through Local Coastal Program (LCP) updates. Of the ten LCP jurisdictions in the San Diego region, four jurisdictions have applied for LCP grants that will help with the sea-level rise planning process. She reiterated that the main goal of the SLR Guideline is to provide guidance for how jurisdictions can begin their planning processes to address sea-level rise.

Lesley Ewing (California Coastal Commission), explained that there are many opportunities in the San Diego region to update LCPs to including climate change and sea-level rise. Chapter four discusses general steps for LCPs and includes tips on how to get start developing an LCP as well as how to include sea-level rise planning. The first step is to consider the type of sea-level rise projection envisioned for the community. Many of the things that the document suggests planning for will most likely be in place through 2100. For that reason, jurisdictions may want to plan for the possible shoreline conditions in the year 2100. Many projections use 2100 as an end year, but sea-level rise and coastal changes are not projected to stop by that time. Jurisdictions should look at the
potential impacts of sea-level rise such as flooding, inundation, waves, and affects to shallow water aquifers. LCPs also should look into the potential changes to coastal resources such as wetlands moving as intertidal zone moves inland.

Ms. Ewing showed the Working Group a table of sea-level rise projections and reminded them to look for what the projected occurrences in their communities are. There is a wide range of projected numbers, so the Commission also recommends jurisdictions look at scenario planning. Moreover, it is recommended that cities evaluate different ranges to plan for a spectrum of scenarios that could occur in the area. Cities are then encouraged to look at the hazards that could occur: inundation, flooding, wave impacts, and potential salt water intrusion. That planning could lead to the creation of a map depicting the areas likely affected, which would give jurisdictions an idea of what the community would look like under projected sea-level rise scenarios. There are overlaying trails, power plants, roads, homes, etc. that would need to be identified on the map. From that, jurisdictions should identify the resources that could be impacted, and consider these as they relate to development opportunities.

Next, cities should look at adaptation measures to see how things will adapt to sea-level rise and ask questions such as: how will the beaches stay beaches; how will wetlands stay wetlands; how will trails stay usable; and what will happen to the cultural resources? Answering these types of questions with actions identified is the idea of adaptation. The SLR Guideline contains a long list of suggestions intended as guidance, not regulation.

Jurisdictions should determine the types of policies that will help them plan and move forward safely and effectively. Land use changes will help jurisdictions move forward with their LCPs. The land use changes will be developed according to where hazards are, what the resources are, and what the adaptation measures are. After that, jurisdictions should conduct monitoring. Jurisdictions are not expected to get everything right the first time. Jurisdictions should consider how they will adapt to the increase in pressure on storm drains, the status of their beach nourishment projects, and more.

Chapter five of the document is guidance for coastal development permits. Jurisdictions should determine what sort of sea-level rise, hazards, and resources there are. Jurisdictions should consider how to go about protecting those and the possible design alternatives needed to do so. The document guidance is very similar to the process for obtaining a coastal development permit through the Commission, but the steps also could lead to the material necessary for a jurisdiction’s LCP. The steps could also serve as the jurisdiction’s framework for applicants obtaining permits.

The SLR Guideline is out for public review and all comments should be received by January 15, 2014. There will be two public hearings, the first on December 12, 2013, in San Francisco, and the second in January 2014 in San Diego. Written comments also will be accepted. More information is available at www.coastal.ca.gov/climate/SLRguidance.html.

Mayor Sinnott asked how often the document would be updated with new sea-level rise forecasts. He expressed concern that jurisdictions will need to modify their LCPs based on the ranges of numbers and if there was any mechanism to update LCPs to the latest predictions as better forecasts become available in the future. Ms. Ewing stated that jurisdictions could update LCPs given the best available science and should have the flexibility to adjust to sea-level rise predictions as they are revised.
Mayor Sinnott added that as years progress there will be better information, therefore LCPs based on one set of forecasted sea-level rise could then change at a later time. Ms. Ewing answered that the SLR Guideline recommends a scenario planning approach where flexibility can be incorporated.

Shelby Tucker (SANDAG) asked Ms. Ewing if she could provide the dates of the public hearings. Ms. Ewing informed that the workshop is January 8, 9, and 10, 2014, but she was not sure which day the SLR Guideline will be discussed.

Councilmember Tony Kranz (City of Encinitas) shared that he attended a Caltrans meeting that discussed the work being done in conjunction with the Interstate 5 in North County. During this meeting, amendments to LCPs also were discussed. Councilmember Kranz asked if this issue will be addressed as part of the process. Gabe Buhr (California Coastal Commission) explained that the Commission has encouraged Caltrans and SANDAG to incorporate guidance similar to the SLR Guidance document when developing their projects. The Commission also recommended similar language be included within the Public Works Plan (PWP) document to reference the best available science. There are preliminary projections in the PWP now, and that will be adaptable over the forty-year life-span.

Councilmember Kranz stated that he assumes that engineers are taking into account the sea-level rise projections so bridge modifications will include the best available science on sea-level rise, while LCPs should look at both the most and least impacts possible. Mr. Buhr noted that the opportunity to coordinate all of the infrastructures and lagoons as a whole system has been a good learning experience for Commission staff. They discussed what bridge dimensions would be best for highway, rail, and the Pacific Coast Highway under existing conditions and under future sea-level rise scenarios.

Mr. Aceti commented that an article by Scott Jenkins demonstrates lower sea-level rise rates in California compared to the rest of the United States, and also identifies locations where nourishment of beaches are appropriate mitigation measures to address sea-level rise. Ms. Ewing responded that while she had not seen this article, others also have described a flat rise in sea-level over the past twenty years.

Mr. Aceti suggested requesting a presentation by Dr. Jenkins for a future Working Group meeting.

7. SAN DIEGO FORWARD: THE REGIONAL PLAN: DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER OUTLINE (DISCUSSION)

Allison Wood (SANDAG) provided an update on the draft climate change mitigation and adaptation white paper. Ms. Wood highlighted existing SANDAG climate and energy plans and programs including the Regional Energy Strategy (2009), Climate Action Strategy (2010), Plug-In Electric Vehicle Readiness Plan, Energy Roadmaps, and Climate Collaborative. The proposed goals for the white paper include considering climate change broadly (mitigation and adaptation), describing current efforts addressing climate change, making connections to the other policy areas, identifying gaps, and highlighting areas for regional coordination.

The Energy Policy Initiatives Center completed a Greenhouse Gas (GHG) emissions inventory that was included in the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS). While transportation is the largest GHG source within this inventory, a large amount
of emissions also comes from electricity and natural-gas use in buildings. Other climate change impacts in the region include sea-level rise, heat waves, and drought. Additionally, climate change impacts affect public health, water management, coastal resources, biodiversity, habitat, and agriculture, all topics that are being proposed for discussion within the white paper.

Over the last several months SANDAG held public workshops and received input from interested participants. Input also has been provided by SANDAG policy committees, and other working groups. A majority of the feedback received fell into two main categories: opportunities for regional collaborations, and strategies to address climate change and links to other areas. Ms. Wood noted staff will continue to solicit input, present the draft outline to the Regional Planning Committee and the Transportation Committee, update the inventory, and complete the draft white paper in early 2014.

- Mayor Sinnott asked if considering a Property Assessed Clean Energy (PACE) type process that allows cities to sponsor investment in renewable energy and water conservation could be included in the white paper. Ms. Wood responded that financing for energy efficiency and water conservation improvements are highlighted in the Regional Energy Strategy, and would not be the focus of this white paper. Rob Rundle (SANDAG) added that the Executive Committee would be discussing and weighing in on PACE separately from this white paper process.

- Councilmember Kranz suggested that SANDAG increase data collection around freeways and surrounding communities due to potential air quality impacts that affect human health. Moreover, that having information on air quality surrounding our freeways would provide incentives to implement existing solutions.

- Mayor Nichols asked if any of the documents that will be incorporated into the white paper will look at the impacts to the loss of tourism that could result from rising sea levels and loss of habitat. He noted that while funding adaptation measures could be costly, those costs may be negligible compared to the impacts to tourism and the economy. Ms. Wood stated that while the white paper will not go into details, an economic impacts section will be included.

- Mayor Barth asked who SANDAG is soliciting input from, and what the schedule for this process is. Ms. Wood noted that input was solicited from the general public, SANDAG policy committees, and working groups. Additionally, the draft outline has been presented to the SANDAG policy committees and other working groups for comments, and staff will return to these groups once the draft white paper is complete.

- Mayor Barth added that it would be important to include education of the public on the health impacts from climate change as this facilitates behavioral changes in people.

- In response to Ms. Maher’s question, Ms. Wood noted that while she has not yet seen the data, she expects that the proportions between the 2008 and 2012 emissions inventory data will be similar.

- Councilmember Zapf asked what the purpose and intended use of the white papers are. Ms. Wood explained that five policy areas were identified to go through the white paper process for the Regional Plan update, including climate change adaptation and mitigation. The
The purpose of this process is to get broad input on what policy information should be included in the final white paper. White papers from the five policy areas will be the resource used to develop the Regional Plan chapters and be included as appendices for reference.

- Councilmember Zapf commented that the City of San Diego has implemented climate change adaptation and mitigation measures, not only to address climate change, but also to promote smart growth. She added that she would like to expand the urban forestry effort, as there are several needs for funding such as public safety that have higher funding priority. Additionally, urban forestry is a regional resource and issue. Councilmember Zapf added that the City of San Diego must accommodate their housing growth to align with transit access and smart growth.

Ms. Wood explained that one of the goals of the white paper is to reflect all the efforts by local governments that may not be well known.

Julie Chunn-Heer (Surfrider Foundation) asked if there is going to be adaptive management or incremental review of this white paper and what the timeframe for this plan is. Ms. Wood answered that the Regional Plan will include efforts and projects through 2050.

Ms. Chunn-Heer commented that the Intergovernmental Panel on Climate Change report anticipates that current projections may be conservative, and that the real impacts of climate change may be more severe.

Mr. Rundle explained that this is the first time SANDAG has comprehensively looked at the issue of climate change adaptation and mitigation in the Regional Plan. Additionally, this is a joint update of both the Regional Comprehensive Plan and the 2050 RTP/SCS, which is required to be updated every four years. Therefore all elements of the plan will be revisited on a regular basis through the update process.

Ms. Wood responded to Councilmember Kranz that the draft white paper will be presented to the Working Group for comments.

8. SHORELINE POLICIES, PLANS, AND PROJECTS (INFORMATION)

Ms. Levy presented an informational overview of the policies, plans, and past and future shoreline projects. The role of the Working Group is to assist in the implementation of the Shoreline Preservation Strategy (Strategy), the Coastal Regional Sediment Management (RSM) Plan, and provide input related to regional shoreline issues for the preparation and implementation of the Regional Plan. Based on the Working Group’s input, the Regional Planning Committee makes policy recommendations to the SANDAG Board of Directors.

The Strategy was adopted by the SANDAG Board of Directors in 1993 and proposes an extensive beach building and maintenance program for critical shoreline erosions areas in the region that includes sand nourishment, sediment management devices, and policies and regulations regarding the use of shoreline and its development. Building on the Strategy, SANDAG received a grant from the California Department of Boating and Waterways for the preparation of a RSM Plan for the San Diego region. The RSM Plan was prepared as a comprehensive guidance and policy document that addresses how management of sediment targeted at coastal erosion can be implemented in an
expeditious, cost-effective, and resource protective manner. The Working Group also contributed to the planning, collaboration, and implementation efforts for the Regional Beach Sand Projects (RBSP) in 2001 and 2012.

The Sand Compatibility Opportunistic Use Program (SCOUP) provides local jurisdictions the opportunity to take advantage of opportunistic sand sources from local construction projects such as upland construction, development, dredging and excavation from bays, harbors, and lagoons for beach nourishment or near-shore placement within designated beaches their cities. The quantities of sand that are permitted for SCOUP projects are on a much smaller-scale than the RBSPs or the Encinitas-Solana Beach Army Corps project. The City of Carlsbad has an almost identical program developed separately from the SCOUP. Several cities have updated, or are currently undergoing the process of renewing their permits, rather than allowing their permits for SCOUP to lapse.

The SANDAG Regional Shoreline Monitoring Program began in 1996 and is a comprehensive effort that monitors and measures the beach over time. In addition to the baseline monitoring program, enhanced monitoring at the receiver sites were added to meet permit requirements for the 2012 RBSP. Attachment one of the staff report was provided to show the list of known past nourishment projects and quantities. However, this list is not inclusive of future projects under the SCOUP, dredging of the harbors and bays by the Army Corps, or lagoon restoration projects that have potential for beach-quality sand.

The region’s beaches are a natural resource that needs continued monitoring, management, and protection. As part of the effort to prepare the Regional Plan, SANDAG staff is currently reviewing the policies within the Strategy and RSM Plan to be incorporated. The Regional Plan will serve as a foundational policy document from which to move forward to implement future shoreline projects.

The Working Group members had previously discussed the next steps for this group, and whether or not there will be a third RBSP that would require planning to start now. Ms. Levy noted that lessons are still being learned from the 2012 RBSP, and monitoring will continue to determine results of this project.

Mayor Barth asked if the Regional Plan process also would update the RSM Plan. Ms. Levy stated that the RSM Plan goals will be reviewed to determine what needs to be updated and incorporated into the Regional Plan.

Mayor Barth encouraged that things should be looked at from a watershed approach opposed to a city-level approach. The sediment update of the plan needs to dovetail with new Regional Water Quality Control Board (Water Board) requirements. The Water Board seems to view sediment as having negative impacts, while the Working Group members and stakeholders view sediment as positive opportunistic sand sources. Mayor Barth emphasized the need for coordination, which could help the cities meet their goals for nourishment. The Water Board is already conducting significant mapping studies that staff could incorporate into the “sediment sources” section of the RSM Plan. It would be critical for regional coordination and positive collaboration while the Water Board undergoes these updates.

Mr. Aceti commented that the Coastal Sediment Management Working Group (CSMWG) purpose is to discuss ongoing and new projects. The CSMWG published a report on where natural sand
supplies can be found and utilized. He explained that within San Diego, areas to focus for natural sources of sand include the San Diego River, Lake Hodges, and others.

Councilmember Zapf agreed that exploring sediment from natural sources would be useful. She added that there are other shorelines to consider in addition to the beaches including bays, rivers, and lagoons.

Mr. Wilson commented that the natural sources of sand to the beaches are behind rivers that have been dammed. In the east coast and the Gulf of Mexico, the Army Corps has conducted river bypass projects. This approach could be further explored to determine how agencies procure beach-quality sand from behind reservoirs and place onto beaches.

Councilmember Zapf asked the Working Group if there was a need to continue meeting if a third RBSP will not be developed in the near future.

Keith Greer (SANDAG) responded that the goal of the Working Group is to develop shoreline preservation policies for the Regional Planning Committee. SANDAG staff will be reviewing existing strategies to incorporate into the Regional Plan. The Working Group also assists in planning and implementing plans and projects such as the 2012 RBSP. Monitoring for the 2012 RBSP is not yet complete, and the Working Group will be kept informed of the results. Mr. Greer emphasized that it would be premature to start planning a third RBSP when the last project results are still being assessed. Moreover, in the near future, the focus will be on continuing the base and enhanced monitoring to inform the development of future projects. There also will be a focus on coordination with the Cities of Encinitas and Solana Beach on their Army Corps project and how it fits in with a future RBSP. Mr. Greer emphasized that there is still a valid mission of the Working Group, but it will not be focused on a third RBSP at this time.

Mayor Barth emphasized that the Working Group mission is viable, and confirmed the continued need to meet as the Working Group’s focus is not solely on beach nourishment projects.

Ms. Chunn-Heer commented that information on sea-level rise such as the Commission’s SLR Guidance document and considering ways for the region to approach high levels of sea-level rise could keep the Working Group occupied for several years.

Mr. Rundle added that the Working Group and the Regional Shoreline Management Program has, and will continue to be included in the annual budgeting process. SANDAG staff is not planning on taking the question of the Working Group status to the Board of Directors as a separate discussion, but instead is a part of the overall work program for the entire agency. That would include the resources used to continue the Working Group with the tasks that SANDAG staff anticipates for the next fiscal year, and become part of the Board of Director’s discussion on all SANDAG work elements.

Ms. Chunn-Heer suggested that stakeholders use this time between RBSPs to find a long-term solution. One possibility is to look at opportunities where the sediment flow can be restored to the beaches. Another possibility is to look at alternative methods that are less expensive than beach nourishment. She added that there are tools in the toolkit that have not been explored by the Working Group as much as others.
Councilmember Zapf remarked that while sea-levels are rising, jurisdictions are implementing beach nourishment projects.

Mr. Aceti stated that Dr. Reinhard Flick and Ms. Ewing published an article that confirms beach nourishment is a sustainable response for low to moderate sea-level rise.

Mayor Janney inquired about the Navy’s interest in sea-level rise due to the potential impacts to their facilities.

Mr. Wilson responded that he is aware of Navy sea-level rise planning and he can bring details back to the Working Group at a future meeting. He added that whenever work such as dredging is conducted by the Navy, they evaluate the quality of the sand for beneficial re-use.

Mr. Aceti stated that the Working Group has enough data from the 2001 and 2012 RBSPs to start planning a third RBSP. He emphasized that the beaches need nourishment every five years and if the Working Group started work on a third project it would take about five years to complete. He added that he is confident that the funding will be available. Moreover, that the lengthy planning process between the 2001 and 2012 RBSPs resulted in some beaches returning to pre-2001 RBSP conditions before more material was placed.

Mayor Nichols commented that there are limited WRDA funds and it is a competitive process to receive funding. Historically, the east coast receives a large share of funding, and while the Encinitas-Solana Beach Army Corps project was packaged to be competitive, it may not receive the requested funding. Mayor Nichols added that due to the lengthy planning process for RBSPs, the potential for a third RBSP should be kept on the table.

Mr. Aceti noted that Steve Watanabe (California Department of Boating and Waterways) would be the contact to discuss potential for funds from the Harbors and Watercraft Revolving Fund.

Councilmember Zapf commented that it would be wise, with elected officials turning over, to secure funding while it is available rather than waiting until the funds are actually needed.

Mr. Greer summarized that there are several variables including funding, potential beach-quality sand from lagoon projects, lagoon projects’ dependence on the adoption of the Public Works Plan in summer 2014, and the monitoring results of the 2012 RBSP.

Mayor Janney noted that the Working Group has previously discussed ways to address shoreline preservation including beach nourishment as well as other experimental measures. He added that as explained by Mr. Greer, there might be opportunities for funding tied to efforts in the North Coast Corridor.

Ms. Weldon commented that the City of Imperial Beach was awarded a Coastal Conservancy Climate Action Ready Grant. This project will look at the entire San Diego region using the Costal Storm Modeling System (CoSMoS). CoSMoS was developed by Patrick Barnard from the United States Geological Survey and can be used to assess future climate change impacts along the California coast. Ms. Weldon suggested a presentation on the CoSMoS results from the City of Imperial Beach for a future Working Group meeting.
9. UPCOMING MEETINGS (INFORMATION)

The next meeting of the Working Group is scheduled for Thursday, May 1, 2014, from 11:30 a.m. to 1 p.m.

10. ADJOURNMENT

Supervisor Dave Roberts (County of San Diego) adjourned the meeting at 1:04 p.m.
# SHORELINE PRESERVATION WORKING GROUP
## MEETING ATTENDANCE FOR DECEMBER 5, 2014

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<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
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<tr>
<td>County of San Diego</td>
<td>Supervisor Dave Roberts, Chair</td>
<td>No</td>
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<tr>
<td>City of San Diego</td>
<td>Councilmember Lorie Zapf, Vice Chair (Primary)</td>
<td>Yes</td>
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<td>Mayor Teresa Barth (Primary)</td>
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<td>Walter Wilson (Alternate)</td>
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### ADVISORY MEMBERS LISTED BELOW (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)

- California Coastal Coalition: Steve Aceti (Yes)
- Surfrider Foundation: Julia Chunn-Heer (Yes)

### OTHER ATTENDEES

- Kevin Byrne
- Teri Fenner, AECOM
- Gabe Buhr, California Coastal Commission
- Lesley Ewing, California Coastal Commission
- Reinhard Flick, Scripps Institute of Oceanography
- Kelsey Ducklow, California Coastal Commission
- Lawrence Honma, Merkel & Associates
- Steve Jantz, City of Carlsbad
- Sachiko Kohatsu, County of San Diego
- Brian Leslie, Moffatt & Nichol
- Leslea Meyerhoff, City of Solana Beach
- Frank Quan, City of Oceanside
- Barry Snyder, AMEC
- Conrad Wear, City of San Diego
- Kathy Weldon, City of Encinitas

### SANDAG STAFF MEMBERS LISTED BELOW

- Susan Freedman, SANDAG
- Keith Greer, SANDAG
- Katie Levy, SANDAG
- Anna Lowe, SANDAG
- Allison King Wood, SANDAG
- Sarah McCutcheon, SANDAG
- Rob Rundle, SANDAG
- Shelby Tucker, SANDAG
SAN DIEGO FORWARD: THE REGIONAL PLAN:
DRAFT CLIMATE CHANGE MITIGATION AND ADAPTATION WHITE PAPER

Introduction

The purpose of the climate change mitigation and adaptation white paper is to inform San Diego Forward: The Regional Plan (Regional Plan). There are five Regional Plan white papers that cover emerging topics since the Regional Comprehensive Plan was adopted in 2004, including: climate change mitigation and adaptation, public health, economic prosperity, emerging technologies, and parking strategies.

Staff has prepared the draft climate change mitigation and adaptation white paper (Attachment 1) based on input from SANDAG working groups and policy committees, stakeholders in the region, and the general public through the series of Regional Plan public workshops last summer. Shoreline Preservation Working Group members are asked to review and provide feedback on the draft white paper.

Discussion

The climate change mitigation and adaptation white paper begins with an overview of regional Greenhouse Gas (GHG) emissions and potential climate impacts in the San Diego region. The main portion of the white paper describes the state's strategy and the role of SANDAG and local governments in reducing GHG emissions (mitigation) and addressing impacts of climate change (adaptation). Next, the paper describes the interrelationships between climate change and other policy areas and offers recommendations for regional approach and consistency. The paper concludes with a summary of existing climate change planning efforts in the region.

Next Steps

The draft climate change mitigation and adaptation white paper, as well as the economic prosperity and emerging technologies white papers, are available at www.sdforward.com for a 45-day public review period closing on May 19, 2014. The white papers will support and provide background information to the development of the Regional Plan. Following the public review period, the updated white papers will be re-posted to the website.

Attachment: 1. Draft Climate Change Mitigation and Adaptation White Paper

Key Staff Contact: Allison Wood, (619) 699-1973, allison.wood@sandag.org
DRAFT Climate Change Mitigation and Adaptation White Paper

A. INTRODUCTION

Climate change is expected to have significant and widespread impacts on California’s environment and economy. Limiting the impacts of climate change requires collaboration and action throughout all sectors of California’s economy and governmental agencies. California has taken a proactive stance toward addressing climate change. The state’s approach includes strategies that reduce greenhouse gas (GHG) emissions and prepare for climate change impacts through adaptation and resiliency, while also supporting economic prosperity, improving public health and social equity, protecting infrastructure investments, and conserving natural habitat and open space.

Climate change is a global issue, and while California alone cannot halt climate change, the state is joined in its efforts by several states and countries. The United Nations Framework Convention on Climate Change is an international treaty, signed by 196 countries, that sets an overall framework for intergovernmental efforts to address the challenge posed by climate change. At the national level, President Obama released his Presidential Climate Action Plan in June 2013, which describes a strategy to cut GHG emissions, to prepare the United States for impacts of climate change, and to lead international efforts to address global climate change.

Many local and regional governments throughout California, and beyond our international border, are working to create innovative policies, plans, and programs to address climate change. In the San Diego region, local governments, SANDAG, and other regional public agencies are working collaboratively with local non-profits, universities, and businesses to prepare plans and implement programs that complement efforts at the state, federal, and international level.

The purpose of the Climate Change Mitigation and Adaptation White Paper is to inform the development of San Diego Forward: The Regional Plan. The paper includes an inventory of regional GHG emissions, recommendations for a regional approach to address climate change, and a summary of current efforts in the San Diego region.

Greenhouse Gas Emissions in the San Diego Region

The 2012 GHG emissions inventory for the San Diego region identifies and quantifies the sources of GHG emissions in the region. In 2012, emissions totaled 32.9 million metric tons of carbon dioxide equivalent (MMTCO$_2$e); this represents an 11.5 percent increase compared to 1990 emissions levels (29.5 MMTCO$_2$e). Transportation makes up the largest source of GHG emissions in the region, followed by electricity, then natural gas. This inventory was developed using the best available data and following the U.S. Community Protocol for Accounting and Reporting of GHG Emissions. The California Governor’s Office of Planning and Research (OPR) participated as a steering committee member and technical advisor for the protocol and recommends its use in local government planning efforts.
GHG Emissions Inventory for the San Diego Region 2012

- On-Road Transportation: 42%
- Electricity: 23%
- Natural Gas End Uses: 8%
- Other Fuels/Cogeneration Thermal: 6%
- Industrial Processes and Products: 4%
- Aviation: 4%
- Solid Waste: 4%
- Off-Road Equipment and Vehicles: 3%
- Wildfire: 3%
- Water Supply and Conveyance: 2%
- Wastewater: 1%
- Rail: <1%
- Agriculture: <1%
- Marine Vessels: <1%
- Water Supply and Conveyance: 2%
- Wastewater: 1%
- Rail: <1%
- Agriculture: <1%
- Marine Vessels: <1%

GHG emissions in 2012 total 32.9 MMTCO₂e.

1 Source: Energy Policy Initiatives Center (EPIC) at University of San Diego, April 2014. GHG emissions in 2012 total 32.9 MMTCO₂e.
Climate Change Impacts in the San Diego Region

Even with efforts to reduce GHG emissions, the San Diego region will experience impacts due to climate change, and some of these impacts are already occurring at varying degrees. The potential impacts identified in the SANDAG Climate Action Strategy (2010) are summarized in the diagram below, and include direct impacts from increased temperatures such as sea-level rise and associated high surf events, constrained water supplies, wildfires, loss of native plant and animal species, and severe weather as well as secondary effects on public health and economics. The section on Interrelationships with Other Policy Areas includes additional information on the connections climate change has with public health and economics.

Preparing the region for the effects of climate change requires measures to adapt to these changes and create resilient communities. Adaptation is adjusting in response to climate impacts, while resiliency is the ability to understand potential impacts and take action before, during, and after a particular event. At the state level, California has developed policy guidance for decision makers, planning resources for local and regional governments, and technical tools to assist governments at every level with climate change adaptation and resilience.
B. STRATEGIES TO ADDRESS CLIMATE CHANGE

Addressing climate change consists of two categories of planning: mitigation, which is reducing GHG emissions, and adaptation, which is preparing communities for impacts of climate change. California has set targets for reducing GHG emissions and strategies to prepare the state for the impacts of climate change. As a metropolitan planning organization (MPO), SANDAG is working with the state and with member agencies, neighboring counties, Mexico, the military, and the tribal nations on climate change.

Mitigation - Reducing Greenhouse Gas Emissions

Several Executive Orders related to climate change have been issued since 2004. All Executive Orders, laws, and regulations are listed on the state’s Climate Change Portal. Executive Order S-03-05, which was issued by Governor Schwarzenegger in June 2005, calls for state agencies to work toward reducing GHG emissions as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The goals in Executive Order S-03-05 as well as the other climate change Executive Orders are ambitious and will require efforts from all sectors in California for implementation.

In 2006, Governor Schwarzenegger signed into law Assembly Bill 32 (Nunez, 2006) (AB 32), The Global Warming Solutions Act, which legislates the 2020 target in Executive Order S-3-05 and calls for California to reduce GHG emissions back to 1990 levels by the year 2020. AB 32 also directed the California Air Resources Board (CARB) to develop a Scoping Plan that details the strategies for attaining the 2020 target. The Scoping Plan was completed in 2008, and is currently undergoing an update that is scheduled for adoption in 2014. The key reduction measures outlined in the AB 32 Scoping Plan, and currently being implemented, include:

- CARB’s GHG Cap-and-Trade Program
- Low Carbon Fuel Standard (LCFS)
- Pavley Clean Car Standards (AB 1493) and Advanced Clean Cars Program
- Transportation-Related GHG Targets and Sustainable Communities Strategies for MPOs (SB 375)
- Renewables Portfolio Standard (RPS)
- Conservation and Energy Efficiency in New and Existing Buildings

The reductions associated with each of these measures and contributions toward the statewide 2020 reduction target are displayed in the chart below. The largest source of GHG reductions is expected to come from the Cap-and-Trade program. The program establishes a declining cap on approximately 85 percent of total statewide GHG emissions. Under the regulations, CARB issues allowances equal to the amount of allowable emissions over a given compliance period, and distributes these to regulated entities. One allowance equals one metric ton of GHGs. Each regulated entity must hold allowances equal to its emissions. Electric generating utilities, electricity importers, and large industrial facilities became subject to the program beginning in 2013, and fuel distributors will be added to the program in 2015. Proceeds from the auctions of allowances under Cap-and-Trade will provide a significant source of new revenue to support GHG reduction measures; activities are currently underway to develop a framework and investment plan for allocating the proceeds.

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2 California Climate Change Portal website: http://www.climatechange.ca.gov/
These AB 32 reduction strategies focus on the areas where the state can have the greatest impact; however, the Scoping Plan also describes the critical role that regional and local governments play in implementing these and other measures in order to meet the 2020 GHG reduction target. SB 375 is the only mandated GHG reduction requirement for MPOs, but SANDAG plays a role in reducing GHG emissions in other ways. The following table summarizes the roles that the state, SANDAG, and local governments each play in implementing the key AB 32 reduction strategies and while not exhaustive, provides an overview.

### Roles in AB 32 Reduction Strategies

<table>
<thead>
<tr>
<th>State Role</th>
<th>SANDAG Role</th>
<th>Local Government Role</th>
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<tr>
<td><strong>Low Carbon Fuel Standard (LCFS)</strong></td>
<td>• Provide forum to address barriers to alternative fuel vehicles and infrastructure&lt;br&gt;• Energy Roadmap Program: fleet assessments</td>
<td>• Expand availability of alternative fuels&lt;br&gt;• Integrate alternative fuel vehicles into gov’t and contracted fleets</td>
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<td>• LCFS regulations&lt;br&gt;• Alternative and Renewable Fuel and Vehicle Technology Program (AB 118)</td>
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<td><strong>Pavley Clean Car Standards (AB 1493) and Advanced Clean Cars Program</strong></td>
<td>• Regional readiness planning for electric vehicles&lt;br&gt;• Installation of electric vehicle charging at transit facilities&lt;br&gt;• Energy Roadmap Program: fleet assessments</td>
<td>• Streamline permitting for electric vehicle charging stations&lt;br&gt;• Integrate electric vehicles into gov’t fleet&lt;br&gt;• Improve traffic flow and efficient driving</td>
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<td>• Vehicle emissions standards&lt;br&gt;• Clean Vehicle Rebate Project incentives for consumers&lt;br&gt;• Alternative and Renewable Fuel and Vehicle Technology Program (AB 118)</td>
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3 Source: California Air Resources Board, *Annual Report to the Joint Legislative Budget Committee on Assembly Bill 32*, January 2013. Note: The Draft 2013 Scoping Plan Update proposes to update the 2020 limit from 427 to 431 MMTCO₂e and modifies the GHG reductions associated with these strategies. The new 2020 limit is based on updated global warming potentials of GHGs in the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report.
<table>
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<tr>
<th>State Role</th>
<th>SANDAG Role</th>
<th>Local Government Role</th>
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<tr>
<td>Transportation-Related GHG Targets and Sustainable Communities Strategies for MPOs (SB 375)</td>
<td>• Set regional targets for per capita GHG reductions from passenger vehicles • Accept SCSs developed by MPOs</td>
<td>• Develop SCS in accordance with SB 375 reduction targets • Provide VMT data to support local climate action planning • Offer smart growth incentives and resources • Energy Roadmap Program: reducing energy through planning and development</td>
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| Renewable Portfolio Standard (RPS) | • RPS targets for utilities:  
  o 20% by 2010  
  o 33% by 2020 | • Coordinated planning with variety of stakeholders via the Regional Energy Working Group • Regional Energy Strategy Goals and actions | • Identify/remove barriers to large-scale renewables • Support grid modernization |
| Conservation and Energy Efficiency in New and Existing Buildings | • Update building energy codes • Comprehensive Energy Efficiency Program for Existing Buildings (AB 758) • Long-Term Energy Efficiency Strategic Plan | • Coordinated planning with variety of stakeholders via the Regional Energy Working Group • Regional Energy Strategy Goals and actions • Energy Roadmap Program: custom management plans, implementation assistance, technical resources | • Retrofit gov’t facilities • Green business networks • Staff training • Revise building codes • Perform energy audits • Offer financing programs |

In the San Diego region, all 19 jurisdictions have completed inventories of GHG emissions from government operations and from the community as a whole. In addition, the Border Environment Cooperation Commission (BECC) has worked with the Center for Climate Strategies to complete GHG inventories for all six Mexican border states. Each inventory identifies sources of emissions, and sets a baseline for evaluating potential reductions. More than half of the local jurisdictions, representing over 75 percent of the region’s population, are developing or have adopted a climate action plan (CAP). A CAP typically includes mitigation measures to reduce GHG emissions toward an identified target, and offers streamlining opportunities for future development projects under the California Environmental Quality Act (CEQA). The table below summarizes each jurisdiction’s climate planning efforts. In addition to the efforts of the 18 cities and the County of San Diego, the Port of San Diego, and the San Diego County Water Authority also have developed GHG inventories and CAPs.
The following sections further describe the state strategy, the current and potential role of SANDAG, and the role of local governments in reducing emissions from the following sectors: transportation, land use, electricity, natural gas end use, water, and solid waste.

**Reducing Emissions from Transportation Sector**

As illustrated in the regional GHG inventory, the transportation sector represents the largest source of GHG emissions (42% in the San Diego region). The AB 32 Scoping Plan outlines three key strategies for reducing emissions from the transportation sector:

- Reduce the miles driven by vehicles
- Increase the efficiency of the vehicles used
- Reduce the carbon content of the fuels used in the vehicles
California’s Strategy for Reducing Emissions from Transportation

The state’s three strategies for reducing transportation emissions are supported by three main policies: SB 375, Advanced Clean Cars program, and Low Carbon Fuel Standard (LCFS).

SB 375 addresses the strategy to reduce vehicle-miles traveled (VMT) by setting targets for MPOs to reduce their region’s GHG emissions from passenger vehicles and light-duty trucks. Each MPO must prepare a “Sustainable Communities Strategy” as part of their federally-mandated Regional Transportation Plan to demonstrate how the region would coordinate land use and transportation planning to meet the targets assigned by CARB.

The Advanced Clean Cars program works to increase vehicle efficiency by combining the control of GHG emissions and other air pollution requirements into a single package of standards. Under the program, by 2025, 1.5 million zero-emission vehicles (ZEVs) will be operating in California and 15 percent of new car sales will be ZEVs. The chart above demonstrates how California’s on-road passenger vehicle fleet is planned to change overtime. In order for the state to meet its clean vehicle goals, new fueling infrastructure to power ZEVs and alternative fuel vehicles must be deployed where little to none exists today.

The LCFS calls for a reduction of at least 10 percent in the carbon intensity of California’s transportation fuels by 2020. The LCFS program is performance-based and allows fuel providers and regulated parties to choose from a mix of strategies to achieve compliance. Strategies include investing in production of low carbon-intensity (low-CI) fuels, purchasing low-CI fuels for blending, purchasing credits from other regulated parties, and banking credits for use in future years.

SANDAG Role in Reducing Emissions from Transportation Planning

In accordance with SB 375, SANDAG developed a Sustainable Communities Strategy (SCS) as an element of the 2050 Regional Transportation Plan (RTP). Although the state’s estimate is that only three percent of GHG reductions are expected to come from all of the California MPOs’ SCSs, SANDAG understands its efforts are an important piece of the overall reduction strategy. The 2050 RTP/SCS describes how the region will meet the per capita GHG reduction targets for passenger vehicle emissions set by CARB. It is important to note that CARB’s targets for MPOs are focused only on the reductions that could come from transportation planning for passenger vehicles, not those reductions that can come from technology improvements made by vehicle manufacturers or cleaner fuels. The passenger vehicle GHG targets for SANDAG are a reduction of 7 percent by 2020, and 13 percent by 2035, from a 2005 baseline year.
The five building blocks of the 2050 RTP/SCS, which was adopted by the SANDAG Board of Directors in 2011, are:

1. A land use pattern that accommodates the region’s future employment and housing needs while protecting habitat and resource areas
2. A transportation network of public transit, managed lanes and highways, local streets, bikeways and walkways
3. TDM strategies to reduce traffic during peak periods
4. Transportation system management to maximize efficiency of the transportation network
5. Innovative pricing policies and other measures to reduce VMT

The 2050 RTP/SCS lays out the strategy to reduce passenger vehicle GHG emissions through several SANDAG programs. These programs include iCommute commuter services and planning studies, San Diego Regional Bicycle Plan and early action program implementation, transit planning, TransNet Smart Growth Incentive Program and Active Transportation Grant Program, a regional transit-oriented development strategy, and a regional Complete Streets Policy. These programs also help local governments implement their CAPs.

In addition to activities to reduce VMT, the 2050 RTP/SCS addresses SANDAG’s role in supporting the state’s strategies for efficient vehicles and low-carbon fuels in the region. Since 2012, SANDAG has provided a forum for local governments and other regional stakeholders to address barriers to deploying alternative fuel vehicles and siting necessary fueling stations. In 2014, SANDAG completed a regional readiness plan for plug-in electric vehicles and charging stations. This effort has expanded to planning for all alternative fuels with a regional alternative fuel plan to be completed in 2016. Through the Energy Roadmap Program, SANDAG has partnered with the San Diego Regional Clean Cities Coalition to offer member agencies customized fleet assessments that evaluate alternative fuel vehicle options available as well as monetary and environmental implications.

Local Government Role in Reducing Emissions from Transportation

Local governments have the ability to influence transportation-related GHG emissions through land use authority, community investments, and municipal operations. In local CAPs, local governments have identified measures to reduce VMT and promote efficient vehicles and alternative fuel use in government operations and throughout the community. Even though emissions from government operations make up a small percentage of a jurisdiction’s overall emissions, the local government can be a leader and help to influence changes in the community by taking steps to reduce internal emissions.

To date, seven jurisdictions in the San Diego region have completed a CAP, while an additional six jurisdictions are in the process of developing one. All of the completed CAPs include one or more measures to reduce VMT in the community. Measures from adopted CAPs in the San Diego region include:

• Expand and improve the transit network and accessibility
• Promote bicycle use by preparing a bicycle master plan and encourage employers to offer bicycle lockers and other facilities
• Work with employers to promote iCommute services and TDM strategies including telework and alternative work schedule options, the guaranteed ride home program, and incentives for alternative commuters
• Reduce parking requirements in smart growth areas and prioritize parking for high-occupancy vehicles
• Implement improvements to smooth traffic flow, reduce idling, and encourage efficient driving techniques

In addition to the measures to reduce VMT within the community, several local governments include measures to reduce VMT associated with employee commutes. These measures include:

• Offer car sharing and/or bike sharing for employees
• Promote the use of the iCommute Guaranteed Ride Home program
• Offer the use of telework or alternative work schedules
• Offer incentives to employees that use alternative commutes

Beyond VMT reduction measures, local government CAPs also address ways to support the state goals for efficient vehicles and alternative fuels. These measures include:

• Replace vehicles in government fleets and fleets of contractors with alternative fuel and hybrid vehicles
• Streamline permitting for electric vehicle charging stations
• Expand the availability and use of alternative fuel vehicles and fueling infrastructure

Reducing Emissions from Land Use

Land use decisions impact nearly all sources of GHG emissions. Smart growth development brings people closer to more destinations and supports low-carbon travel choices (public transit, carpooling, walking, and biking). Mixed use, compact developments also result in reduced per capita demand for electricity, heating, and cooling. There are also co-benefits of land use and transportation strategies beyond GHG reductions, including preservation of agricultural land, open space, and habitat; improved water quality from reduced development-related pollutant sources; positive health effects; and the reduction of smog forming pollutants. This section also includes land use strategies to expand tree planting and other urban greening efforts, which have benefits of carbon sequestration, meaning trees uptake and store carbon from the atmosphere as they grow.

California’s Strategy for Reducing Emissions from Land Use

AB 32 and SB 375 emphasize the need for more compact land use patterns to achieve GHG reductions, but recognize that land use planning and urban growth decisions are areas where implementation of the Scoping Plan relies on local governments. Given local land use authority, the state’s primary strategy for influencing land use and transportation planning to reduce GHG emissions is to support the MPOs and local jurisdictions’ efforts to meet the SB 375 targets. Additionally, the Scoping Plan outlines a strategy to promote sustainable forests by using sustainable management practices and investing in tree-planting.
SANDAG Role in Reducing Emissions from Land Use

The SANDAG Regional Comprehensive Plan (RCP), adopted in 2004, is based on principles of smart growth and sustainability, which focus on better urban design, walkability, and compact growth near transit. A key goal of RCP implementation is to provide incentives and assistance to local member agencies with land use authority to encourage smart growth development in areas on the Smart Growth Concept Map. Through the Smart Growth Tool Box, the TransNet Smart Growth Incentive Program, the TransNet Active Transportation Grant Program, and transportation investments included in regional transportation plans, SANDAG provides planning and financing tools to local jurisdictions. Grant funding criteria addresses several project elements, including sustainability, which encourages energy conservation and sustainable landscaping in project design. Additionally, through the Energy Roadmap Program, SANDAG provides resources to reduce energy use through planning and development.

Local Government Role in Reducing Emissions from Land Use

Local governments have the authority to decide how and where land is developed to accommodate population growth. The figures below show the region’s projected housing and job growth based upon local general plans in 1999 (left) and 2013 (right). Over 14 years, local plans have been updated to concentrate growth within the urbanized areas of the region, closer to existing and planned transportation infrastructure, while increasing land area dedicated to open space and habitat preservation. These land use changes implement the vision and goals set in the RCP, adopted by SANDAG in 2004, collectively moving the region toward more compact development, more open space preservation, and reduced GHG emissions.

Comparison of Housing and Job Growth Projected in 1999 vs. 2013

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5 Projected housing and job growth in 1999 (left) and 2013 (right) based upon the SANDAG Series 9 and 13 Regional Growth Forecasts.
In local CAPs, several jurisdictions have highlighted land use-related strategies to reduce GHG emissions, many of which overlap with strategies to reduce VMT described in the previous section. Examples of strategies from adopted CAPs include:

- Implement smart growth design principles in targeted areas, such as transit stations, mixed use areas, and near retail and employment centers
- Revise zoning designations, development standards, and design guidelines to promote sustainable and smart growth land use patterns
- Develop and offer incentives, such as reduced parking requirements or expedited permit processing, for mixed use, transit-oriented, and affordable housing projects in designated SANDAG Smart Growth Opportunity Areas
- Preserve and increase the amount of urban forest and tree planting

**Reducing Emissions from Electricity**

Electricity use is responsible for 23 percent of the San Diego region’s GHG emissions. Even prior to climate change policy, California has long been a leader in improving building energy efficiency and promoting the use of renewable energy sources. California’s per capita energy consumption is among the lowest in the country and has remained relatively constant since 1974; this has been achieved through building codes and appliance standards, incentive programs, design and installation training, and public outreach. In 1996, the state began incentivizing customer-side renewable energy technologies, and in 2002, established the first Renewable Portfolio Standard (RPS) for the investor-owned utilities (IOUs). In order to achieve energy and climate goals, Californians at all levels will need to play a part. The key strategies to reduce GHG emissions from electricity are consistent with the state’s loading order, and include:

- Conservation and energy efficiency in new and existing buildings
- Low carbon distributed generation
- Large scale renewable energy sources

**California’s Strategy for Reducing Emissions from Electricity**

The state’s strategy to reduce electricity-related GHG emissions involves the coordination of several state agencies including the California Public Utilities Commission (CPUC), the California Energy Commission (CEC), and CARB. To improve energy efficiency, the AB 32 Scoping Plan calls for maximizing building and appliance standards, pursuing new technologies and policy mechanisms, and continuing investments from electricity providers in energy efficiency programs.

In 2008, the CPUC led the development of the California Long-Term Energy Efficiency Strategic Plan (LTEESP) to achieve maximum energy efficiency savings across all sectors, including local government. Updated in 2011, LTEESP identifies four “Big Bold Energy Efficiency Strategies” to help meet AB 32 GHG reduction targets:

1. All new residential construction in California will be zero net energy (ZNE) by 2020

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6 California Energy Commission, Comprehensive Energy Efficiency Program for Existing Buildings: energy.ca.gov/ab758/
7 California IOUs are San Diego Gas & Electric (SDG&E), Pacific Gas & Electric (PG&E), Southern California Electric (SCE) and Southern California Gas (SCG).
2. All new commercial construction in California will be ZNE by 2030
3. Heating, ventilation, and air conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California’s climate
4. All eligible low-income customers will be given the opportunity to participate in the low income energy efficiency program by 2020

The state’s IOUs, regulated by the CPUC, implement energy efficiency programs that target both residential and non-residential sectors in support of LTEESP. Additional programs that support the LTEESP include AB 758 (Skinner, 2009) and the state’s Building Energy Efficiency Standards. AB 758 requires the CEC to develop and implement a comprehensive energy efficiency plan for all existing residential and commercial buildings. The Building Energy Efficiency Standards are updated on a roughly three-year cycle and become more stringent and closer to ZNE buildings with each revision. Additional funding to support energy efficiency came in 2012 when voters approved the California Clean Energy Jobs Act (Proposition 39). Proposition 39 money will be used to support energy efficiency and clean energy projects in California’s K-12 public schools and community colleges pursuant to SB 73 (Skinner, 2013).

California’s renewable energy activities have targeted both small-scale, distributed generation as well as larger, utility-scale renewable generation. Expansion of small-scale distributed generation, including rooftop solar photovoltaic (PV), fuel cells, gas turbines, and advanced energy storage, has been primarily driven by incentive programs. Programs include California Solar Initiative, New Solar Homes Partnership, and Self-Generation Incentive Program. Governor Brown has set a goal for 12,000 megawatts (MW) of distributed renewable generation by 2020; so far, 4,400 MW has come online. The Renewable Portfolio Standard (RPS) is another key measure for achieving the AB 32 target; it required California utilities to serve 20 percent of their customers’ electricity needs with large-scale, clean renewable energy by 2010, which has been achieved, and 33 percent by 2020.

**SANDAG Role in Reducing Emissions from Electricity**

While state agencies have significant authority over electricity programs, SANDAG focuses on opportunities that SANDAG and its member agencies could take advantage of to influence electricity savings and GHG reductions in the region. SANDAG does this through coordinated planning with a variety of stakeholders through the Regional Energy Working Group and providing resources to member agencies through a Local Government Partnership (LGP) with San Diego Gas & Electric (SDG&E). The SANDAG Regional Energy Strategy (RES) outlines several goals that support the state’s efforts to reduce electricity-related GHG emissions while considering other factors such as cost effectiveness and impacts to the power grid. Three of the six Priority Early Actions from the RES are related to electricity:

- Pursue a comprehensive building retrofit program to improve efficiency and install renewable energy systems
- Create financing programs to pay for projects and improvements that save energy

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8 Title 24, Part 1, Chapter 10 and Part 6, and affected provisions in Part 11 (Cal. Green Building Standards Code)
9 A megawatt is equal to 1,000 kilowatts or one million watts. One megawatt is enough electrical capacity to power about 1,000 average homes in California.
• Utilize the SANDAG-SDG&E LGP to help local governments identify opportunities and implement energy savings at government facilities and throughout their communities

The SANDAG LPG, the Energy Roadmap Program, is one component of SDG&E’s portfolio of energy efficiency programs. Through the Energy Roadmap Program, SANDAG offers custom energy management plans for member agencies that do not have an LPG. Nearly all member agencies have a completed Roadmap, and several are working on implementation. To support cities with implementation of the energy conservation measures identified through the Roadmap program, SANDAG has an energy engineering firm under contract to offer assistance to cities with energy efficiency project specifications, procurement, and applications for rebates, incentives, and financing. SANDAG serves as a resource for local governments that do not have energy or climate change staff.

Local Government Role in Reducing Emissions from Electricity

The state’s LTEESP describes goals for local governments to be leaders in energy efficiency by leveraging their authorities and opportunities to lead by example and influence their communities. These goals have been supported by investment in LGPs from utility energy efficiency programs. In the San Diego region, the following agencies have an LPG with SDG&E: cities of San Diego and Chula Vista, County of San Diego, Port of San Diego, and SANDAG (offering services to non-LGP member agencies). Through their LGPs, public agencies retrofit their facilities, facilitate green business networks, train government staff on energy concepts and building code updates, develop electricity components of CAPs, and participate in regional collaborative programs.

Local CAPs recognize the role that energy efficiency and renewable energy play in reaching GHG reduction goals. Examples of strategies from CAPs to reduce electricity-related emissions include:

• Revise building codes to require new and renovated buildings to increase their energy efficiency and meet statewide green building standards
• Encourage solar PV on new homes and commercial buildings
• Perform energy audits of existing buildings by utilizing key trigger points such as time of sale
• Offer financing programs to help offset upfront cost of energy retrofit and renewable energy projects
• Support modernization of the power grid to provide more real-time information to consumers
• Establish requirements for energy efficiency and renewable energy at municipal facilities
• Promote SDG&E rebate and incentive programs for all customers
• Identify and remove barriers to large-scale renewable energy production

Reducing Emissions from Natural Gas End Use

Natural gas end uses account for 8 percent of GHG emissions in the San Diego region, the third largest source after transportation and electricity. These emissions primarily come from natural gas combustion for hot water, space heating, cooling, cooking, and other uses in residential and commercial buildings. GHG emissions associated with power generation from natural gas power plants are accounted for in the electricity sector data.
California’s Strategy for Reducing Emissions from Natural Gas End Use

In the AB 32 Scoping Plan, the state sets a target for reducing natural gas use by 800 million therms from business as usual through energy efficiency. Several of the strategies described above for improving electricity efficiency in buildings also apply to natural gas savings. One key source of natural gas emissions is heating hot water. Solar hot water heating is one technology that has been identified to implement the state’s targets for ZNE buildings. Solar hot water heating systems offset the use of natural gas, and typically reduce the need for conventional water heating by about two-thirds. The Solar Hot Water and Efficiency Act of 2007 authorized a 10-year, $250-million incentive program with a goal of 200,000 systems installed by 2017.

Combined heat and power (CHP), or cogeneration, is another state priority for reducing GHG emissions and using natural gas as efficiently as possible. CHP systems, which generate onsite electricity and heat in a single system, are typically used in industrial, commercial, and institutional applications where both electricity and steam are required. Governor Brown set a goal for 6,500 MW of additional CHP capacity by 2030, which builds upon the Scoping Plan’s goal of 4,000 MW of new CHP by 2020.

SANDAG Role in Reducing Emissions from Natural Gas End Use

The RES has a goal related to efficiency of natural gas power plants; however, the goal does not currently address natural gas end uses. In the 2014 technical update of the RES, one of the recommendations is to broaden the natural gas goal to address end-user energy efficiency and other pertinent issues. Through the Energy Roadmap Program, SANDAG works with local governments to identify strategies to reduce natural gas use in their own facilities and in the community.

Local Government Role in Reducing Emissions from Natural Gas End Use

For reducing emissions from natural gas end-uses, strategies are similar to those described above for electricity efficiency. Measures from local CAPs include:

- Revise building codes to require new and renovated buildings to increase their energy efficiency and meet statewide green building standards
- Perform energy audits of existing buildings by utilizing key trigger points such as time of sale
- Offer financing programs to help offset upfront cost of energy retrofit and renewable energy projects
- Promote SDG&E rebate and incentive programs for all customers
- Support increased use of solar hot water heating in residential, pool, and commercial uses

Reducing Emissions from Water Sector

Emissions generated from water use are primarily accounted for in the electricity and natural gas sectors of the GHG inventory resulting from electricity used for transport, distribution, treatment, and pumping of water; and natural gas used for heating water. Two percent of the region’s overall emissions come from emissions associated with the conveyance of water from outside sources to the San Diego region. Because of the close relationship between energy and water, strategies that save water generally save energy as well. This is especially true for the San Diego region since most of the region’s water is imported from either the Colorado River or from Northern California via the
California's Strategy for Reducing Emissions from Water Sector

The state's overall goal is to promote efficient use of water and use cleaner energy sources to move and treat water. The AB 32 Scoping Plan recognizes that water conservation is critical to making the state's water supply more reliable and drought resistant. California's 2009 Water Conservation Act (Senate Bill x7-7) sets a goal to reduce per capita water use by 20 percent by 2020. The state also has set goals for increasing recycled water and stormwater usage, which have been supported by over $1.15 billion in infrastructure grant and loan programs. Additional investments from the state have supported regional collaborative efforts to develop water management plans, diversify regional water portfolios, and increase self-reliance. The state also recognizes that efforts to conserve water are critical for both reducing GHG emissions and building resilience to impacts of climate change, such as high temperatures and severe drought.

SANDAG Role in Reducing Emissions from Water Sector

The San Diego County Water Authority (SDCWA) is the agency responsible for ensuring reliable supplies of water to the San Diego region. SANDAG coordinates with SDCWA to ensure consistency among the various regional planning efforts. Through the Energy Roadmap Program, SANDAG also provides resources to local governments on the water-energy nexus and ways to save water and energy. The RES has a goal to reduce water-related energy use, and the SDCWA has participated in discussions on the topic at Regional Energy Working Group meetings.

Local Government Role in Reducing Emissions from Water Sector

Local governments can leverage their authority and encourage residents and businesses to conserve water by adopting building codes with increased water efficiency, coordinating with the local water district and/or SDCWA on programs and incentives available to residents and businesses, and demonstrating leadership by saving water in government facilities. Some cities already require residents to update water fixtures to low-flow models at point-of-sale. Other measures to reduce water-related GHG emissions in local CAPs include:

- Promote use of low-flow fixtures, dual flush toilets, and water efficient appliances
- Encourage water rate structures that support water conservation
- Promote water conserving landscaping such as turf lawn conversion and drought tolerant plants
- Coordinate with local water districts on outreach programs and use of rain barrels and gray water systems
- Expand reclaimed water use in landscaping

Reducing Emissions from Solid Waste

Solid waste contributes 4 percent to the San Diego region's total GHG emissions, which comes from methane emissions at landfills and wastewater treatment. The state has a goal (set by Assembly Bill 341 in 2011) for diverting 75 percent of waste from landfills (through recycling, composting, or source reduction) by the year 2020 and capturing methane from landfills to further reduce GHG emissions. The role that SANDAG plays in waste management is limited, as it is not responsible for any landfills in the region. In keeping with state waste reduction goals, SANDAG has established internal measures to significantly lessen the amount of paper printed for internal and external meetings and works with the
building owner to implement a comprehensive recycling program. Local governments can adopt codes and standards that increase construction waste diversion, recycling, green waste programs, and composting. Many local governments have contracted waste services for their jurisdiction and can work with the waste service provider on strategies to reduce GHG emissions.

**Adaptation - Preparing for Impacts of Climate Change**

Even with the mitigation measures described in the previous sections, the current levels of GHGs in the atmosphere have already resulted in changes to the climate and will continue to do so. California has recognized the need to prepare communities for the effects of climate change by identifying ways to adapt and make communities resilient to climate impacts. The state has taken a leadership role in providing guidance for identifying vulnerabilities and addressing the major impacts of climate change at the state, regional, and local level. The sections below describe California's climate adaptation planning efforts, the role that SANDAG plays in preparing for climate change, and the ways local governments are considering adaptation in their climate action planning efforts.

**California Climate Adaptation Planning**

In 2008, Governor Schwarzenegger issued Executive Order S-13-08 which directed the California Natural Resources Agency, in coordination with other state agencies, to complete the first California Sea-level Rise Assessment Report, develop a state Climate Adaptation Strategy, and coordinate with the Governor's OPR to provide land use planning guidance related to sea-level rise and other climate change impacts. The 2009 California Climate Adaptation Strategy was the result of a coordinated effort among several state agencies and used the best available science to describe the impacts, risks, and strategies for climate adaptation in the following sectors:

- Ocean and Coastal Resources
- Public Health
- Biodiversity and Habitat
- Water Management
- Agriculture
- Forestry
- Transportation and Energy Infrastructure

In December 2013, the Natural Resources Agency released an update to the 2009 strategy called *Safeguarding California: Reducing Climate Risk*. After the public review process, the Safeguarding California Plan is expected to be adopted in 2014. In addition to the Natural Resources Agency, other state agencies have prepared guidance documents for considering climate change adaptation in planning and decision-making at the local and regional level. The following sections describe the best practices identified by the state for climate adaptation with regards to ocean and coastal resources, extreme heat, wildfire, biodiversity/habitat, and water management.

**Ocean and Coastal Resources**

In March 2013, the Coastal and Ocean Working Group of the California Climate Action Team released guidance and policy recommendations for incorporating sea-level rise (SLR) projections into planning and decision-making for projects. The guidance is based on the findings of the June 2012 National Research Council (NRC) report: *Sea-Level Rise for the Coasts of California, Oregon, and*
Washington, which include the following ranges over three time horizons for areas south of Cape Mendocino:

- 2000-2030: 4 to 30 cm (0.13 to 0.98 ft.)
- 2000-2050: 12 to 61 cm (0.39 to 2.0 ft.)
- 2000-2100: 42 to 167 cm (1.38 to 5.48 ft.)

In coordination with the other state adaptation strategies, the California Coastal Commission (CCC) released *Draft Sea-Level Rise Policy Guidance* in October 2013 that recommends steps for addressing SLR in CCC planning and regulatory actions. The policy guidance describes the best available science on SLR and provides step-by-step guidance on how to address SLR in new and updated Local Coastal Programs and Coastal Development Permits, which are the fundamental land use planning and regulatory governing mechanisms in the coastal zone.

**Extreme Heat**

The *State of California Extreme Heat Adaptation Interim Guidance Document* provides projections for increased temperatures and extreme heat events in California. Most of the research on climate change and extreme heat for California has come from the Scripps Institute of Oceanography at University of California, San Diego. Projections include annual temperature increases of up to 5 degrees by 2030 and up to 10 degrees by the end of the century. The historic average for urban regions across the state is 4 extreme heat days per year. The report indicates that San Diego is expected to be impacted more severely than other cities with 76 extreme heat days in 2050 and 129 extreme heat days in 2099. These heat events will have considerable health risks to the population. In order to prepare and safeguard the community for extreme heat events, the report offers the following recommendations:

- Incorporate cooling strategies for indoor and outdoor environments into building design, including porous materials and green infrastructure
- Consider potential heat health risks posed by climate change in state and local hazard mitigation plans, improve heat alerts, improve community resiliency (ability to withstand climate impacts), particularly in vulnerable communities, and protect the energy grid
- Increase preparedness of the health care system and protect workers at risk of extreme heat

**Wildfire**

Southern California already experiences wildfires, and changes to the frequency and severity will depend on factors including shifts in vegetation, Santa Ana wind behavior, temperature increases, and decreased moisture due to longer periods of drought\(^{11}\). The *CA Climate Adaptation Strategy* recommends firefighting agencies include climate change impact information in fire program planning. Enhanced wildfire risk from climate change will likely increase public health and safety risks, property damage, fire suppression and emergency response costs, and impacts to water quality and vegetation/habitat.

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**Biodiversity/Habitat**

Impacts of climate change such as SLR, loss of wetlands, wildfire, warmer temperatures, and drought can dramatically alter terrestrial and freshwater aquatic habitats and the species that depend on them. The *CA Adaptation Planning Guide* identifies strategies for addressing climate impacts on biodiversity and habitat and recommends local agencies work with their communities to:

- Identify and protect locations where native species may shift or lose habitat
- Collaborate with agencies managing public lands to identify, develop, or maintain corridors and linkages between undeveloped areas
- Use purchase of development rights or conservation easements to protect vulnerable habitats

**Water Management**

Climate impacts on water management include altered timing and amount of precipitation as well as increased temperatures that influence the availability of water supply. The *CA Adaptation Planning Guide* describes strategies for limiting community exposure to threats such as flooding or landslides as well as measures to reduce local water use in response to water supply limits from reduced snowpack, reduced precipitation, or drought. The guide recommends that local jurisdictions update general plan safety elements and local hazard mitigation plans to reduce potential losses of life and property from flooding and landslide risk. Strategies to conserve water work as both mitigation and adaptation strategies and include implementing a recycled water program, using pricing to reduce consumption demand, and restoring natural groundwater supplies for water storage.

**SANDAG Role in Adaptation Planning**

The 2050 RTP/SCS recognizes that the region is and will continue to be affected by the impacts of climate change. Specifically, the SCS chapter identifies the following actions to support implementation:

- To the extent possible, address climate adaptation issues in the design of new projects, and when improvements are made to existing infrastructure
- Evaluate the feasibility of developing preliminary maps that identify transportation infrastructure that could be vulnerable to environmental changes to climate change, including precipitation, heat, and sea-level rise

Recognizing that climate impacts extend beyond jurisdictional and international boundaries, the 2009 and 2010 binational seminars, supported by the Committee on Binational Regional Opportunities (COBRO) focused on climate change and opportunities for crossborder collaboration. The seminars resulted in recommendations on ways to continue collaborative work on climate change by agreeing on priority actions and sharing information on local and regional efforts.

**Considering Climate Change Impacts on Transportation Infrastructure**

SANDAG has begun to consider impacts of climate change as projects are designed, built, and maintained, recognizing the importance of protecting infrastructure investments. In order to inform the North Coast Corridor Program, SANDAG and Caltrans commissioned a *San Diego Region Coastal Sea-level Rise Analysis Report*. The Report describes future scenarios for SLR along the region's coastline based on the latest and most relevant scientific reports and guidance, offers design water
level guidance for local projects, an adaptive management strategy, and general conclusions and recommendations.

In February 2013, Caltrans released a guide for MPOs and Regional Transportation Planning Agencies in *Addressing Climate Change Adaptation in Regional Transportation Plans*. The guide describes the need for considering long-term impacts of climate change on transportation infrastructure projects, which typically have long service life, as well as condition and vulnerability of existing facilities. The guide identifies impacts to transportation infrastructure of SLR, increase in intense precipitation events, and higher temperatures and extreme heat events. The SLR impacts include coastal erosion, coastal and inland tidal zone road flooding, bridge scour, and railway flooding. Impacts from intense precipitation events comprise railway and roadway flooding, landslides, and bridge scour. Impacts from higher temperatures and extreme heat include highway asphalt rutting, asphalt and rail buckling, concrete deterioration, limits on periods of construction activity, increased thermal expansion of bridges, vegetation/biodiversity changes, and increase in wildfires and mudslides. Caltrans recommends that MPOs identify locations of roadway, bridges, and railway vulnerable to these impacts and address the vulnerabilities in transportation plans, design, and operations/maintenance.

*Shoreline Preservation*

Recognizing the need for regional coordination to address beach erosion issues along the coastline, SANDAG facilitates collaboration on beach building and maintenance through the shoreline management program. The Shoreline Preservation Working Group helps to inform SANDAG on issues related to the implementation of the Shoreline Preservation Strategy and beach replenishment opportunities. The CCC Draft Sea-level Rise Policy Guidance identifies beach replenishment and nourishment as an adaptation strategy for addressing impacts of SLR on shorelines.

*Habitat Conservation*

The TransNet Environmental Mitigation Program (EMP) funds habitat-related environmental mitigation activities required to implement projects from the RTP including purchasing, conserving, and restoring native habitats as offsets to disturbances caused by transportation projects. The EMP is also helping to fund research and regional coordination on ways to build resiliency among species and habitats. The San Diego Management and Monitoring Program recently completed a Management Strategic Plan (MSP) for Conserved Lands in Western San Diego County, providing a comprehensive approach for management of multiple plant and animal species. A component of the MSP addresses regional threat and stressor management, including fire, invasive species, urban edge, habitat fragmentation, human use of preserves, nitrogen deposition, and cumulative stressors. Many of these threats and stressors are either directly or indirectly related to climate change and the MSP offers goals and objectives for building resiliency to these effects of climate change.

*Local Government Role in Adaptation Planning*

Local governments play a key role in assessing vulnerabilities to climate change in their communities and identifying and implementing strategies to prepare communities for these impacts. While most CAPs are focused on strategies to reduce GHG emissions, some local governments are recognizing that preparing for inevitable impacts of climate change is equally important. Strategies included in CAPs related to adaptation include:
• Reduce urban heat island impacts through cool paving, shade trees, green/cool roofs, and reflective materials
• Decrease water use through low impact development, water recycling, landscape ordinances, and education for residents
• Prevent stormwater pollution through landscape and construction site water waste reductions and designing stormwater structures to accommodate future precipitation regimes
• Prepare for wildfires through outreach and education to residents, updating emergency response plans and hazard mitigation plans to consider climate change, encourage fire retardant materials and plants, and improve development standards to reduce fire risk at the urban/wildland interface
• Prepare the public for extreme heat events through air quality and extreme heat notifications, targeting vulnerable communities, and offering cool zones for residents
• Use existing species conservation planning processes to protect biodiversity and habitats that are threatened by climate change
• Update environmental review procedures to consider sea-level rise in coastal developments

In addition to individual CAP measures, local governments have worked collaboratively to address impacts of climate change. Specifically, the local governments that border the San Diego Bay worked together to complete the Sea-level Rise Adaptation Strategy for San Diego Bay in January 2012. The steering committee for the study included representatives from the five cities around the bay (Chula Vista, Coronado, Imperial Beach, National City, and San Diego), as well as the Port of San Diego and the San Diego County Regional Airport Authority. The strategy includes a vulnerability assessment and list of comprehensive strategies to assess the vulnerabilities.

Interrelationships to Other Policy Areas

Climate change is related to several other policy areas of the Regional Plan, and these interrelationships offer co-benefits where strategies to address climate change also benefit other policy goals; however, there are some areas where strategies to address climate change could conflict with other policy goals. The following sections describe how climate change is interrelated to economics, public health, and social equity considerations.

Economics and Climate Change

Taking steps to mitigate climate change can assist with many of the other objectives in the Regional Plan, and can result in substantial economic benefits. For example, changes in land use regulations, zoning, and transportation infrastructure intended to reduce transportation GHG emissions can create denser, mixed-use, multimodal communities that can serve the growing populations of younger professionals, singles, and seniors. These changes also can lead to better health outcomes, and to easier access to schools, jobs, and recreation, increasing economic opportunities for those with limited resources. Efforts to improve energy and water efficiency can have substantial positive benefits to the San Diego economy, by saving money and stimulating job creation in the energy contractor and engineering fields since the improvements must be installed and maintained by a local workforce. Benefits to job growth also come from the “Cleantech” sector, which produces products and services related to renewable energy, energy efficiency, clean transportation, and smart grid. In the San Diego region roughly 8,000 jobs, with an average wage of over $87,000, are in the “Cleantech” sector.12

12 SANDAG, Traded Industry Clusters in the San Diego Region, July 2012
Assessing and preparing for vulnerabilities of drought and severe weather now can have substantial economic benefits in the future. Climate change has the potential to present substantial costs to the San Diego region, from severe impacts of SLR and increased storm activity on the region’s oceanfront, to the impact on energy needs, agricultural disruption, and public health. There is considerable uncertainty as to the timing and severity of these impacts, and to our ability to avoid or mitigate them, and/or adapt to them should they occur to any substantial degree. Technological and engineering solutions of varying cost and effectiveness could mitigate many of the effects, but it is likely that behavioral changes may be required as well.

**Public Health, Social Equity, and Climate Change**

Public health, social equity, and climate change are policy areas that are closely connected. Goals and objectives for creating a healthy community and improving quality of life for all residents closely align with those for addressing climate change. Many of the key strategies for reducing GHG emissions can also improve health and have the potential to increase quality of life for all people regardless of age, race, color, national origin, income, or physical agility. These strategies and co-benefits are summarized in the following table.

<table>
<thead>
<tr>
<th>GHG Reduction Strategies and Potential Co-Benefits</th>
<th>Potential Health/Social Equity Co-Benefits</th>
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<tbody>
<tr>
<td>Reduce VMTs</td>
<td>• Reduce air pollution</td>
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<tr>
<td></td>
<td>• Increase physical activity</td>
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<tr>
<td></td>
<td>• Reduce chronic disease (such as asthma and heart disease)</td>
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<tr>
<td></td>
<td>• Improve mental health</td>
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<tr>
<td></td>
<td>• Improve access to low-cost alternative transportation options</td>
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<tr>
<td>Increase fuel efficiency and use of cleaner fuels in vehicles</td>
<td>• Reduce air pollution</td>
</tr>
<tr>
<td>Reduce emissions through land use changes such as more compact growth</td>
<td>• Increase physical activity</td>
</tr>
<tr>
<td></td>
<td>• Reduce chronic disease</td>
</tr>
<tr>
<td></td>
<td>• Increase local access to essential services (affordable housing, jobs, amenities)</td>
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<tr>
<td></td>
<td>• Enhance safety for biking and walking with reduced vehicle speeds and reduced collisions</td>
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<tr>
<td>Reduce residential building energy and water use</td>
<td>• Reduce household energy costs (especially beneficial for low-income households)</td>
</tr>
<tr>
<td></td>
<td>• Promote healthy homes</td>
</tr>
<tr>
<td></td>
<td>• Create local green jobs</td>
</tr>
<tr>
<td></td>
<td>• Promote cooler communities through shade trees and cool pavements</td>
</tr>
<tr>
<td>Urban greening</td>
<td>• Reduce temperature and urban heat island health effects</td>
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<tr>
<td></td>
<td>• Reduce air pollution</td>
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<tr>
<td></td>
<td>• Reduce noise</td>
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<tr>
<td></td>
<td>• Enhance safety</td>
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While there are many co-benefits among strategies that reduce GHG emissions, improve public health, and address social equity, there are some important considerations that must be made in order to avoid negative impacts on public health and social equity:

- Use of zero-emission or fuel efficient vehicles reduces GHG emissions, but has no change on sedentary lifestyles that contribute to chronic disease and does not address the needs of the populations that do not drive or cannot afford to own and operate a vehicle.
- Increasing density must be coupled with addressing green space and tree canopy needs in order to avoid the unintended consequence of increasing urban heat island effects, as well as increased housing costs and gentrification of existing communities.
- Implementation of building efficiency standards also must consider adequate ventilation and other components of healthy housing.
- Increasing renewable energy sources for electricity also must consider impacts to electricity costs, particularly on low-income residents.

Impacts to public health from climate change include increased heat-related illnesses; increased asthma, allergies, and other cardiovascular and respiratory diseases due to poor air quality; disruption in food and water supply due to drought and severe weather; and population displacement due to wildfire or sea-level rise. Impacts from climate change will not affect all communities in the same way; in particular, the health impacts of climate change may disproportionately affect vulnerable populations including: children, the elderly, people with chronic illness, low-income, and those unable to afford food or fuels for cooling and transportation. Working to create healthy communities builds a foundation for resiliency to climate impacts that benefits all segments of the population, including vulnerable populations.

Auction proceeds from CARB’s Cap-and-Trade program will help to benefit disadvantaged communities. Senate Bill 535 requires that CARB identify disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria, and that at least 25 percent of auction proceeds be allocated to projects that benefit these communities. Additionally, at least 10 percent of the proceeds must be allocated to projects located in the disadvantaged communities.

**Recommendations**

Based on the state’s strategy and the roles that SANDAG and local governments have in addressing climate change, there are opportunities for regional collaboration on strategies to coordinate on a consistent approach to climate change in the San Diego region. The following recommendations describe ways that SANDAG can work together with member agencies and other stakeholders to reduce GHG emissions, prepare for climate impacts, and increase education and awareness.

**Reducing GHG Emissions**

- Ensure that efforts to reduce VMT at the regional and local level are done in a coordinated manner and that the SCS and local CAPs are complementary.
- Make jurisdictional VMT data accessible to local governments and assist in identifying VMT reduction strategies for local CAPs that are consistent with the SCS and leverage other SANDAG plans and programs.
Integrate regional planning for plug-in electric vehicles and alternative fuels into local CAPs
Continue to provide planning resources to support local governments efforts to implement smart growth and technical support for demonstrating associated GHG emission reductions
Continue and expand the Energy Roadmap Program to offer resources to local governments on ways to save energy in government operations and in the community
Coordinate with SDCWA to provide resources for local governments on the water-energy nexus and strategies to save water and energy that implement CAPs
Collaborate on education, outreach, and consistent messaging on ways residents and businesses can help reduce GHG emissions

Preparing for Climate Impacts
Use the Caltrans guide, Addressing Climate Change Adaptation in Regional Transportation Plans, to identify locations of infrastructure vulnerable to climate impacts and address the vulnerabilities in transportation plans, design, and operations/maintenance
Replicate the process that was used to create the Sea-level Rise Adaptation Strategy for the San Diego Bay for other areas of adaptation and resiliency, such as sea-level rise along the shoreline, wildfires in inland areas, and water conservation
Partner with other regional entities such as the SDCWA, bordering counties, Mexico, military, and tribal nations on adaptation and resiliency, and agree on priority aspects of climate change collaboration, including mitigation, adaptation, and education strategies
Integrate climate change considerations into existing planning processes, such as habitat planning, emergency response, hazard mitigation, and public health planning
Collaborate on education and outreach for the general public on impacts of climate change in communities and on ways to prepare for impacts

C. ADDRESSING CLIMATE CHANGE IN THE SAN DIEGO REGION

There are many efforts underway in the San Diego region that are planning and implementing strategies to address climate change. This section further describes the ways SANDAG and local governments are addressing climate change in the San Diego region, both individually and collaboratively. In addition to the plans and programs described below, there are numerous private and non-profit organizations that are taking action on climate change.

SANDAG Plans and Programs

2050 Regional Transportation Plan/Sustainable Communities Strategy (2011)
The 2050 RTP/SCS demonstrates how development patterns and the transportation network, policies, and programs can work together to achieve the GHG emission targets for cars and light trucks established by CARB. The SCS also contains additional energy and climate actions that go beyond the transportation emission reductions required by SB 375.

Regional Energy Strategy (2009, 2014 Technical Update)
The RES establishes goals for the San Diego region to be more energy efficient, to increase use of renewable energy sources, and to enhance the region’s energy infrastructure so that we are able to meet growing energy demand. The San Diego region has a history of developing an energy strategy
going back to 1979, with updates occurring through the 1980s, 1990s, and in 2003. The 2009 RES was developed in response to increasing scientific and policy focus on global climate change and in light of the significant policy changes and implementation programs affecting the electricity, natural gas, and transportation sectors. In order to inform San Diego Forward: the Regional Plan, SANDAG undertook a technical update of the RES, which demonstrates progress since 2009 toward RES goals, identifies data and monitoring methods for each goal, and provides recommendations for continued progress.

**Climate Action Strategy (2010)**

The Climate Action Strategy is a guide for SANDAG on climate change policy. The strategy identifies a range of potential policy measures – “tools in the toolbox” – for consideration as SANDAG updates long-term planning documents like the Regional Transportation Plan and Regional Comprehensive Plan, and as local jurisdictions update their General Plans and other community plans. The Strategy helped SANDAG identify land use, transportation, and related policy measures and investments that could reduce GHG from passenger cars and light-duty trucks as part of the development of a Sustainable Communities Strategy for the 2050 RTP/SCS in compliance with Senate Bill 375. Potential policy measures also are identified for buildings and energy use, protecting transportation and energy infrastructure from climate impacts, and to help SANDAG and local jurisdictions reduce greenhouse gases from their operations.

**Riding to 2050, the San Diego Regional Bicycle Plan (2010) and Bike Early Action Program**

The San Diego Regional Bicycle Plan is a strategy for making the bicycle a more useful form of transportation for everyday travel. The Plan describes the regional bicycle network as a component of the multimodal regional transportation system included in the RTP/SCS as well as the programs that are necessary to support the network. Implementation of the plan is key to achieving the GHG reduction goals of the SCS and supporting improved public health through active transportation.

When the SANDAG Board of Directors adopted the 2050 RTP/SCS, it committed to developing an early action program for projects included in the Regional Bicycle Plan. In September 2013, the Board approved the Regional Bike Plan Early Action Program with the overall goal to implement Bike Plan Network High Priority Projects within 10 years, and execute programs to support the network investments.

**Transportation Demand Management Program, iCommute Commuter Services**

TDM refers to programs and strategies that manage and reduce traffic congestion by encouraging the use of transportation alternatives. SANDAG coordinates a number of programs that are increasing the number of commuters who carpool, vanpool, take transit, bike, walk, and telework. These activities are facilitated through the iCommute program. The goal of iCommute is to manage and reduce traffic congestion, as well as reduce GHG emissions and other environmental pollutants that result from commuters driving alone each day. Managing the demand for our roadways is a cost-effective method for improving the daily commute while also improving the quality of life across the region.

SANDAG works closely with Caltrans, the Metropolitan Transit System, North County Transit District, and all 19 jurisdictions within the region. Programs and services provided by iCommute include free, online ridematching, a vanpool subsidy program, transit solutions, bicycle encouragement programs, the Guaranteed Ride Home program, SchoolPool, and support for teleworking. Public
outreach increases awareness about the variety of transportation choices through events such as Bike to Work Day, Rideshare Week, Dump the Pump, and through direct outreach to employers, community groups, schools, and agencies.

San Diego Region Intelligent Transportation Systems Strategic Plan (2011)

The San Diego Region Intelligent Transportation Systems (ITS) Strategic Plan defines a 10-year vision for the effective use of technology to support intelligent transportation operations and management goals, and identifies key strategies that the region can implement to address critical technical and institutional needs. The purpose of the plan is to provide policy guidance and a common vision for ITS applications to improve mobility, safety, efficiency, and reliability. One guiding principle of the plan is to prioritize funding for projects that help the region achieve GHG reduction targets and preserve natural resources.

Regional Alternative Fuel Planning

One of the six priority early actions identified in the RES and actions included in the SCS are to support planning for electric vehicle charging and alternative fueling infrastructure. Strong regional support for alternative fuels can communicate to the market that the San Diego region is committed to, and seeks to attract, investment in alternative fuel vehicles and infrastructure.

Infrastructure needs were identified in a 2009 assessment of how to accelerate deployment of alternative fuel vehicles in and around San Diego entitled the Regional Alternative Fuels, Vehicles and Infrastructure Report. The report recommended public–private partnerships and collaborative approaches to infrastructure planning and increasing alternative fuels in fleets. Its findings were incorporated into the regional energy and climate strategies, and informed actions for implementation identified in the 2050 RTP/SCS. In 2014, SANDAG began a regional planning effort to address infrastructure needs for alternative fuels, expanding on the electric vehicle planning described next.

Regional Plug-in Electric Vehicle Planning

The San Diego region is at the forefront of plug-in electric vehicle (PEV) deployment, and the region’s early PEV experiences identified barriers to widespread PEV adoption. In order to address these barriers, the CEC awarded SANDAG a grant to form the San Diego Regional Electric Vehicle Infrastructure Working Group (REVI) and develop a Regional PEV readiness plan. REVI held its kick-off meeting in March 2012, and members include representatives from local governments, regional agencies, EV charging manufacturers, local colleges and universities, workforce training programs, and non-profits. The San Diego Regional PEV Readiness Plan was accepted by the SANDAG Board of Directors on January 24, 2014. Efforts begun by REVI will be continued through another grant from the CEC for SANDAG to develop a regional readiness plan for all alternative fuels.

Energy Roadmap Program

The Energy Roadmap Program is a collaboration between SANDAG and San Diego Gas & Electric that began in 2010. It is funded primarily by California utility customers under the auspices of the CPUC, while SANDAG funds the transportation components. The Energy Roadmap Program provides free energy assessments and energy management plans, or “energy roadmaps,” to SANDAG member agencies. Each energy roadmap provides a framework for a local government to reduce energy use in municipal operations and in the community, and can result in economic savings and
environmental benefits. The Energy Roadmap Program also offers cities support towards achieving the energy savings identified within their Roadmaps. Implementation activities include:

- Project analysis and selection
- Project feasibility studies
- Development of product/technology specifications
- Support for contractor procurement
- Completion and submittal of financing requirements
- Planning support for plan, policy, and regulatory needs
- Assistance with community outreach events
- Identify available staff training opportunities

**SANDAG Green Operations Manual (2014)**

The SANDAG Green Operations Manual, completed in March 2014, examines programs and projects that the agency oversees or influences, office space, and internal operations as well as actions that employees can take to reduce GHG emissions and help implement the 2050 RTP/SCS. Development of the manual was made possible through the SANDAG Local Government Partnerships (LGPs) with SDG&E. GHG reductions can come from energy efficiency measures, renewable energy options, alternative fuel use, petroleum reduction practices, and active transportation efforts.

**TransNet Smart Growth Incentive Program and Active Transportation Grant Program**

The TransNet Smart Growth Incentive Program (SGIP) funds transportation-related infrastructure improvements and planning efforts that support smart growth development. The SGIP awards 2 percent of the annual TransNet revenues ($9.6 million in 2013) to local governments through a competitive grant program to support projects that will help better coordinate transportation and land use in the San Diego region.

The goal of the Active Transportation Grant Program is to encourage local jurisdictions to plan and build facilities that promote multiple travel choices for residents and connectivity to transit, schools, retail centers, parks, work, and other community gathering places. The grant program provides both capital funding for projects and non-capital funding for plans, bicycle parking, education, encouragement, and awareness programs that support pedestrian and bicycle infrastructure.

**Local Government Plans and Programs**

**Local Government Partnerships**

SDG&E, along with the other IOUs in California, have included LGPs as part of their energy efficiency portfolios since 2006. The IOUs have formed LGPs with local governments, regional governments, and public agencies. They also offer institutional partnerships to colleges, universities, and other institutions. The LGP proposals are submitted by SDG&E to the CPUC as part of its overall portfolio of energy efficiency programs. SANDAG, the City and County of San Diego, the City of Chula Vista, and the San Diego Unified Port District (Port) currently have LGPs with SDG&E. The city and county LGPs with SDG&E were established in 2006, while the SANDAG and Port programs began in 2010. Since then the LGPs have provided municipal and community energy-saving programs. The existing LGP programs are to be extended through 2015.

**South Bay Energy Action Collaborative**
Since 2013, SANDAG has partnered with the City of Chula Vista to offer an additional method for Energy Roadmap implementation to the South Bay cities of Coronado, Imperial Beach, and National City. Chula Vista is leading this pilot program, called the South Bay Energy Action Collaborative (SoBEAC). SoBEAC offers a “peer to peer” or “neighboring city to neighboring city” approach to Roadmap implementation. SoBEAC objectives are focused on three categories: municipal energy management, building and development processes, and community outreach. SANDAG plans to share and expand successful components of SoBEAC efforts with all Roadmap cities.

Collaborative Regional Efforts

San Diego Regional Climate Collaborative

The San Diego Regional Climate Collaborative (Climate Collaborative) is a multi-agency initiative to create a web-based outreach tool for increasing local, state, and national awareness of this region’s many energy and climate activities. The Climate Collaborative has been established as part of the CPUC-funded LGPs among SDG&E and the cities of Chula Vista and San Diego, County of San Diego, Port of San Diego, University of San Diego, and SANDAG. Additional Climate Collaborative members include the San Diego Foundation, San Diego County Regional Airport Authority, and cities of Oceanside and Encinitas. The Web portal describes the state polices driving action at the local level, and serves as a clearinghouse of adopted regional policies, plans, and actions demonstrating what the San Diego region is doing to reduce energy use and address climate change. The Climate Collaborative includes links to public agency GHG inventories, adopted CAPs, Energy Roadmaps, and other local and regional sustainability efforts.

San Diego Regional Energy Partnership

SANDAG coordinates with other SDG&E LGPs, including the cities of San Diego and Chula Vista, County of San Diego, and San Diego Unified Port District on regional energy efficiency programs through the San Diego Regional Energy Partnership. This partnership includes the continuation and expansion of the San Diego Regional Climate Collaborative, the Regional Energy Mapping Project, and other Energy Upgrade California or similarly related efforts.


The Adaptation Strategy was prepared by ICLEI Local Governments for Sustainability through a collaborative, regional stakeholder process that included most of the public agencies and private sector representatives with a major interest in the future of San Diego Bay. Over the course of multiple workshops, stakeholders and technical advisors developed common assumptions and consensus-based recommendations that should form the basis of the region’s climate adaptation planning going forward. The Adaptation Strategy is a living document that can be implemented by local agencies and re-evaluated as new information becomes available in the coming years.

Climate Understanding and Resilience in the River Valley – Tijuana River National Estuarine Research Reserve

The overarching goal for Climate Understanding and Resilience in the River Valley (CURRV) is to begin a regionally committed process of adapting to climate change within the context of other

14 San Diego Regional Climate Collaborative website: [www.sdclimatecollaborative.org](http://www.sdclimatecollaborative.org)
environmental and socioeconomic changes. In order to achieve this goal, the Tijuana River National Estuarine Research Reserve is collaborating with a diverse stakeholder group from San Diego and Baja California, Mexico, to conduct a vulnerability assessment that informs the development of an Adaptation Strategy addressing the impacts of climate change, specifically sea-level rise and river flooding.

**The San Diego Foundation Climate Initiative**

The San Diego Foundation educates and supports all of the region’s communities in addressing climate change through research, strategic investments, and collaborations with community leaders and policymakers. The foundation participates in several regional projects including the San Diego Regional Climate Collaborative and Climate Education Partners. The foundation also helps to fund research to build a scientific foundation for effective public policy, reports include:

- Focus 2050 Study for the San Diego Region (2008)
- Local Government GHG Emissions Inventories (2009-2011)
- Regional Public Opinion Research on Climate Change (2010)
- Climate Action Planning Progress in the San Diego Region (2013)

**Energy Policy Initiatives Center at University of San Diego**

The Energy Policy Initiatives Center (EPIC) is a non-profit academic and research center of the University of San Diego's School of Law that studies energy policy issues affecting the San Diego region and California. EPIC has developed several reports and tools to aid local governments in their climate planning efforts, including an Excel-based climate planning tool that allows local governments to calculate GHG emissions in their jurisdiction and evaluate the GHG reduction potential of various mitigation measures. EPIC completed the 2008 regional GHG emissions inventory for the 2050 RTP/SCS and completed the updated 2012 GHG emissions inventory for San Diego Forward: The Regional Plan.

**Climate Education Partners**

Climate Education Partners is a project funded by the National Science Foundation to develop climate change education strategies. Climate Education Partners is a collaboration of partners that bring together expertise in climate science, social psychology, law, policy, and communications from the University of San Diego, EPIC, California State University San Marcos, Scripps Institution of Oceanography, The San Diego Foundation, and The Steve Alexander Group. The project has conducted public opinion surveys as well as interviews with influential people in the San Diego region in order to understand their views of climate science and the impacts of climate change. With funding for an additional five years, Climate Education Partners are working to develop education materials and implement educational programs.
Additional References

Presidential Climate Action Plan (2013)
http://www.whitehouse.gov/sites/default/files/image/president27sclimateactionplan.pdf

Executive Order – Preparing the United States for the Impacts of Climate Change (2013)

Executive Order S-03-05 http://gov.ca.gov/news.php?id=1861

• 2013 Scoping Plan Update http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm
• Cap and Trade http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm

Senate Bill 375 – Sustainable Communities and Climate Protection Act (2008)
http://www.arb.ca.gov/cc/sb375/sb375.htm


• ZEV Community Readiness Guidebook http://opr.ca.gov/docs/ZEV_Guidebook.pdf

http://www.energy.ca.gov/ab758/

California Long-Term Energy Efficiency Strategic Plan (2008, 2011)
http://www.cpuc.ca.gov/PUC/energy/Energy+Efficiency/eesp/

• California Climate Adaptation Strategy (2009, 2013)
  http://www.climatechange.ca.gov/adaptation/strategy/index.html
• California Adaptation Planning Guide
  http://resources.ca.gov/climate_adaptation/local_government/adaptation_policy_guide.html
• Sea-level Rise Guidance Document (2013)


http://www.coastal.ca.gov/climate/SLRguidance.html

DISTRIBUTION OF FUNDS FROM THE CALIFORNIA COASTAL COMMISSION
PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND

Introduction

The City of Solana Beach is requesting funding from the California Coastal Commission (Commission) Public Recreational Beach Impact Mitigation Fund (PRBIM Fund) administered by SANDAG for the construction of a public access stairway. These funds are collected and held by SANDAG from Commission mitigation fees for adverse impacts on public recreational use of beaches. Cities may use these funds to provide recreational improvements designed to enhance public recreational use within the region. Allocation of funds from a coastal jurisdictions’ account requires that jurisdiction’s formal approval through resolution by the City Council. The resolution provided by the City of Solana Beach is included as Attachment 1.

Additionally, prior to allocation of any funds, the proposal must be reviewed and recommended by the Shoreline Preservation Working Group (Working Group) and Regional Planning Committee, approved by the Board of Directors, and submitted to the Executive Director of the Commission for review and approval.

Recommendation

The Working Group is asked to recommend that the Regional Planning Committee recommend that the Board of Directors approve the allocation of funds from the PRBIM Fund in accordance with the resolution contained in Attachment 1 for the City of Solana Beach.

Discussion

In 1996, SANDAG and the Commission entered into a Memorandum of Agreement (MOA), which outlines the administration of the Beach Sand Mitigation Fund. In October 2005, the Commission also approved the PRBIM Fund. The PRBIM Fund consists of fees collected by the Commission to mitigate for the adverse impacts on public recreational use of the beaches within the region resulting from construction of shoreline protective structures, or other forms of development that have adverse effects on the beach or shoreline. Mitigation fees are deposited in an interest-bearing account and held until a request for the funding is made by a coastal jurisdiction.

Money from the PRBIM Fund will be solely used to implement projects that provide public recreational improvements that may include, but are not limited to, public beach accessways, blufftop access, viewing areas, public restrooms, public beach parking, and public trail amenities. In
April 2007, the Board of Directors approved and authorized SANDAG staff to enter into a MOA (Attachment 2) with the Commission for the administration of the PRBIM Fund in addition to the Beach Sand Mitigation Fund.

City of Solana Beach Del Mar Shores Access Stairway Replacement Project

The City of Solana Beach is requesting to use $275,000 of the $276,279 PRBIM Funds available within their account to support their Del Mar Shores Public Beach Access Stairway Replacement Project (Proposed Project). Allocation of the requested $275,000 will enable the city to complete the Proposed Project on schedule. The total cost of the Proposed Project is $1.5 million.

The Proposed Project involves the removal of the existing Del Mar Shores public beach access stairway and replacement of the public beach access stairway in the same location. The original stairs were built in the 1970s and were closed on November 13, 2012, to ensure the public’s safety, following a determination by the city’s structural engineer that the present condition of the stairs did not meet the minimum building code requirements for public use. The new stairway will be constructed out of wood timbers for the treads (stairs) and colored concrete for the columns and stair supports. The Proposed Project also will include a lifeguard observation station that would be constructed out of wood and would be located on the second landing up from the beach.

Local Commission staff confirmed that the proposed project is consistent with the eligibility criteria included in the MOA for the PRBIM Fund.

Next Steps

The Regional Planning Committee will review this proposal and the Working Group recommendation at its May 2, 2014, meeting. If the city’s proposal is approved by the Board of Directors, SANDAG staff will submit the proposal to the Executive Director of the Commission for review and approval.

Attachments:  1. Resolution No. 2014-030, Resolution of the City of Solana Beach
                 2. Memorandum of Agreement between SANDAG and the Commission Establishing a Process for the Administration of the Public Recreational Beach Impact Mitigation Fund (500078)

Key Staff Contact: Katie Levy, (619) 699-7312, katie.levy@sandag.org
RESOLUTION 2014-030

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SOLANA BEACH, CALIFORNIA, REQUESTING AN
ALLOCATION OF $275,000 IN FUNDS FROM THE SANDAG
PUBLIC RECREATIONAL BEACH IMPACT MITIGATION
FUND, HELD IN TRUST FOR THE CITY OF SOLANA BEACH,
FOR THE DEL MAR SHORES PUBLIC BEACH ACCESS
STAIRWAY REPLACEMENT PROJECT

WHEREAS, the Del Mar Shores Public Beach Access Stairway Replacement Project involves the removal of the existing Del Mar Shores public beach access stairway and replacement of the public beach access stairway in the same location. The original stairs were built in the 1970s and were closed on November 13, 2012, to ensure the public’s safety, following a determination by the City’s structural engineer that the present condition of the stairs did not meet the minimum building code requirements for public use; and

WHEREAS, the California Coastal Commission (CCC) Coastal Development Permit #06-10-037 was issued in February 2011 based on the Project qualifying for a Class 1 Categorical Exemption from CEQA. The CDP was extended by one year and construction was required to be initiated before January 13, 2014 in order to keep the permit from expiring; and

WHEREAS, construction of the Project was initiated on January 10, 2014. The total cost of the Project is $1,025 million. A funding plan was approved by City Council at the November 20, 2013 City Council meeting. Funds for the Project include a $200,000 grant from the State Coastal Conservancy, $200,000 in Public Recreation Fees held by the City, and approximately $500,000 from undesignated general fund reserves. Additional funds in the amount of $275,000 from the SANDAG Public Recreational Beach Impact Mitigation (PRBIM) fund were budgeted to support the timely completion of the Project; and

WHEREAS, the PRBIM Fund was supported through impact mitigation fees imposed by the CCC on various shoreline protection projects. In 2007, the San Diego Association of Governments (SANDAG) and the CCC entered into a Memorandum of Agreement (MOA) regarding the administration of the (PRBIM) Fund; and

WHEREAS, the fees imposed by SANDAG were deposited in an interest-bearing account created by SANDAG with all interest earned payable to the City. According to the MOA, the purpose of the account is to aid local governments in providing recreational improvements designed to enhance public recreational beach use. The funds are intended to be used solely to construct public beach recreational projects such as public beach accessways, bluff top access, viewing areas, public
restrooms, public beach parking and public trail amenities; and

WHEREAS, projects eligible for PRBIM funding must be consistent with criteria described in the SANDAG MOA which include the following:

1. The project must be recommended by the SANDAG Shoreline Preservation Working Group, SANDAG Regional Planning Council and the SANDAG Executive Director;
2. Projects must provide public beach recreational improvements;
3. Projects must be capital projects and funds cannot be used for operations, research or maintenance of planning studies;
4. Projects must obtain approval from the CCC prior to construction; and

WHEREAS, the Project meets Criteria 2-4 and Criteria 1 can now be completed with this action; and

WHEREAS, a formal Resolution is required to be submitted to the SANDAG Shoreline Preservation Working Group in order to initiate the process of PRBIM fund allocation; and

WHEREAS, there is currently $276,179 available in the SANDAG Public Recreation Impact Mitigation Fund account held for the City by SANDAG. Receipt of the requested $275,000 will enable the City to complete the public beach stairway replacement project on schedule. The total cost of the project is $1.025 million; and

WHEREAS, currently the City’s request for funding allocation is scheduled to be heard before the SANDAG Shoreline Preservation Working Group on May 1, 2014 and the SANDAG Regional Planning Committee on May 2, 2014. Following an affirmative action by both of these groups, the request would then be forwarded to the SANDAG Board of Directors for approval and then on to the CCC Executive Director for approval.

NOW THEREFORE, the City Council of the City of Solana Beach, California, does resolve as follows:

1. That the foregoing recitations are true and correct.
2. That this Resolution is required in order to formally authorize and initiate the process for funding in the amount of $275,000 from the PRBIM account, held in trust by SANDAG for the City, to support the completion of the City's Del Mar Shores Public Beach Access Stairway Replacement Project.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Solana Beach, California, held on the 9th day of April 2014, by the following vote:

AYES: Councilmembers – Campbell, Heebner, Zito, Nichols
NOES: Councilmembers – None
ABSENT: Councilmembers – None
ABSTAIN: Councilmembers – Zahn

THOMAS M. CAMPBELL, Mayor

APPROVED AS TO FORM:

Johanna N. Canlas, City Attorney

ATTEST:

Angela Ivey, City Clerk
CERTIFICATION

STATE OF CALIFORNIA
COUNTY OF SAN DIEGO
CITY OF SOLANA BEACH

I, ANGELA IVEY, City Clerk of the City of Solana Beach, California, DO HEREBY CERTIFY that the foregoing is a full, true and correct copy of Resolution 2014-030 requesting an allocation of $275,000 from the SANDAG Public Recreational Beach Impact Mitigation fund for the Del Mar Shores Public Beach Access Stairway Replacement Project as duly passed and adopted at a Regular Solana Beach City Council meeting held on the 9th day of April 2014 and the original is on file in the City Clerk's Office.

ANGELA IVEY, CITY CLERK

Date of this Certification: 4-17-2014
June 1, 2007

Ms. Diana Singleton  
Contracts and Procurement Specialist  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Re: MOA for Public Recreational Beach Impact Mitigation Fund

Dear Ms. Singleton:

Enclosed is a copy of the original signed Memorandum of Agreement Between the San Diego Association of Governments and the California Coastal Commission establishing a process for the administration of the public recreational beach impact mitigation fund. Thank you for your and SANDAG’s assistance in implementation of this account. We look forward to its utilization for worthwhile public access and recreational improvements in San Diego County’s coastal zone.

Sincerely,

[Signature]

Sherilyn Sarb  
Deputy Director

cc: Shelby Tucker
MEMORANDUM OF AGREEMENT BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND THE CALIFORNIA COASTAL COMMISSION
ESTABLISHING A PROCESS FOR THE ADMINISTRATION OF THE
PUBLIC RECREATIONAL BEACH IMPACT MITIGATION FUND

WHEREAS, the Public Recreational Beach Impact Mitigation Fund consists of fees collected by the California Coastal Commission ("Commission") through its coastal development permit process pursuant to special conditions of various permits, as mitigation for the adverse impacts on public recreational use of the beaches within San Diego County from development along the beach or shoreline including but not limited to, shoreline protective structures such as seawalls, revetments, and bluff retaining walls; and

WHEREAS, the mitigation fees are deposited in an interest-bearing account created at the San Diego Association of Governments ("SANDAG"), with all interest earned payable to the account for the purposes stated below; and

WHEREAS, the purpose of the account is to establish a Public Recreational Beach Impact Mitigation Fund ("Fund") to aid local governments, working cooperatively through SANDAG and the Commission, in providing recreational improvements designed to enhance public recreational beach use within San Diego County; and

WHEREAS, the funds shall be solely used to implement projects that provide public recreational improvements which may include but are not limited to, public beach accessways, blufftop access, viewing areas, public restrooms, public beach parking, and public trail amenities, and not to fund operation, research, maintenance, or planning studies; and

WHEREAS, the Fund shall be allocated as provided for in this Memorandum of Agreement (MOA) between SANDAG and the Commission, setting forth terms and conditions to ensure that the mitigation fees will be expended in the manner intended by the Commission.

NOW THEREFORE, in consideration of the foregoing recitals the parties hereby agree as follows:

1. Fund Administration

The Commission and SANDAG agree that the mitigation fees collected will be held by SANDAG in a trust fund maintained and operated by SANDAG, and known as the Fund. However, SANDAG agrees to establish a separate accounting for monies within the Fund for each coastal jurisdiction in the San Diego County region. Mitigation fees collected from approved shoreline projects within each coastal jurisdiction shall be accounted for by jurisdiction.

Money from a coastal jurisdiction’s account cannot be spent without having that local jurisdiction’s formal approval through resolution by city council or Board of Supervisors.

The money in the Fund shall be invested by SANDAG in accordance with applicable law. Income and/or interest shall be credited to each coastal jurisdiction’s account on a prorated basis. A copy of the accounting review shall be submitted annually, upon completion, to the Executive Director of the Commission ("Executive Director").
Up to a maximum of 15 hours at a rate not greater than $105.00 per hour (loaded rate) per request will be used to reimburse SANDAG staff time. Reimbursement will occur when funds are allocated. Reimbursable activities include but are not limited to the preparation of agendas, reports, presentations at meetings, and other necessary activities in support of fund allocation. Reimbursement will be taken from funds reserved for the local jurisdiction(s) requesting fund allocation and should be included in a jurisdiction’s formal funding approval.

2. Fund Allocation

The Commission and SANDAG agree that the Commission and the region’s coastal jurisdictions, working together with the Shoreline Preservation Working Group, shall evaluate proposed public recreational improvement projects and will recommend how much, if any, money from the fund should be allocated to a project and how much of the total allocation should come from each jurisdiction’s account. No funds shall be allocated from a local jurisdiction’s account without the jurisdiction’s formal approval through a resolution by the relevant city council or Board of Supervisors.

The Commission and SANDAG agree that, prior to allocation of any funds, the recommendation of the Shoreline Preservation Working Group, as well as recommendation for approval by the SANDAG Regional Planning Committee and approval by the SANDAG Board of Directors, must be submitted to the Commission’s Executive Director for review and approval. The Commission’s Executive Director must provide written concurrence with each allocation before any allocation occurs.

The Commission and SANDAG agree that each disbursement shall only be made to the recipient with conditions that guarantee that the disbursement is issued as intended by the Shoreline Preservation Working Group and approved by SANDAG and the Commission’s Executive Director. Any portion of the disbursement that is not used shall be returned to the Fund and accounted for in the contributing coastal jurisdiction’s account(s) on a pro-rated basis.

3. Eligible Projects

Only projects which meet all of the following criteria will be considered by the Commission, the Shoreline Preservation Working Group, and SANDAG for funding:

a. Projects that are recommended by the Shoreline Preservation Working Group and approved by SANDAG, the Commission’s Executive Director, and formal action of the relevant local coastal jurisdiction(s), may be considered for funding.

b. Projects that involve public shorefront recreational improvements for beach and beach-related public access, which may include but are not limited to, public beach access stairways/ramps, blufhtop access, viewing areas, public benches/bicycle racks, public restrooms, public beach parking, and public trail improvements, in San Diego County will be considered for funding. Because the fees that will go into the Fund are intended to mitigate for the loss of and/or impact to public recreational beach value resulting from construction of shoreline protective structures or other forms of development that have adverse effects on the beach or shoreline, only projects that provide public recreational improvements shall be supported by the Fund.
c. Projects must be capital projects to be considered for funding. Mitigation fees shall not be used for operations, research, maintenance, or planning studies. The Shoreline Preservation Working Group may recommend that funds be allocated to engineering or permitting (e.g., environmental documentation) costs directly related to the implementation of a capital project, under limited circumstances, and only if necessary to secure supplemental funds from another source.

d. Projects must obtain Coastal Act authorization from the local government having jurisdiction, and/or the Commission, prior to initiation of construction.

4. Use of Project Funds

The Commission and SANDAG agree that mitigation fees generated within a coastal jurisdiction shall be used only for projects affecting that same coastal jurisdiction but may include regional projects that span and affect multiple jurisdictions.

It is the intent of the parties to this MOA to ensure consistency in the administration and allocation of mitigation fees from the Public Beach Recreational Impact Mitigation Fund.

Projects may be carried out by the local jurisdictions themselves, by other agencies, including, but not limited to, the Army Corps of Engineers, the United States Navy, the California Coastal Conservancy, the California Department of Parks and Recreation or the California Department of Boating and Waterways, and/or non-profit organizations. Any third party selected to carry out a project using the Public Beach Recreational Impact Mitigation Fund shall agree to defend, indemnify and hold the Commission and SANDAG, their respective officers, directors, staff, agents, and member agencies harmless from any and all liability, claims, damages or injuries to any person or property arising from or connected with a project funded under this MOA.


This MOA may be altered, changed or amended by mutual consent of the parties hereto. Either party may terminate this MOA by providing written notification 30 days prior to termination.

In the event of termination of this MOA by either party, any and all remaining funds shall be transferred by SANDAG to the Commission or a Commission-approved alternate entity consistent with the principles set forth in this MOA.

For purposes of this MOA, the relationship of the parties is that of independent entities and not as agents of each other or as joint venturers or partners. The parties shall maintain sole and exclusive control over their personnel, agents, consultants, and operations.

Nothing in the provisions of this MOA is intended to create duties or obligations to or rights in third parties to this MOA or affect the legal liability of the parties to this MOA.

This MOA shall be interpreted in accordance with the laws of the State of California. If any action is brought to interpret or enforce any term of this MOA, the action shall be brought in a state or federal court situated in the County of San Diego, State of California.