DATE: February 9, 2022

TO: Board of Supervisors

SUBJECT
RECEIVE THE REPORT ON THE DRAFT LOCAL POLICY OPPORTUNITY ANALYSIS AS PART OF THE REGIONAL DECARBONIZATION FRAMEWORK UPDATE (DISTRICTS: ALL)

OVERVIEW
The global climate is changing, and nowhere are the effects felt more acutely than at the local level. This includes a higher frequency and intensity of extreme heat events, droughts, wildfires, storms, and sea level rise. Furthermore, the growing economic, social, and environmental impacts associated with a changing climate are causing immediate and long-term damages to our ecosystems, food production, health, safety, jobs, businesses, and communities across the San Diego region, particularly underserved populations who are impacted disproportionately.

In light of these realities, on January 27, 2021 (3), the San Diego County Board of Supervisors (Board) directed the Chief Administrative Officer to develop the Regional Decarbonization Framework (Framework), a guide to achieve zero carbon emissions in the region. This Framework, created in partnership with the University of California San Diego (UC San Diego) School of Global Policy and Strategy and the University of San Diego School of Law’s Energy Policy Initiatives Center (EPIC), includes strategies and initiatives to achieve zero carbon emissions in the region by mid-century to align with State targets. On July 14, 2021 (3), the Board received an update on the Framework, which outlined the following three guiding principles that shape the development of the Framework to reach zero carbon emissions: (1) Data-Driven Approach, (2) Regional Collaboration, and (3) Stakeholder Input. On November 17, 2021 (6) the Board received an update on the Draft Regional Decarbonization Framework, which included the technical reports from UC San Diego that provided baseline assessments of greenhouse gas (GHG) emissions and science-based pathways to reduce carbon emissions in the areas of transportation, electricity, buildings, land use, and jobs throughout the region.

The Draft Local Policy Opportunity Analysis prepared by the University of San Diego Energy Policy Initiatives Center (EPIC), that is the focus of this item, will be used to identify local policy opportunities to support decarbonization pathways, particularly in the areas of transportation, electricity, buildings, and land use. This analysis will also provide opportunities where regional collaboration can be enhanced to improve GHG reductions, as the goal of decarbonization is a collective, regional effort, and it will be essential to have the support and partnership from local
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governments and agencies. This analysis of existing government policies builds off the work outlined in Chapter 8, Local Policy Opportunity (pp. 227-237) of the Draft Framework.

Today’s action is for the Board to receive an update on the Regional Decarbonization Framework with the Draft Local Policy Opportunity Analysis.

**RECOMMENDATION(S)**

**CHIEF ADMINISTRATIVE OFFICER**

1. Find that the proposed actions are not subject to CEQA per Section 15060(c)(3) of the CEQA Guidelines because receiving an update on the Regional Decarbonization Framework is administrative in nature and is not a project as defined in CEQA Guidelines Section 15378(b)(5).

**EQUITY IMPACT STATEMENT**
The Regional Decarbonization Framework (Framework) is centered on equity. The voices of communities of concern were critical in the development of the Draft Framework and will continue to play an important role throughout its implementation. The newly established Office of Environmental and Climate Justice will help support the Framework by coordinating between community groups and public agencies in terms of improving access to information and ongoing projects and positioning the historically underserved communities in leveraging State and federal resources on climate mitigation, adaptation, and resiliency.

The Draft Local Policy Opportunity Analysis assessed whether and how Climate Action Plans across the region integrate social equity measures. Results from the analysis indicate there are opportunities to integrate equity considerations in a more comprehensive way, for example, by integrating equity into the entire climate action planning process. This could include an equity section of the climate action plan, equity-focused performance measures and strategies that prioritize implementation areas, and equity indicators to track progress and outcomes.

**FISCAL IMPACT**
There are no fiscal impacts associated with this action. Funds for the initial UC San Diego School of Global Policy and Strategy contract are included in the Fiscal Year 2021-22 Operational Plan for the Land Use and Environment Group Executive Office. Staff will return to the Board with future actions related to the implementation of the Regional Decarbonization Framework that could have a fiscal impact, which would be included in future Operational Plans, pending availability of funding.

**BUSINESS IMPACT STATEMENT**
The Regional Decarbonization Framework will help businesses and workers in San Diego county by providing a guiding framework for climate-related jobs and investments through the advancement of science and technological innovations, economic resiliency efforts, new renewable energy generation and storage projects, clean technology in transportation and building
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systems, research and development in GHG capture and storage, economic benefits from emissions reductions and the associated high-quality job creation in the green economy.

ADVISORY BOARD STATEMENT
N/A

BACKGROUND
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In light of these realities, on January 27, 2021 (3), the San Diego County Board of Supervisors (Board) directed the Chief Administrative Officer to develop the Regional Decarbonization Framework (Framework), a guide to achieve zero carbon emissions in the region. This Framework, created in partnership with the University of California San Diego (UC San Diego) School of Global Policy and Strategy and the University of San Diego School of Law’s Energy Policy Initiatives Center (EPIC), includes strategies and initiatives to achieve zero carbon emissions in the region by mid-century to align with State targets. On July 14, 2021 (3), the Board received an update on the Framework, which outlined the following three guiding principles that shape the development of the Framework to reach zero carbon emissions: (1) Data-Driven Approach, (2) Regional Collaboration, and (3) Stakeholder Input. On November 17, 2021 (6) the Board received an update on the Draft Regional Decarbonization Framework, which included the technical reports from UC San Diego that provided baseline assessments of greenhouse gas (GHG) emissions and science-based pathways to reduce carbon emissions in the areas of transportation, electricity, buildings, land use, and jobs throughout the region.

The Draft Local Policy Opportunity Analysis by EPIC that is the focus of this item, will be used to identify local policy opportunities to support decarbonization pathways, particularly in the areas of transportation, electricity, buildings, and land use. This analysis will also provide opportunities where regional collaboration can be enhanced to improve GHG reductions, as our goal of decarbonization is a collective, regional effort and will be essential to have the support and partnership from local governments and agencies. This analysis of existing government policies builds off the work outlined in Chapter 8, Local Policy Opportunity (pp. 227-237) of the Draft Framework.

The three components described below will make up the Integrated Regional Decarbonization Framework anticipated to go to the Board for final consideration in August 2022.

- Technical Report led by UC San Diego:
  The draft technical report led by UC San Diego was presented to the Board in November and provided baseline assessments of greenhouse gas (GHG) emissions and science-based pathways to reduce carbon emissions in the areas of transportation, electricity, buildings,
land use, and jobs throughout the region. A Technical Working Group made up of a diverse group of local experts, including individuals from SANDAG, the Port of San Diego, San Diego Regional Airport Authority, the San Diego Air Pollution Control District, and the California Environmental Protection Agency reviewed and examined the details in the modeling work and suggested clarifications. Other private and non-profit experts from business, industry, labor and environment were also included. This Technical Working Group also suggested further analysis that would be useful to policymakers as they analyze policies and investments to achieve decarbonization goals.

The Draft Local Policy Opportunity Analysis by EPIC, which is the focus of this item, is a key chapter of the technical report that is intended to identify local commitments to reducing GHGs and the gaps that exist in reaching goals of decarbonization. Further information on methodology, analysis, and key findings are below. Results of this draft analysis are used to identify local policy opportunities to support the decarbonization pathways and identify opportunities where regional collaboration can enhance and improve GHG reductions. This analysis will be used as a baseline for the County’s role in convening local jurisdictions, agencies, and stakeholders to ensure collaboration and input throughout the development of the implementation pathways for our region to reach zero carbon emissions by mid-century. The final technical report, led by UC San Diego, will be presented to the Board in March 2022, which will include the final Local Policy Opportunity Analysis.

- **Workforce Development Study by Inclusive Economics:**
  The County has engaged two of the leading national experts in the area of climate-related workforce development and green jobs, Dr. Carol Zabin (UC Berkeley Labor Center) and Betony Jones (Inclusive Economics) to jointly author a report that develops a comprehensive and coordinated regional strategy to address the workforce needs resulting from labor market changes related to the Framework. The report builds up on the quantitative jobs analysis in the Framework. This report will include: 1) a tools section that documents the local policy tools for workforce and jobs (e.g., community workforce agreements, procurement language for local government contracts), 2) analysis of the local policy tools specifically for the electric, transportation, buildings, and land use sectors to support improved worker and jobs outcomes, and 3) an analysis on how to address a just transition of displaced fossil fuel workers. The preliminary study will be presented to the Board in March 2022.

- **Implementation Pathways:**
  Utilizing the Local Policy Opportunity Analysis, the Implementation Pathways report will be developed through regional collaboration and stakeholder input on how to create, develop, and implement local and regional measures and strategies to reach our collective goal of zero carbon emissions for the San Diego region. This will be presented to the Board with the final Framework in August 2022.
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Draft Local Policy Opportunity Analysis by EPIC
The analysis conducted by EPIC identified local policy opportunities that support the pathways to deep decarbonization identified in the Draft Framework, led by UC San Diego. Deep decarbonization in this context is reaching net zero GHG emissions by mid-century or sooner. The following sections provide a summary of EPIC’s key findings. For EPIC’s full report, see ATTACHMENT A – Regional Decarbonization Framework: Draft Local Policy Opportunity Analysis.

EPIC’s Methodology and Analysis
EPIC analyzed and examined local Climate Action Plans (CAPs), as they are planning documents that demonstrate how a local jurisdiction can achieve an adopted emissions target, and they represent what local jurisdictions and their elected officials have determined to be a reasonable and feasible commitment to reduce GHG emissions. EPIC reviewed and analyzed measures and supporting actions contained in 16 adopted and pending CAPs to identify current local policy commitments in the San Diego region that support decarbonization pathways, as well as how social equity is considered. The 16 jurisdictions that have adopted or pending CAPs and were analyzed by EPIC include: Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, Oceanside, San Diego, San Marcos, Santee, Solana Beach, and Vista. Other public agencies have adopted GHG reductions plans, such as the San Diego International Airport, which has a Carbon Neutrality Plan, and the Unified Port District of San Diego; however, emissions associated with these public agencies are excluded from the local jurisdiction GHG inventories given the lack of authority to act, but they are included in the regional GHG inventory to the extent data is available.

The County’s Climate Action Plan was not included in the initial analysis of emissions reductions, since the earlier version was rescinded and the update is currently in progress; however, even though the County does not currently have an approved CAP, the County continues to implement several of the measures from the 2018 CAP. Therefore, subsequent revisions of EPIC’s draft analysis will include an analysis of some of the measures the County has been implementing from its CAP.

EPIC’s analysis for the San Diego region included the following (see Figure 1):

- Identified what local governments and agencies have in their jurisdictional power to influence and regulate GHG emissions, including a summary of key State and federal agencies and key legislation and regulations at the federal and State levels to help clarify the ability of local governments to act to reduce GHG emissions.
- Conducted a comparative analysis of locally adopted and pending CAPs to compare the frequency of measures and the relative contribution of those measures to local GHG reductions, as well as social equity considerations. For example, every CAP has energy efficiency measures, so EPIC analyzed each jurisdiction’s relative contribution to reducing GHGs in terms of energy efficiency.
- Conducted a scenario analysis in which EPIC calculated the total GHG reduction impact from all 16 adopted and pending CAPs. This provides an estimate of the combined GHG impacts of CAPs across the region.
EPIC utilized the results from the analysis to further research and identify opportunities for local action and regional collaboration in the sectors of transportation, electricity, transportation, and buildings, as these are the high-emitting sectors throughout the region and have the highest potential to reduce GHG emissions. Land use was also a pathway analyzed but has a smaller role in GHG emissions than the three key pathways shown in Figure 2. This is due to land use and land use changes contributing both negative and positive GHG emissions and therefore land use is regarded as net negative because lands are generally able to capture more emissions than emit into the atmosphere. For example, positive GHG emissions could come from land use changes due to a fire burning existing vegetation and emitting emissions into the atmosphere, whereas negative GHG emissions are due to currently existing vegetation that is able to capture and store emissions, which is generally at a higher rate than positive emissions.

Figure 2 below shows the three pathways of electricity, transportation, and buildings as an overall strategy to reduce GHG emissions, as well as related policy categories which are the methods in which to reduce GHG emissions. With the pathways and policy categories, measures in CAPs provide more specific policy opportunities. For example, a policy to decarbonize electricity through utility or large-scale energy could include more opportunities for cities to join existing community choice aggregations. Policies to decarbonize transportation by reducing vehicles miles traveled could include mass transit, parking reductions and smart growth development. An example policy of decarbonizing buildings through energy efficiency could be requiring or
incentivizing efficient heat pump-based space and water heating systems in both new and existing buildings, with particular focus on assistance for low-income residents and rental buildings.

**Figure 2: Examples of Decarbonization Pathways and Related Policy Categories**

**EPIC’s Overall Findings**
The analysis conducted by EPIC provided a regionwide evaluation of the authority local governments have to influence and regulate GHG emissions, a comparison of policy commitments made in CAPs to reduce GHGs, and a scenario analysis that totaled GHG emissions impacts for the region. Utilizing these results from these analyses, EPIC evaluated the policy gaps and opportunities in the areas of electricity, transportation, buildings, and land use to collectively reach the goal of decarbonizing the San Diego region. For the comparison of commitments, EPIC used 2035 as the goal year because there was no one common goal year across all 16 pending and adopted CAPs, but 2035 was the most common. If CAPs did not report reductions in 2035, reductions were extrapolated linearly if 2035 fell between two target years (e.g., 2030 and 2050), or the reductions were carried forward from the previous target year (e.g., if 2030 were the last target year, emissions from 2030 were applied in 2035).

**Authority Local Governments Have to Influence and Regulate GHG Emissions**
- Local governments receive their authority from State law, which gives them local authority to promote public health, safety, and the general welfare for the community through, among other things, mitigating environmental impacts from land use changes, adopting stringent buildings codes, or building and maintaining infrastructure such as roads and bridges. However, the full extent of the authority to regulate GHG emissions is unknown. Key findings related to authority in each decarbonization pathway of electricity, transportation, buildings, and land use are included in the full report. For example, it was found that clear authority exists to mandate electrification of buildings, but it is unclear the extent of this authority and how best to implement such a requirement.

**Comparative Analysis: Current Policy Commitments and Gaps in CAPs**
- Transportation:
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- In 2016, on-road transportation emitted more than 12 million metric tons of carbon dioxide equivalent (MMT CO\textsubscript{2}e), about 41% of regional emissions and remains the largest source of GHG emissions through 2035. Across the CAPs, decarbonizing transportation ranges from about 10%–50% of local GHG emissions.
- Reductions in vehicle miles traveled is the main source of transportation related emission reductions in adopted and pending CAPs. In 2035, 58% of transportation related GHG reductions are expected to be achieved through vehicle miles traveled reduction measures, 40% from alternative fuel vehicles avoiding fossil fuel use, including Zero Emissions Vehicles (ZEVs), and 2% from measures that reduce fuel use. Public transportation plays the largest role in reducing vehicle miles traveled according to current CAPs.
- Current measures in place related to vehicle miles traveled represent 12% of local GHG emissions reductions, and increasing alternative fuel use represents about 17%.

- **Buildings:**
  - All 16 CAPs have measures related to energy efficiency, but these measures only total to an average of 7% GHG emissions reductions.
  - Only 6 CAPs have measures related to building electrification, which is a central strategy in the overall decarbonization strategy. These measure focus on new construction projects, and only 2 CAPs have measures related to electrifying existing buildings.
  - Buildings that exist in 2021 will represent more than 80% of the buildings that will exist in 2050. State building energy codes regulate alterations and additions to certain existing buildings, but local policies can further encourage or require energy efficiency and electrification in many other existing buildings.

- **Electricity:**
  - Increasing carbon-free electricity is the single largest contributor to GHG reductions in adopted and pending CAPs. Fourteen of the 16 CAPs evaluated have a measure to achieve a high renewable electricity supply, typically from forming or joining a community choice aggregator (CCA) program.
  - All adopted and pending CAPs have measures to approach or achieve 100% carbon-free grid electricity supply before the state deadline of 2045. On average, these measures account for over 45% of local GHG reductions in CAPs; the majority is from measures to adopt a CCA program.

- **Land Use:**
  - Authority exists for jurisdictions over land use and land preservation in their boundaries but requires cooperation with land owners and managers in terms of preservation of land through conservation and agriculture easements for private natural and working lands. The region is also complicated because it is composed of federal, State, tribal, and privately held land, submerged land, and waters. Various statutes and agencies regulate the different land types with none focused on GHG emissions of carbon sequestration, which is the process of capturing and storing carbon dioxide, as it relates to land use.
Urban tree planting is the only quantified CAP measure related to land use. All CAPs have at least one measure related to urban tree planting, though these measures contribute just over 1% of local GHG reductions in CAPs.

Scenario Analysis of Total GHG Impacts for the Region

- CAP commitments for reducing GHG emissions in the areas of transportation, electricity, and natural gas, typically of buildings, total about 2 MMT CO₂e, which is a relatively small portion of the total reductions needed to reach net zero GHG emissions in 2035 (this leaves about 12 MT CO₂ that still need to be reduced to reach net zero emissions).
- CAP measures with the purpose to increase renewable electricity to 80–100%, mainly through community choice aggregation programs, contribute the most to GHG emissions reduction in 2035 among current CAP commitments.
- The total GHG reduction expected from urban tree planting measures, which assumes 7% tree cover in developed areas, would be 0.1 MMT CO₂e in 2035. If the best CAP commitment, which assumes 35% tree cover, was applied to all jurisdictions in the region, the reduction would be 0.6 MMT CO₂e.
- Even if the most aggressive CAP measures are applied to all jurisdictions in the region, regardless of whether they have a CAP in place, significant emissions would remain, mostly from natural gas combustion and medium and heavy-duty vehicles (approximately 7 MMT CO₂e in 2035 and 6.5 MMT CO₂e in 2050).

Opportunities for Local Action in Areas of Electricity, Transportation, Buildings, and Land Use

- From the comparative analysis, it was found that eight CAPs are scheduled to be updated between 2021 and 2025, which provides an opportunity to revise measures.
- To avoid vehicle miles traveled and increase access to basic needs, an opportunity exists for local jurisdictions to make active transportation plans a requirement of new developments and evaluate the potential for additional active transportation in their jurisdiction (e.g., City of Encinitas). Local jurisdictions could increase cooperation and coordination with regional walk and bike implementation projects by SANDAG and prioritize walk and bike projects in communities of concern.
- There is an opportunity for local governments to increase use of alternative, low-carbon fleet fuels in addition to ZEVs, particularly for medium- and heavy-duty vehicles. A regional study could assess the availability and funding requirements for non-electricity alternative fuels.
- Local jurisdictions have the authority to adopt local building codes to encourage or require energy efficiency and electrification. Because only four CAPs include at least one measure to require energy efficiency improvements in new buildings and only four have measures related to electrifying new buildings, there is opportunity for more local jurisdictions in the San Diego region to adopt these policies.
- Just over half of CAPs have measures to improve energy efficiency at municipal facilities, and none have measures to electrify these facilities. The federal government has recently adopted a commitment to achieve net zero emissions in federal facilities. This is a low regret policy (i.e., a worthwhile near-term action regardless of the long-term uncertainty), as implementing cost-effective measures helps reduce operating costs and can model the type of actions local governments may encourage homes and businesses to do.
In the San Diego region, there is an opportunity for more local jurisdictions to join existing CCAs or to increase renewable energy supply otherwise and commit to 100% renewable energy service options for municipal accounts and default community accounts. For example, San Diego Community Power’s default option for customers includes 50% renewable electricity supply, whereas the other service plan is 100% renewable supply that customers can opt-up to. CCAs also have the ability to develop programs to encourage solar installations, including financial incentives for customer-scale projects and feed-in tariffs for larger scale projects, in which a CCA can purchase electricity from local projects for a fixed price over a fixed number of years. In Northern California, Marin Clean Energy has two feed-in tariff programs.

Existing urban tree canopy cover varies by jurisdiction, ranging from 7% to 22%. CAP urban tree planting targets do not specify suitable tree planting locations or where trees are needed the most. Opportunities exist at the jurisdictional level to identify locations based on local needs, as well as cross-jurisdictional collaboration to identify suitable locations across the region, including taking into account social equity considerations.

As the region is composed of federal, State, tribal, and privately held land, submerged land, and waters – an opportunity exits to collaborate with all agencies, governments, and private land owners to evaluate the various mandates on lands and water to help determine where it is viable to achieve local, regional, and State GHG reductions goals for natural and working lands.

Similar to the California Air Resource Board Inventory of Emissions from Natural and Work Lands, the San Diego region could develop a process to regularly estimate and track over time the amount of carbon stored in vegetation, wetlands, etc. This would help to understand how carbon stocks are being preserved and whether net emissions occurred due to changes in land use. A similar process could be developed to track carbon removal projects regionwide.

Gaps and Opportunities for Regional Collaboration and Social Equity

- Opportunities exist for regional collaboration in all decarbonization pathways.
  - To achieve the collective goal of decarbonizing the San Diego region, regional collaboration among local governments and agencies will be critical. Examples could include collecting and tracking data, providing support to develop and implement policies, and convening stakeholder and working groups for the development of regional strategies.
- Additional work is needed to integrate social equity into climate planning.
  - Across the adopted and pending CAPs, social equity is limited and inconsistent. Although, CAPs in the region include considerations of social equity in several ways, such as gathering stakeholder input from communities of concern, having a separate section or chapter on equity, and designating equity as a co-benefit of decarbonization, there is more opportunity for integrating social equity into CAPs, setting city-specific equity goals within decarbonization pathways such as transportation, and coordination with SANDAG on the regional equity analysis.
  - Additional work is needed to better understand and address the equity implications of all decarbonization policies in the San Diego region, such as data collection and analysis, documents with regional guidance, and tools to track and monitor how
equity is being integrated throughout the climate planning process at the local and regional level. For example, the SANDAG ReCAP Framework could be expanded to include guidance for integrating equity considerations into CAPs. Additionally, the creation of a Regional Climate Equity Collaborative or Working Group could help serve to educate regional leaders and collect stakeholders’ input.

- An opportunity exists to integrate social equity across the CAP cycle, which includes developing and maintaining the CAP, implementing measures, monitoring and reporting progress, and identifying equity as a cross-cutting consideration that can apply across all aspects of climate planning. Figure 3 below depicts how equity could be integrated into all aspects of the climate action planning cycle.

**Figure 3: Example of Integrating Equity Across the Climate Action Planning Cycle**

**Next Steps in Developing the Implementation Pathways**

The final technical report of the Framework, which will include the final Local Policy Opportunity Analysis, is expected to be completed in March 2022. Concurrently, the Workforce Development Study is being conducted, and a preliminary study will also be presented in March 2022. The next phase of work will involve aligning the results of these reports to develop a comprehensive report on implementation with some of the most impactful pathways that are technically, politically, and financially feasible in the short- and medium-term to successfully reduce emissions by mid-century. The design of large-scale implementation programs can bridge the gap between aspirational climate goals and fundable projects and on-the-ground actions.

The County has commissioned these studies to provide objective and data-driven baselines for a comprehensive approach to decarbonization across the region. In the following months, the County and its consultants will present these findings to public and private sector groups, labor, business, environmental and community organizations, as well as elected leadership across the region to
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have an informed discussion about our collective and coordinated response to meeting our climate action goals. At the same time as we are developing our regional strategy on climate action, we would be ensuring that equity is a central focus of these measures.

Regional collaboration is essential for the development of implementation pathways; therefore, the County will convene local and regional jurisdictions, agencies, and stakeholders to ensure comprehensive input. The purpose of regional convenings would be to present the findings of the technical analysis and to collaboratively draft implementation pathways for presentation to the Board in August 2022. These are some of the key considerations in organizing these convenings:

1. An assessment to identify where the programs could create immediate savings or value and prevent future emissions growth or risks.
2. Identify and prioritize 10-20 proposed policy pathways and program design opportunities.
3. Identify lead agencies, key partnerships, funding and financing needs, and potential policy barriers and changes, and other supporting elements required for successful implementation.
4. Package of potential policies and programs for local governments in a format that will enable each policy and/or programmatic pathway to be developed further.
5. Identify where local leaders and stakeholders can take a central role in moving key programs forward, how community convenings and collaboration can overcome identified barriers, and how any lead organization(s) must build support for the implementation of each specific programs or policy pathways.

The design of implementation pathways for regional decarbonization is going to be a collective effort, and there are many benefits of acting collaboratively. The benefits include attracting funding and resources to the region, as well as strengthening regional partnerships. Local municipalities and regional agencies can work together to co-design new programs and pursue federal recovery and infrastructure funding, as well as climate-related State funding. Over the longer term, these implementation pathways are expected to lead to innovative solutions in transportation, land use, energy, buildings, and industries. They would seed large-scale public-private partnerships and investment opportunities, and advance climate-neutral economic development throughout the region.

ENVIRONMENTAL STATEMENT
This action is for the Board to receive and update on the Regional Decarbonization Framework. Therefore, the action is not subject to the California Environmental Quality Act (CEQA) because it is not a “project” as defined in CEQA Guidelines Section 15378(b)(5) as it is administrative in nature and will not result in direct or indirect physical changes in the environment. No environmental determination is required for this action.

LINKAGE TO THE COUNTY OF SAN DIEGO STRATEGIC PLAN
This action to receive the Regional Decarbonization Framework Update on the Draft Local Policy Opportunity Analysis supports the County of San Diego's 2022-2027 Strategic Plan initiatives of Sustainability (Climate, Environment, Resiliency), Equity (Health), Community (Engagement and Quality of Life), and Justice (Environmental) as the Framework provides data-driven strategies to help our region collectively achieve zero carbon emission, reduce disparities caused by climate
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change impacts, center efforts on equity, and ensure the region has the steps to create a just transition of the workforce to a carbon-neutral economy.

Respectfully submitted,

Sarah E. Aghassi
Deputy Chief Administrative Officer

ATTACHMENT(S)
ATTACHMENT A – Regional Decarbonization Framework: Chapter 8 Local Policy Opportunity DRAFT