

## 4.2.6 State-6a: AB 1493 (Pavley I and II) Greenhouse Reductions from New Passenger Vehicles

**Measure Description:** AB 1493, (Pavley I) requires CARB to adopt vehicle standards that will lower GHG emissions from new light-duty autos in 2009. Additional strengthening of the Pavley standards (Pavley II or Advanced Clean Cars measure) has been proposed for vehicle model years 2017–2025. Together, the two standards are expected to increase average fuel economy to roughly 43 miles per gallon by 2020 and reduce GHG emissions from the transportation sector in California by approximately 14%.

**Entity Responsible for Implementation:** The State of California, EPA and NHTSA, and vehicle manufacturers are responsible for implementing the Pavley standards.

**Measure Implementation Details:** The 2011—2016 standards would be implemented through 2016 and the 2017—2025 standards would be implemented through 2020. Implementation in the Partnership cities would be gradual through 2016 and 2020 as older vehicles are replaced with more fuel efficient vehicles.

**Co-Benefits:** Reduced energy use, reduced air pollution, public health improvements, and energy security.

## 4.2.7 State-6b (On-Road) and State-8 (Off-Road): Executive Order S-1-07 Low Carbon Fuel Standard

**Measure Description:** Mandates the following: (1) that a statewide goal be established to reduce the carbon intensity of California’s transportation fuels by at least 10% by 2020, and (2) that a LCFS for transportation fuels be established in California.

**Entity Responsible for Implementation:** The State of California and vehicle fuel manufacturers are responsible for implementing this measure.

**Measure Implementation Details:** The standard would be fully implemented by 2020. Implementation in the Partnership cities would occur as fuel is improved statewide.

**Co-Benefits:** Reduced air pollution, public health improvements, energy security, reduced price volatility, and economic development.

## 4.2.8 State-7: Assembly Bill 32 (AB 32) Transportation Reduction Strategies

**Measure Description:** The AB 32 Scoping Plan includes vehicle efficiency measures (in addition to Pavley and LCFS) that focus on maintenance practices. The following AB 32 reduction strategies and/or programs are recommended.

- Tire Pressure Program (assures vehicle tire pressure is maintained to manufacturer specifications).
- Low Rolling Resistance Tires (creates an energy efficiency standard for automobile tires to reduce rolling resistance).

- Low Friction Engine Oils (mandates the use of engine oils that meet certain low friction specifications).
- Cool Paints and Reflective Glazing (reduces the engine load for cooling the passenger compartment with air conditioning through the use of solar reflective paints and window glazing).
- Goods Movement Efficiency (targets system-wide efficiency improvements in goods movement to achieve GHG reductions from reduced diesel combustion).
- Heavy-Duty Vehicle GHG Emission Reduction (requires installation of best available technology and/or CARB approved technology to reduce aerodynamic drag and rolling resistance).
- Medium-and Heavy-Duty Vehicle Hybridization (adopts a regulation and/or incentive program that reduces the GHG emissions of new vehicles sold in California by replacing them with hybrids).

**Entity Responsible for Implementation:** The State of California is responsible for implementing this measure.

**Measure Implementation Details:** Implementation in the Partnership cities would occur gradually through 2020 as the statewide strategies and programs are put into effect.

**Co-Benefits:** Reduced energy use, reduced air pollution, public health improvements, and energy security.

#### 4.2.9 State-9: AB 32 Methane Capture

**Measure Description:** The Landfill Methane Rule requires gas collection and control systems on landfills with greater than 450,000 tons of waste-in-place. The measure also establishes statewide performance standards to maximize methane capture efficiencies.

**Entity Responsible for Implementation:** Landfill owners and operators are responsible for complying with the landfill regulation.

**Measure Implementation Details:** This measure would be implemented gradually by 2020 as landfill operators comply.

**Co-Benefits:** Reduced air pollution, resource conservation, and increased quality of life.

### 4.3 County Measures

The San Bernardino County plans to install methane capture systems at a number of county-owned and operated landfills. Since these landfills serve a number of the Partnership cities, the cities would see emission reductions from their solid waste management sector, as fewer fugitive methane emissions from the decomposition of city-generated waste would be released into the atmosphere.

### 4.3.1 County-1: San Bernardino County GHG Reduction Plan Landfill Controls

**Measure Description:** San Bernardino County, through the adopted Plan, would install landfill gas controls on the following County-owned and operated landfills.

- 95% capture at Mid-Valley landfill
- 85% capture at Milliken and Colton landfills
- 75% capture at Barstow and Landers landfills

Since these landfills serve several of the cities of San Bernardino County, these cities would realize GHG reductions from the county's installation of landfill gas controls.

**Entity Responsible for Implementation:** The County of San Bernardino is responsible for implementing this measure.

**Measure Implementation Details:** San Bernardino County would need to upgrade and install equipment as necessary to increase and utilize the captured methane gas. The installation of equipment is a one-time event, and implementation would be complete once the equipment begins operating.

**Level of Commitment:** San Bernardino County would install methane capture technology and associated monitoring systems on the landfills listed above.

**Co-Benefits:** Reduced energy use and reduced air pollution.

## 4.4 Building Energy

Building energy use from residential, commercial, and industrial buildings is a large component of the regional GHG inventory, accounting for 40% of the total regional emissions in 2008 and 2020. Building energy consumption includes electricity and natural gas usage. Electricity use in buildings results in indirect emissions from the power plants that produce electricity outside of city boundaries. Natural gas consumption by furnaces and other appliances in buildings results in direct emissions where the natural gas is combusted.

The building energy sector is typically the largest or second largest contributor of GHG emissions to a jurisdiction's GHG inventory. Consequently, building energy-related reduction measures typically yield substantial reductions.

Reduction measures to address GHG emissions from building energy use are separated into two categories: energy efficiency and renewable energy. Energy efficiency measures are intended to promote efficient energy usage, whereas renewable energy measures are intended to change the carbon content of electricity.

Energy consumption typically represents a large portion of GHG emissions for regions. Reducing electricity usage and improving energy performance are therefore vital to the Plan. Energy retrofits have upfront costs, but can result in savings over the long term. In this sector, private residents, businesses, and the municipal governments would incur costs to upgrade to energy efficient technologies but would also realize the resulting energy cost savings. Costs to the city governments

would mainly be associated with staff time for development of the incentive programs, as well as costs of retrofits to existing municipal buildings and upfront costs for building new city facilities.

The building energy measures would also result in other benefits for both small and large businesses, as well as households in each city. Reductions in electricity use and the generation of renewable energy from clean technologies (e.g., wind, solar) would contribute to reductions of regional criteria pollutants. Less combustion of natural gas may also produce local air quality and public health benefits. Overall, reductions in energy consumption and expenditures would enhance the ability of homeowners and business to withstand unexpected surges in future energy costs. Energy retrofits would also improve home values and likely contribute to economic growth by providing new jobs within the community.

The Plan includes the following nine building energy measures. Reductions for these measures are presented in Appendix B.

## 4.4.1 Energy Efficiency Measures

### 4.4.1.1 Energy-1: Energy Efficiency Incentives and Programs to Promote Energy Efficiency for Existing Buildings

**Measure Description:** Promote energy efficiency in existing residential buildings and nonresidential buildings, and remove funding barriers to energy-efficiency improvements. The following implementation strategies can be used to help achieve these goals:

- Promote energy efficiency in *residential* buildings:
  - Implement a low-income weatherization program.
  - Partner with community services agencies, utilities, nonprofits, and other entities to incentivize energy-efficiency projects, including HVAC, lighting, water heating equipment, insulation, and weatherization for low income residents. Residential energy-efficiency projects can be financed through programs such as PACE or California First, which allow property owners to finance improvements that are repaid through an assessment on their property taxes for up to 20 years. Incentives, such as those available from California Energy Upgrade, can also assist. These and similar programs are often administered through the participating local government entity.
  - Launch energy-efficiency campaigns targeted at residents. Provide public education on the need for energy efficiency and emissions reduction programs and incentives.
  - Promote Smart Grid<sup>1</sup>.
- Promote energy efficiency in *nonresidential* buildings:
  - Incentivize schedule energy-efficiency “tune-ups” of existing buildings. Energy audit and tune-up programs are typically run by the local utility. Cities would work with utilities to take advantage of energy audit programs for municipal buildings and promote awareness of these programs for private commercial buildings.

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<sup>1</sup> Smart Grid refers to an electrical grid that uses digital information and controls technology to improve reliability, security, and efficiency of the grid.

- Promote individualized energy management services for large energy users. Cities would work with utilities to take advantage of energy audit programs for municipal buildings and promote awareness of these programs for private commercial buildings.
- Partner with utilities to leverage the Savings by Design incentive program for commercial projects. Savings by Design incentive requires 10% better than Title 24 energy efficiency standards in order to qualify; up to \$200K in performance rebates per project are available.
- Remove funding barriers to energy-efficiency improvements. For example, leverage federal tax credits or local rebates, such as those offered by Southern California Edison. Participate in programs (national, state, or regional) that provide innovative, low-interest financing for energy-efficiency and alternative energy projects. Promote incentives to encourage the use of energy-efficient equipment and lighting. Provide financial incentives for adoption of identified efficiency measures.
  - Launch energy-efficiency campaigns targeted at business. Provide public education on the need for energy efficiency and emissions reduction programs and incentives. Outreach programs can be sponsored by individual cities or by a region-wide consortium.
  - Remove funding barriers to energy-efficiency improvements. For example, leverage federal tax credits or local rebates, such as those offered by Southern California Edison. Identify funding sources to assist affordable housing managers in incorporating energy-efficient designs and features.
  - Participate in PACE programs such as California First or similar, as feasible. These programs allow property owners to finance improvements that are repaid through an assessment on their property taxes for up to 20 years. These and similar programs are often administered through the participating local government entity.

**Entity Responsible for Implementation:** This measure would be implemented by individual city governments and in part by utilities. It would also involve collaboration between cities (sub-regional implementation).

**Measure Implementation Details:** SANBAG is supporting potential PACE-style funding district development in San Bernardino for interested cities. To implement this measure, the city governments can leverage external funding sources, develop educational campaigns, and other strategies outlined in the measure description. Implementation of this measure would be gradual through 2020 as residents change their energy consumption behavior and as existing buildings undergo energy-efficiency improvements. Implementation would vary by city.

**Level of Commitment:** The City anticipates approximately 25% of retrofits of existing homes and nonresidential buildings by 2020 from the programs that will implement this measure.

**Co-Benefits:** Reduced energy use, reduced air pollution, increased property values, public health improvements, and increased quality of life.

#### 4.4.1.2 Energy-2: Outdoor Lighting Upgrades for Existing Development

**Measure Description:** Adopt outdoor lighting standards in the zoning ordinance to reduce electricity consumption above and beyond the requirements of AB 1109. This could be achieved by requiring 50% of outdoor lighting fixtures to use LED bulbs and 100% of traffic signals to use LED

bulbs by 2020 (California Air Pollution Control Officers Association 2009 and 2010; California Attorney General's Office 2010). The lighting standards could also include the following provisions.

- Encourage lighting along the urban-rural edge, not to exceed one-half the current maximum lighting standard.
- Prohibit continuous all night outdoor lighting in parks, sport facilities, construction sites, and other relevant areas (unless it compromises safety).
- Implement or exceed CALGreen's nonresidential voluntary mandatory measures related to outdoor lighting controls and equipment (Section A5.209.3) and outdoor lighting (Section A5.209.4), (i.e., achieve Calgreen Tier 1 lighting standards or otherwise demonstrate that energy efficiency of lighting fixtures exceeds mandatory Title 24 by a minimum 15%).

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure.

**Measure Implementation Details:** To implement this measure, the city governments can adopt outdoor lighting standards in their zoning ordinances. Implementation would be gradual through 2020 as an increasing number of outdoor lighting fixtures are replaced with energy-efficient fixtures.

**Level of Commitment:** The City anticipates approximately 25% of all new and existing residential outdoor lighting to be CFL lights, a certain percentage of all nonresidential outdoor lighting to be halogen/LED lights, and a certain percentage of all traffic signals to be LED lights.

**Co-Benefits:** Reduced energy use, reduced air pollution, increased property values, and increased quality of life.

## 4.4.2 Renewable Energy

### 4.4.2.1 Energy-4: Solar Installations in New Housing Developments

**Measure Description:** Establish a goal for solar installations on new homes to be achieved before 2020 (California Air Pollution Control Officers Association 2009, 2010). Potential goals might be:

- Aggressive—50% of new units have solar installations.
- Medium—25% of new units have solar installations.
- Low commitment—10% of new units have solar installations.

The selected goal could be achieved in part through programs such as the California Energy Commission's New Solar Homes Partnership (this program provides rebates to developers of six units or more who offer solar power in 50% of new units). Other, similar programs with solar power requirements equal to or greater than those of the California Energy Commission's New Solar Homes Partnership could also be accessed, including private funding from SunRun, SolarCity, or other solar lease Power Purchase Agreements (PPAs). Additionally, nonfinancial incentives and streamlined permitting at the local level can support this goal. The cities may also act as resources for connecting project proponents with funding opportunities. This measure could complement voluntary CALGreen measures related to solar photovoltaic systems.

**Entity Responsible for Implementation:** The individual city governments, in coordination with external funding programs and/or private companies, are responsible for implementing this measure.

**Measure Implementation Details:** To implement this measure, the city governments can work with residential developers, state funding programs, and private companies to facilitate funding for solar energy projects. Implementation of this measure would be gradual through 2020 as new housing developments are constructed and equipped with solar installations.

**Level of Commitment:** The City anticipates approximately 50% of solar installation on new single-family homes resulting from this measure.

**Co-Benefits:** Reduced air pollution, waste reduction, energy diversity and security, reduced price volatility, economic development, public health improvements, and increased property values.

#### 4.4.2.2 Energy-5: Solar Installations for New Commercial/Industrial Development

**Measure Description:** Establish a goal for solar installations on new commercial and industrial development to be achieved before 2020 (California Air Pollution Control Officers Association 2009, 2010). Potential goals might be:

- Aggressive—30% of energy requirements for new development supplied by onsite solar power.
- Medium—15% of energy requirements for new development supplied by onsite solar power.
- Low commitment—5% of energy requirements for new development supplied by onsite solar power.

These goals could be supported through nonfinancial incentives or streamlined permitting through the cities. Primary funding would likely be through state- or utility-level programs or through private funding such as a PPA. Cities may also act as a resource for connecting project proponents with funding opportunities.

**Entity Responsible for Implementation:** The individual city governments, in coordination with various private companies, are responsible for implementing this measure.

**Measure Implementation Details:** To implement this measure, the city governments can work with private companies to provide funding for solar energy projects. Implementation of this measure would be gradual through 2020 as new commercial and industrial developments are constructed and equipped with solar installations.

**Level of Commitment:** The City anticipates approximately 15% of new commercial/industrial buildings to install solar to provide a minimum percentage of the building's onsite energy needs.

**Co-Benefits:** Reduced air pollution, waste reduction, energy diversity and security, reduced price volatility, economic development, public health improvements, and increased property values.

#### 4.4.2.3 Energy-6: Onsite Solar Energy for New and Existing Warehouse Space

**Measure Description:** Promote and incentivize solar installations on existing and new warehouse space through partnerships with SCE and other private sector funding sources including SunRun,

SolarCity, and other solar lease or PPA companies. Establish a goal that a percentage of new warehousing projects install solar to provide a minimum of 25% of the project's new onsite energy needs and that all existing warehousing install solar to provide a minimum of 25% of power needs with solar. This goal could be supported through nonfinancial incentives or streamlined permitting. Cities may also act as a resource for connecting project proponents with funding opportunities.

**Entity Responsible for Implementation:** The individual city governments, in coordination with various private companies, are responsible for implementing this measure.

**Measure Implementation Details:** To implement this measure, the city governments can work with private companies and utilities to provide funding for solar energy projects. Implement of this measure would be gradual through 2020 as new warehouse spaces are constructed and equipped with solar installations and existing warehouse spaces are retrofitted.

**Level of Commitment:** The City anticipates all new and approximately 25% of existing warehouses to install solar to provide a minimum of 25% of the building's onsite energy needs.

**Co-Benefits:** Reduced air pollution, waste reduction, energy diversity and security, reduced price volatility, economic development, public health improvements, and increased property values.

#### 4.4.2.4 Energy-7: Solar Installations for Existing Housing

**Measure Description:** Establish a goal for solar installations on existing single-family homes to be achieved before 2020 (California Air Pollution Control Officers Association 2009, 2010) Potential goals might be:

- Aggressive—25% of existing single-family homes install solar.
- Medium—20% of existing single-family homes install solar.
- Low commitment—15% of existing single-family homes install solar.

These goals could be supported through nonfinancial incentives or streamlined permitting through the cities. Primary funding would likely be through state- or utility-level programs or through private funding such as a PPA. Cities may also act as a resource for connecting project proponents with funding opportunities.

**Entity Responsible for Implementation:** The individual city governments, in coordination with various private companies, are responsible for implementing this measure.

**Measure Implementation Details:** To implement this measure, the city governments can work with private companies to provide funding for solar energy projects. Implementation of this measure would be gradual through 2020 as new commercial and industrial developments are constructed and equipped with solar installations.

**Level of Commitment:** The City anticipates approximately 20% of existing single-family homes to install solar as a result of this measure.

**Co-Benefits:** Reduced air pollution, waste reduction, energy diversity and security, reduced price volatility, economic development, public health improvements, and increased property values.

#### 4.4.2.5 Energy-8: Solar Installations for Existing Commercial/Industrial Buildings

**Measure Description:** Establish a goal for solar installations on existing commercial/industrial buildings to be achieved before 2020 (California Air Pollution Control Officers Association 2009, 2010) Potential goals might be:

- Aggressive—30% of existing buildings have solar installations.
- Medium—20% of existing buildings have solar installations.
- Low commitment—10% of existing buildings have solar installations.

The selected goal could be achieved in part through private funding from SunRun, SolarCity, or other solar lease PPAs. Additionally, nonfinancial incentives and streamlined permitting at the local level can support this goal. The cities may also act as resources for connecting property owners with funding opportunities. This measure could complement voluntary CALGreen measures related to solar photovoltaic systems.

**Entity Responsible for Implementation:** The individual city governments, in coordination with external funding programs and/or private companies, are responsible for implementing this measure.

**Measure Implementation Details:** To implement this measure, the city governments can work with building owners, state funding programs, and private companies to provide funding for solar energy projects. Implementation of this measure would be gradual through 2020 as solar is installed on existing buildings.

**Level of Commitment:** The City anticipates approximately 20% of existing commercial and industrial buildings (private and/or public buildings) to install solar to provide a minimum of 15% of the building's onsite energy needs.

**Co-Benefits:** Reduced air pollution, waste reduction, energy diversity and security, reduced price volatility, economic development, public health improvements, and increased property values.

#### 4.4.2.6 Energy-9: Install Co-Generation Facilities

**Measure Description:** Co-generation facilities simultaneously generate electricity and useful heat. They are typically used in district heating systems. As feasible, encourage co-generation facilities to supply 15% of building energy in new commercial and industrial facilities greater than 100,000 square feet (California Air Pollution Control Officers Association 2010; California Attorney General's Office 2010). Example facilities are university campuses or large medical centers.

**Entity Responsible for Implementation:** The individual city governments, in coordination with co-generation facilities, are responsible for implementing this measure.

**Measure Implementation Details:** The city governments can coordinate with the co-generation facilities to encourage incremental increases in their contributions to building energy in commercial and industrial facilities. Implementation of this measure would be gradual through 2020 as building energy is increasingly provided by co-generation facilities.

**Level of Commitment:** The City will incentivize and support a percentage goal (e.g. 15%) for new commercial electricity consumption to be supplied by co-generation facilities by 2020.

**Co-Benefits:** Reduced energy use, reduced air pollution, and energy diversity and security.

## 4.5 On-Road Transportation

On-road transportation emissions include emissions from light- and medium-duty vehicles and heavy-duty trucks associated with land use activity in each of the Partnership cities. Emissions originate from the combustion of fossil fuels (such as diesel, gasoline, compressed natural gas, etc.) to power the vehicles. These emissions are direct emissions and accounted for approximately 46% of total regional emissions in 2008 and 2020.

The total VMT by residents and employees in the Partnership cities is expected to increase by the year 2020 under business as usual conditions as new housing units are developed and new jobs are created. The transportation represents the largest source of GHG emissions in the Partnership cities' future community GHG inventory. As a result, transportation related reduction measures need to be a part of reducing the region's overall GHG emissions in 2020.

Reduction measures in the on-road transportation sector have among the highest GHG reductions relative to other sectors. It is important to note that the measures outlined below would also contribute to significant reductions in GHG emissions beyond 2020 because they would create a transportation and land use network that supports mixed-use, high density development and alternative modes of transportation.

On-road transportation measures can achieve significant benefits for both individual residents and the region as a whole. Reductions in VMT and traffic congestion would reduce smog-forming emissions, toxic air contaminants, and diesel particulate matter (California Air Resources Board 2008). Alternative modes of transportation, such as bicycling, walking, and transit, may also help reduce many serious health risks associated with vehicle exhaust. Community well-being and quality of life may also be improved as individuals spend less time commuting, waiting for the bus, and/or sitting in heavy congestion.

### 4.5.1 On Road-1: SB 375 Sustainable Communities Strategy (Regional)

#### 4.5.1.1 Measure Overview

**Measure Description:** SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. While Pavley and LCFS seek to reduce fuel consumed and reduce the carbon content of fuel consumed, SB 375 seeks to reduce VMT through land use planning. SB 375 requires regional transportation plans, developed by MPOs to incorporate an SCS in their RTPs. The goal of the SCS is to reduce regional VMT through land use planning and associated transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. The regional GHG reduction target for SCAG is 8% by 2020 and 13% by 2035, compared to 2005 GHG emissions on a per capita basis. SCAG's 2012-2035 RTP/SCS, if fully implemented would successfully achieve the targets set by CARB.

**Entity Responsible for Implementation:** The Partnership cities and SCAG are responsible for implementing this measure. SANBAG plays a supporting role in enabling transportation

improvements, such as extension of the Metrolink line to Redlands and Bus Rapid Transit improvements in San Bernardino County.

**Measure Implementation Details:** Each city would need to determine which strategies would be implemented in its jurisdiction. Implementation of this measure would also require coordination between multiple entities (such as on transit improvements) and would be gradual through 2020 (and would continue beyond 2020).

**Level of Commitment:** This measure allows for flexibility in how the cities participate in the SCS. Cities may be able to implement the SCS strategies partially, but perhaps not to the full degree called for in the SCS. The details of this measure are provided in On Road 1.1 through On Road 1.14 as described below:

**Co-Benefits:** Reduced energy use, reduced air pollution, public health improvements, energy security, increased quality of life, and smart growth.

#### 4.5.1.2 Specific Local Measure Options Consistent with the SCS

The following measures are consistent with the strategies included in the SCS. They are included below because they represent individual transportation measures that the cities can implement as part of the SCS.

##### **On-Road-1.1: Improve Transit Travel Time and Connectivity (Regional)**

**Measure Description:** To the extent feasible, reduce transit passenger travel time through reduced headways and increased speed. In addition, improve intermodal connectivity among transit systems. These goals could be pursued in connection with, and in addition to, adoption of SANBAG's LRTP.

##### **On-Road-1.2: Other Transit Improvements (Regional)**

**Measure Description:** Work with local and regional transit agencies to secure the following services.

- Additional Bus Rapid Transit routes, and other transit choices such as shuttles and rail, beyond what is outlined in the SANBAG LRTP.
- Convenient feeder service from multimodal transit center to downtown employment centers.
- Region-wide bus/transit passes.
- Park-and-ride lots.
- New opportunities to finance further transit service for the elderly, handicapped, and recreational purposes.
- Shuttle service to transport facilities (e.g., park-and-ride lots).
- Idling limits for transit fleets.

##### **On-Road-1.3: Public Transit Funding (Regional)**

**Measure Description:** Collaborate with a broad range of agencies and organizations to improve and expand funding for public transit infrastructure and operations.

### **On-Road-1.4: Adopt Land Use Patterns to Favor Transit-Oriented Development (Local Regional)**

**Measure Description:** This strategy would involve changes to local general plans to further prioritize transit-oriented development along existing and planned transit facilities. This strategy could build on one of the alternatives considered in the LRTP alternative, which redistributes population and employment growth to transit corridors, and promotes transit oriented development at station areas.

### **On-Road-1.5: Nonmotorized Zones (Local)**

**Measure Description:** Create urban nonmotorized zones in downtown areas where feasible. Consider establishing a goal for conversion of downtown roadway miles to transit, linear parks, or other nonmotorized zones (California Air Pollution Control Officers Association 2010) and provide for the following services.

- Monitor traffic and congestion to determine roadways that should be targeted for improvements.
- Evaluate potential efficiency gains from further signal synchronization. Synchronize traffic signals throughout the city and with adjoining cities while allowing free flow of mass transit systems. Require continuous maintenance of the synchronization system
- Allow for more-efficient bus operation, including possible signal preemption, and expand signal-timing programs where air quality benefits can be demonstrated.

### **On-Road-1.6: Traffic Calming (Local)**

**Measure Description:** Provide traffic calming measures to encourage people to walk or bike instead of using a vehicle.

### **On-Road-1.7: Traffic Signal Synchronization (Local)**

**Measure Description:** Improve travel speed by enhanced signal synchronization.

### **On-Road-1.8: Parking Policy (Local)**

**Measure Description:** As part of the parking policy, consider designating a percentage of downtown parking spaces for ride-sharing vehicles, while reducing the available downtown parking spaces for private vehicles (California Air Pollution Control Officers Association 2009, 2010) (*Supporting General Plan policies: Trans-4*). The following implementation strategies can be used to help achieve these goals.

- Use parking pricing to discourage private vehicle use, especially at peak times.
- Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities. Parking districts should be encouraged throughout the county, but they should be concentrated in high traffic areas, including downtowns.
- Provide convenient pathways through parking for pedestrians; provide shade trees for parking.
- Encourage larger parking spaces to accommodate vans used for ride-sharing, as well as adequate passenger loading and waiting areas.

### **On-Road-1.9: Trip Reduction Ordinance (Local)**

**Measure Description:** Implement a voluntary trip reduction ordinance that promotes the preparation and implementation of a trip reduction plan (TRP)<sup>2</sup> for large employers (100 employees or more). Possible performance targets for the TRPs could be a reduction of the vehicle trips per employee by 15% in 5 years and 25% in 10 years (California Air Pollution Control Officers Association 2010). The TRP could also consider:

- Limiting the hours when deliveries can be made to off-peak hours in high traffic areas.
- Conducting annual employee commute surveys to help inform trip reduction goals and focus implementation strategies.

### **On-Road-1.10: Employer Provided Fringe Benefits (Local)**

**Measure Description:** Encourage use of telecommuting and alternative work schedules for employees. Encourage other employer benefits to reduce VMT, including a Guaranteed Ride Home Program.<sup>3</sup>

### **On-Road-1.11: Pedestrian Bicycle Lanes (Local/Regional)**

**Measure Description:** Create bicycle lanes directed to the location of schools and major employment districts.

### **On-Road-1.12: Pedestrian and Bicycle Network Improvements (Local/Regional)**

**Measure Description:** Provide improvement to the existing pedestrian and bicycle network as follows:

- Encourage the development of bicycle stations<sup>4</sup>, attended parking, and other attended bicycle parking support facilities at intermodal hubs.
- Establish a network of multiuse trails to facilitate safe and direct off-street bicycle and pedestrian travel. Provide bike racks along these trails at secure, lighted locations.
- Evaluate and consider free bicycles for public use and/or charge a nominal fee for their use.
- Amend or implement a development code to include standards for provision of safe pedestrian and bicyclist accommodations, including “Complete Streets” policies that foster equal access by all users, including pedestrians and bicyclists. Include standards in the design of roadways. As appropriate, require new development and redevelopment projects to address bicycle and pedestrian access internally and to other areas through easements; safe access to public transportation and construction of paths that connect with other nonmotorized routes; and safe road crossings at major intersections for school children and seniors.

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<sup>2</sup> The TRP should include, at a minimum, performing annual employee commute surveys, marketing of commute alternatives, ride matching assistance, and transit information.

<sup>3</sup> A relatively low-cost method of supporting alternative mode use, guaranteed ride home programs provide an “insurance policy” against being stranded in cases of illness, family crisis, rideshare vehicle breakdown, etc.

<sup>4</sup> Bike stations are full-service bicycle facilities providing secure and guarded “valet” bicycle parking in addition to other possible amenities, such as showers or bicycle rentals and repairs.

- Apply for regional, state, and federal grants for bicycle and pedestrian infrastructure projects. Consider using state gas tax subventions, sales tax funds, other funding sources, and development exactions/impact fees to provide bicycle and pedestrian facilities.
- Prohibit projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by nonmotorized vehicles, and new residential communities that block through-access on existing or potential bicycle and pedestrian routes.
- Develop and implement a bicycle safety education program to teach drivers and bike riders the laws, riding protocols, routes, safety tips, and emergency maneuvers to increase confidence, safety, and frequency of use for new and existing bike riders.

### **On-Road-1.13: Alternative Fuel Infrastructure (Local/Regional)**

**Measure Description:** Promote the necessary facilities and infrastructure to encourage the use of privately owned low- or zero-emission vehicles such as electric vehicle charging facilities and conveniently locate alternative fueling stations. Convert public transit, street sweeping, and refuse fleets to alternative fuels and provide supporting infrastructure. Examine the use of smaller, more fuel-efficient taxicabs and offering incentives to taxicab owners to use gas-electric hybrid vehicles.

### **On-Road-1.14: School Programs and Outreach (Local)**

**Measure Description:** Collaborate with local public schools districts to expand school bus services and routes. Encourage ridesharing programs in private schools to match parents by geographical location for student transport including the following.

- Continue to provide public education and information about options for reducing motor vehicle-related GHG emissions. Include information on trip reduction; trip linking; public transit; biking and walking; vehicle performance and efficiency (e.g., keeping tires inflated); low- or zero-emission vehicles; and car and ride sharing.

## **4.5.1.3 On Road-2: “Smart Bus” Technologies (Regional)**

**Measure Description:** Collaborate with Omnitrans to implement “Smart Bus” technology, global positioning system (GPS), and electronic displays at all transit stops by 2020 to provide customers with “real-time” arrival and departure time information<sup>5</sup> (California Air Pollution Control Officers Association 2009).

Smart Bus Technologies include Automatic Vehicle Location (AVL) systems and real-time passenger information at bus stations. Omnitrans plans to implement these technologies system-wide on all bus routes serving San Bernardino Valley (Omnitrans service area) to enable information sharing, enhance rider services, and attract potential riders. The AVL system has already been implemented. The Bus Arrival Prediction Information System (BAPIS) would be installed in two phases. In Phase I, real-time rider information would be available via text messaging, Quick Response (QR), website, Interactive Voice Response (IVR), and mobile phone devices. Completed implementation is slated for December 2012. In Phase II, Omnitrans will install electronic signs at all major transit hubs and

<sup>5</sup> These systems not only allow riders to know exactly when the next vehicle will be arriving, but also enable the system operator to track, schedule, and repair vehicles in service. Providing better information to passengers about scheduled arrivals can result in dramatic increases in passengers’ perceptions of the service, even if the actual service provided is the same in terms of frequency and on-time arrivals.

provide General Transit Feed Specification (GTFS) data to the general public to build apps for mobile devices like smartphones and tablet computers. Phase II completion is slated for December 2013.

GHG emissions are expected to decrease because the AVL technologies could lead to more fuel-efficient bus operations for Omnitrans and the BAPIS technologies could potentially attract more transit riders who may switch modes from automobiles. Omnitrans' Demand Response Services, OmniLink and Access, do not operate on a fixed schedule or route and are not included in this analysis.

**Entity Responsible for Implementation:** Omnitrans is primarily responsible for this measure. The Partnership cities and individual city governments would coordinate with Omnitrans as appropriate.

**Measure Implementation Details:** To implement this measure, the Partnership cities would coordinate with Omnitrans in the region to utilize "Smart Bus" and similar technology. Implementation of this measure would most likely be achieved in increments as the technology is expanded throughout the region.

**Level of Commitment:** Omnitrans plans to implement these technologies system-wide on all bus routes serving San Bernardino Valley. Therefore, no local action is required from the cities.

**Co-Benefits:** Reduced air pollution, public health improvements, and increased quality of life.

## 4.6 Off-Road Equipment

Off-road equipment emissions accounted for approximately 6% of the total regional emissions in 2008 and 2020. These emissions are direct emissions resulting from equipment fuel combustion. Off-road equipment includes construction equipment and off-road vehicles. Typical industries that use off-road equipment include the agricultural, construction, industrial, entertainment, rail yards and dredging sectors. In addition, recreational vehicles (e.g., all-terrain vehicles [ATVs]), pleasure craft (e.g., jet skis), and lawn and garden equipment (e.g., mowers) are sources of off-road emissions.

Reduction measures in the off-road equipment sector typically provide modest GHG reductions relative to other sectors.

The Partnership cities have identified the following measures to increase the use of alternative fuels in off-road equipment and reduce the consumption of fossil fuels. These measures would also achieve significant benefits for both individuals and the region as a whole. For example, electrification of off-road equipment would reduce fossil fuel consumption, thereby contributing to reductions in smog-forming emissions, toxic air contaminants, and diesel particulate matter (California Air Resources Board 2008). Serious health risks associated with heavy-duty vehicles may also be reduced accordingly, resulting in improvements in community health and well-being.

### 4.6.1 Off-Road Equipment-1: Electric-Powered Construction Equipment

**Measure Description:** Establish a goal such that a percentage of construction equipment utilizes electric equipment (California Air Pollution Control Officers Association 2010). Potential goals might

be to require 5% to 25% of equipment on annual projects occurring within the cities to be electrically-powered.

Achieving the goal would require close coordination with the air district that sets air quality related requirements on construction vehicles and also provides mitigation options related to construction vehicles through Voluntary Emission Reduction Agreement (VERA) programs, which may overlap with this measure.

**Entity Responsible for Implementation:** Partnership cities, SCAQMD, and the Mojave Desert Air Quality Management District could all share in implementing this measure.

**Measure Implementation Details:** Because the air districts sometimes have mitigation programs for air quality that focus on construction equipment and sometimes have funding to assist with equipment swap-out, cities choosing this measure would benefit from coordinating with the air districts in implementing this measure. Once the goals are adopted, implementation of this measure would be complete, and benefits would be achieved.

**Level of Commitment:** The City has identified electrification goal of 25% of construction equipment for this measure.

**Co-Benefits:** Reduced air pollution, public health improvements, and increased quality of life.

#### 4.6.2 Off-Road Equipment-2: Idling Ordinance

**Measure Description:** Adopt an ordinance that limits idling time for heavy-duty construction equipment beyond CARB or local air district regulations and if not already required as part of CEQA mitigation. Recommended idling limit is 3 minutes (California Air Pollution Control Officers Association 2010). As part of permitting requirements or city contracts, encourage contractors to submit a construction vehicle management plan that includes such things as idling time requirements; requiring hour meters on equipment; and documenting the serial number, horsepower, age, and fuel of all onsite equipment. California state law currently requires all off-road equipment fleets to limit idling to no more than 5 minutes.

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure.

**Measure Implementation Details:** The city governments can adopt ordinances restricting idling time. Implementation of this measure would be a one-time action. Once the ordinance is adopted, the measure would begin to yield benefits.

**Level of Commitment:** The City will adopt an ordinance that limits idling time for heavy-duty construction equipment to 3 minutes.

**Co-Benefits:** Reduced energy use, reduced air pollution, and public health improvements.

#### 4.6.3 Off-Road Equipment-3: Electric Landscaping Equipment

**Measure Description:** Adopt an ordinance that reduces gasoline-powered landscaping equipment use and/or reduces the number and operating time of such equipment. Require 75% of the cities' landscaping equipment be electric by 2020 and 100% by 2030 (California Air Pollution Control Officers Association 2010). Cities would work in close cooperation with the air district in drafting an

ordinance or developing outreach programs to be consistent with current air district rules and CEQA guidelines. The ordinance could also include the following provisions for community landscaping equipment.

- Sponsor a lawnmower exchange program that allows residents to trade in their gasoline powered mower for an electric mower at a low or discounted price.
- Require exterior electrical outlets on all new building developments.

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure.

**Measure Implementation Details:** The city governments can each adopt an ordinance that would result in compliance with the measure by 2020. Implementation of this measure would be gradual through 2020 and 2030 as residents exchange equipment, and as the Cities swap old equipment for new equipment.

**Level of Commitment:** The City anticipates approximately 75% of all landscaping equipment in the City will be electric-powered by 2020.

**Co-Benefits:** Reduced air pollution, public health improvements, and increased quality of life.

## 4.7 Other Land Use Measures (non-Transportation)

Tree planting and rooftop gardens would both reduce energy use from the building energy sector and increase the carbon sequestration potential of the cities. Emission reductions occur in the building energy sector; carbon sequestration was not calculated. Land uses strategies related to reducing transportation emissions were addressed separately in Section 4.5, *On-Road Transportation*.

Large scale tree planting creates dynamic ecosystems within cities that provide environmental and aesthetic benefits. Trees help to clean the air and water, strengthen the quality of place, reduce storm water runoff, create walkable communities, and raise property values. Trees also reduce the heat island effect and provide shading for buildings, reducing air conditioning electricity use. Rooftop gardens provide a cooling effect to the buildings beneath through insulation, reducing energy consumption that would be used to power a central air conditioning system. Reduction measures in this sector are typically the smallest contributor to GHG reductions.

### 4.7.1 Land Use-1: Tree Planting Programs

**Measure Description:** Establish a citywide tree planting goal or tree preservation goal. Possible implementation mechanisms might include a requirement to account for trees removed and planted as part of new construction and/or establishing a goal and funding source for new trees planted on City property. This measure will reduce energy consumption and associated GHG emissions in the building energy sector by reducing the heat island effect.

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure.

**Measure Implementation Details:** The city governments can require trees to be planted as part of new construction, possibly as part of CEQA review and approval of new projects. Implementation of this measure would be gradual as new developments are constructed with accompanying trees.

**Level of Commitment:** Each city selecting this measure chose a certain number of trees to plant each year. Values range from 100 trees/year to 13,000 trees per year.

**Co-Benefits:** Reduced energy consumption, reduced air pollution, increased quality of life, and reduced urban heat island effect.

## 4.7.2 Land Use-2: Promote Rooftop Gardens

**Measure Description:** Establish a goal for 5% of new residences and 15% of new commercial facilities over 100,000 square feet to construct rooftop gardens. Rooftop green space insulates the building underneath, increasing energy efficiency. Rooftop gardens also cool the surrounding area through moisture retention and surface reflectivity. This measure could also reduce energy consumption and associated GHG emissions in the building energy sector (California Air Pollution Control Officers Association 2010). This measure could be implemented through the following incentives.

- Consider offering nonfinancial incentives, as feasible, to encourage rooftop gardens.
- Consider providing informational materials to contractors, homeowners and businesses about the benefits of and incentives for rooftop gardens.

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure.

**Measure Implementation Details:** The city governments can set goals for new residences and commercial facilities to have rooftop green space. Implementation of this measure would be gradual as new developments are constructed with rooftop gardens.

**Level of Commitment:** The City anticipates approximately 5% of new residences and a certain percentage (e.g. 15%) of new commercial facilities over 100,000 square feet to construct rooftop gardens.

**Co-Benefits:** Reduced energy consumption, and increased quality of life.

## 4.8 Solid Waste Management

Total emissions from solid waste generated by the cities account for approximately 2.5% of total regional emissions for 2008 and 2020. These emissions are fugitive emissions of methane that occur at numerous landfills spread throughout the state, and are considered an indirect emissions source. The materials disposed of by each Partnership city are recycled, composted, or placed in a landfill. Organic waste that is buried in landfills decomposes under anaerobic conditions to produce methane. Landfill-related emissions from waste are primarily methane, which is released over time when waste decomposes.

Reducing the Partnership cities' GHG emissions from the solid waste management sector includes two approaches: methane capture, and waste reduction through diversion programs. Methane capture reduces fugitive methane emissions that are emitted from waste in landfills as a result of the

decomposition process. Capturing the fugitive methane prevents it from reaching the atmosphere. Captured methane can also be utilized as an energy source onsite at a landfill, which reduces the need for external energy from a utility.

Waste diversion programs are designed to reduce the amount of waste sent to landfills. In addition to GHG emissions and cost savings, diversion programs may reduce waste-hauling fees, as well as fuel combustion emissions for transporting waste to landfills. Likewise, reductions in landfilled waste would reduce the need for landfill space, which may contribute to future land conservation. Increased recycling and reuse would reduce the need for raw material and energy for manufacturing, thereby contributing to fuel savings and criteria pollutant reductions.

Reduction measures in the solid waste management sector typically provide modest GHG reductions relative to other sectors.

### 4.8.1 Waste-1: Increased Waste Diversion

**Measure Description:** Exceed the waste diversion goal (50%) recommended by Assembly Bill 939 and CALGreen by adopting citywide waste goals of at least 75% of waste diversion (California Air Pollution Control Officers Association 2010). In instances where cities operate their own waste services programs, they will have responsibility to expand or establish composting, recycling, and yard waste programs to residences and businesses. Cities would work with waste providers to identify baseline, opportunities, and achievable diversion goals before a certain time period, all of which can be incorporated into the waste provider's contract with a jurisdiction. This measure could include:

- Expand educational programs to inform residents about reuse, recycling, composting, waste to energy, and zero waste programs. Encourage local recycling and composting initiatives at the neighborhood level.
- Adopt a construction and demolition waste recovery ordinance that meets the CALGreen voluntary guidance of a 65% to 75% reduction in nonhazardous construction and demolition waste.
- Encourage local businesses to expand their recycling and composting efforts and to reduce packaging of products manufactured in the cities.
- Establish a reuse/recycling center where furniture, appliances, building materials, and other useful, nonhazardous items may be dropped off or purchased for a nominal fee.
- Enhance regional coordination on waste management, to take advantage of economies of scale of recycling, composting, and other diversion programs.

**Entity Responsible for Implementation:** The individual city governments along with waste service providers are responsible for implementing this measure.

**Measure Implementation Details:** City governments that operate their own waste services programs can develop educational programs to encourage residents to reduce waste. City governments that utilize a private contractor for waste collection can work with that contractor to expand education and outreach programs. Waste diversion generally increases gradually on an annual basis.

**Level of Commitment:** The City currently has a 50% diversion goal of diversion of waste from landfills with the long term goal of reaching a diversion rate of 75%.

**Co-Benefits:** Reduced air pollution and resource conservation.

## 4.9 Wastewater Treatment and Discharge

Total emissions from wastewater treatment account for approximately 0.4% of the total regional emissions in 2008 and 2020. There are numerous large and small wastewater treatment plants (WWTPs) located within the boundaries of this inventory that serve the Partnership cities' residents and businesses. Twentynine Palms and Yucca Valley utilize septic systems. The Inland Empire Utilities Agency (IEUA) operates four plants, servicing the more metropolitan areas of Chino, Chino Hills, Fontana, Ontario, Rancho Cucamonga, Montclair and portions of the unincorporated county. The City of San Bernardino also operates several WWTPs, servicing the cities of San Bernardino, Loma Linda and portions of the unincorporated county. The Cities of Big Bear Lake, Victorville and Hesperia are served by the smaller regional agencies, BBARWA and Victor Valley Wastewater Reclamation Agency (VWVRA). The remaining Partnership Cities (Highland, Needles, Rialto, Adelanto, Redlands, Yucaipa and Grand Terrace) have individual plants. GHG emissions result from electricity and/or natural gas used to power the facilities. These indirect emissions are included in the inventory in either the building energy or the water sectors, depending on where the WWTP is located. Additional emissions of CH<sub>4</sub> and N<sub>2</sub>O result from the treatment and breakdown of waste in the facility. These are commonly referred to as *fugitive emissions* and are classified as direct emissions. In general, the fugitive emissions associated with septic systems are higher than those at a centralized WWTP. Wastewater generated in each city would be sent to WWTPs, which may be outside the city. Consequently, some of these emissions would not occur within the boundaries of each city generating the wastewater, but each city is responsible for creating this wastewater.

Reduction measures in the wastewater treatment and discharge sector typically provide modest GHG reductions relative to other sectors.

Reducing the Partnership cities' GHG emissions from the wastewater treatment sector includes methane capture and combustion at the WWTPs, improving the efficiency of equipment such as pumps, and using more recycled water. These types of retrofits are for centralized WWTP systems and do not apply to septic systems. The cost of these plant retrofits are incurred by the plant operator, which may be a city, a JPA, or a contracted plant operator. WWTP operators confirmed the presence of or plans for methane capture and the status of their respective energy efficiency projects. For plants operated by an individual Partnership city, the City's selection of any measure related to capital improvements at the plant was considered equivalent to the commitment of a plant operator.

Methane capture reduces fugitive methane emissions that are emitted during the wastewater treatment process. Capturing the fugitive methane prevents it from reaching the atmosphere. Captured methane can also be utilized as an energy source to generate electricity or produce vehicle fuel, which reduces the need for external energy or fuel from a utility. Equipment upgrades can reduce the amount of electricity and natural gas used to power the equipment, which in turn reduces emissions associated with fuel combustion. Increasing the use of recycled water reduces the need for electricity to supply imported water or groundwater to the cities, which reduces indirect emissions from electricity generation.

### 4.9.1 Wastewater-1: Methane Recovery

**Measure Description:** Work with the IEUA or other local wastewater treatment providers (small or large) to identify funding and cooperating agencies for establishing methane recovery systems at all WWTPs that service San Bernardino Partnership cities residents by 2020, as appropriate. WWTPs in the region operated by IEUA, City of San Bernardino, VVWA, City of Redlands and Yucaipa Valley Water District already capture and flare methane at a minimum. Several also utilize waste heat on site or methane powered generators to power various facilities, offsetting approximately 30% of their power needs in the case of IEUA. Cities serviced by these providers would not benefit from this measure (unless the capture system was installed after 2008), only plants that have not yet installed methane capture. For plants that only capture and flare, additional benefits could be achieved by using the methane for electricity or heating onsite. Operators of these facilities would work with SANBAG, regional power providers, Partnership cities or other entities to identify funding for this installation. Install equipment for the combustion of digester gas at all WWTPs by 2020 (California Air Pollution Control Officers Association 2010).

**Entity Responsible for Implementation:** The WWTPs that serve the region are responsible for implementing this measure. However they may be funded through public private partnership as will IEUA's Ontario WWTP fuel cell project.

**Measure Implementation Details:** This measure would require the individual WWTPs to install methane recovery equipment. The installation of equipment is a one-time event, and implementation would be complete once the equipment begins operating.

**Level of Commitment:** The City will collaborate with the VVWRA to establish methane recovery systems.

**Co-Benefits:** Reduced energy use and reduced energy price volatility.

### 4.9.2 Wastewater-2: Energy Efficiency Equipment Upgrades at Wastewater Treatment Plants (Regional)

**Measure Description:** Work with IEUA or other local wastewater treatment provider to upgrade and replace wastewater treatment and pumping equipment with more energy-efficient equipment, as is financially feasible, at the existing facilities by 2020. Require all pumping and treatment equipment to be 25% more energy efficient at the time of replacement. Utilize best management practices for the treatment of waste (California Air Pollution Control Officers Association 2009). This measure could also include the following. WWTPs may already have energy efficiency upgrades scheduled as part of their capital improvements program.

- Assess the feasibility of using advanced treatment of recycled water with microfiltration or reverse osmosis for future potable water use. Assess associated energy/GHG tradeoffs vs. out of basin water supply.

**Entity Responsible for Implementation:** The WWTPs that serve the region are responsible for implementing this measure.

**Measure Implementation Details:** This measure would require the individual wastewater treatment plants to upgrade pumping and treatment equipment. The upgrade of equipment is a one-time event, and implementation would be complete once the upgraded equipment begins operating.

**Level of Commitment:** The City will collaborate with the VVWRA to upgrade pumping and treatment equipment.

**Co-Benefits:** Reduced energy use and reduced air pollution.

### 4.9.3 Wastewater-3: Recycled Water

**Measure Description:** Establish a goal that a certain percentage of all water used for non-potable sources (such as landscaping irrigation, dust control, or fire suppression) be recycled (and treated) wastewater. Consider requiring all new parks, schools, and other public facilities to use 100% recycled water for non-potable outdoor uses as a first step, as feasible depending on existing and planned recycled water infrastructure. Develop public education materials that support and encourage the use of recycled water. Adopt a municipal goal of 100% use of recycled water for non-potable sources (California Air Pollution Control Officers Association 2010). Implementation will likely require coordination with regional WWTPs and recycled water providers. This measure would also include development of an inventory of non-potable uses of water in the cities for potential to substitute recycled water.

**Entity Responsible for Implementation:** To implement this measure, the individual city governments would coordinate with regional water providers and regional WWTPs.

**Measure Implementation Details:** This measure would most likely be implemented in incremental steps as each city utilizes recycled water for its municipal purposes. Recycled water would also be gradually employed through 2020 as new parks and schools are constructed and as recycled water distribution systems expand.

**Level of Commitment** The City anticipates 25% of all water used for non-potable sources (such as landscaping irrigation, dust control, or fire suppression) to be recycled (and treated) wastewater.

**Co-Benefits:** Reduced energy use, reduced air pollution, and resource conservation.

## 4.10 Water Conveyance

Water consumption emissions accounted for approximately 2% of total regional emissions in 2008 and 2020. Each city's water consumption includes the following indirect emissions by activity: electricity consumption for water supply and conveyance, water treatment, water distribution, and wastewater treatment. Water is not only an important resource with limited supplies, but the treatment, distribution, and conveyance of water requires considerable amounts of electricity. The generation of this electricity consumes fossil fuels and releases GHGs. Reducing water demand and conserving water can therefore save energy and avoid future emissions.

Reduction measures in the water conveyance sector typically contribute small GHG reductions relative to other sectors.

The Partnership cities have identified the following strategies to enhance community-wide water and resource conservation. These strategies would collectively reduce water consumption, which would likewise contribute to reductions in building energy use. For example, efficient faucets that use less water would require less electricity and natural gas for hot water heating. Additionally, energy required to transport, distribute, and treat water would be reduced. The consumption of less

electricity and natural gas would ultimately translate to reductions in region and local criteria pollutants, which may improve community health and well-being. Water measures that encourage building retrofits also have an additional benefits of enhancing building value and resale.

It is important to note that the water conservation measures would achieve reductions in the building energy sector. However, the emissions savings are reported as part of the water sector because they are a direct result of implementation of water conservation measures.

#### 4.10.1 Water-1: Require Adoption of the Voluntary CALGreen Water Efficiency Measures for New Construction

**Measure Description:** Require adoption of the voluntary CALGreen water efficiency measures (at least Tier 1) for new construction. CALGreen voluntary measures recommend use of certain water-efficient appliances, plumbing and irrigation systems, as well as more aggressive water-savings targets. Update building standards and codes for new residential and nonresidential buildings to require adoption of these voluntary measures, including:

- Use of low-water irrigation systems.
- Installation of rainwater and gray water systems.
- Installation of water-efficient appliances and plumbing fixtures, as well as composting toilets.
- A 30–40% reduction over baseline in indoor water use, and a 55–60% reduction in outdoor potable water use (CALGreen Tier 1 or 2) compared to 2008 water use.

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure.

**Measure Implementation Details:** The city governments can choose to include the voluntary CALGreen measures in their building codes. Implementation would be gradual through 2020 as new buildings are constructed with water-efficient fixtures.

**Level of Commitment:** The City will adopt the CALGreen water-efficiency measures (at least Tier 1) for new construction.

**Co-Benefits:** Reduced energy use, reduced air pollution, resource conservation, and increased property values.

#### 4.10.2 Water-2: Implement a Program to Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency

**Measure Description:** Implement a program to renovate existing residential and nonresidential buildings to achieve higher levels of water efficiency (California Air Pollution Control Officers Association 2010; California Attorney General's Office 2010). Education and outreach programs can help educate individuals on the importance of water efficiency and how to reduce water use. Rebate programs can help promote installation of water-efficient plumbing fixtures. The program could address:

- Development plans to ensure water conservation techniques are used (e.g. rain barrels, drought tolerant landscape).

- Water-efficiency upgrades as a condition of issuing permits for renovations or additions to existing buildings.
- Adopt water conservation pricing, such as tiered rate structures, to encourage efficient water use.
- Incentives for projects that demonstrate significant water conservation through use of innovative water consumption technologies.

**Entity Responsible for Implementation:** The individual city governments are responsible for the implementing this measure in concert with water retailers.

**Measure Implementation Details:** The city governments can develop educational programs to encourage water conservation among residents. The city governments can also create rebate programs to encourage residents to upgrade to more water-efficient fixtures in homes. Implementation would be gradual through 2020 as older water fixtures are replaced and as residents adopt new water consumption behaviors.

**Level of Commitment:** The City will implement a program to renovate existing buildings to achieve higher levels of water efficiency.

**Co-Benefits:** Reduced energy use, reduced air pollution, resource conservation, and increased property values.

### 4.10.3 Water-3: Encourage Water-Efficient Landscaping Practices

**Measure Description:** Encourage water-efficient landscaping practices. Adopt a landscaping water conservation ordinance that exceeds the requirements in the Model Landscape Ordinance (AN 1881). The conservation plan could include provisions for any of the following.

- Further reducing the ET Adjustment factor listed in the Model Ordinance.
- Limiting turf grass areas.
- Providing approved plant lists.
- Implement a public education and outreach campaign to promote water conservation. The program should highlight specific water-wasting activities to discourage, such as the watering of nonvegetated surfaces and using water to clean sidewalks and driveways, as well as educate the community about the importance of water conserving techniques. Water efficiency training and certification for irrigation designers, installers, and property managers should also be offered.
- Encourage alternatives to lawns and turf uses, except for parks, playing fields, children's play areas, and other specialized uses.
- Promote underground irrigation techniques.
- Encourage extensive use of mulch in landscape areas to improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
- Require drought-tolerate landscape plantings for all municipal buildings.
- Establish landscape maintenance districts along streets for water conservation purposes.

- Promote installation of dual plumbing in all new development, allowing gray water to be used for landscape irrigation.

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure in concert with water retailers.

**Measure Implementation Details:** The individual city governments can adopt water conservation plans that surpass the requirements of the Model Landscape Ordinance. Implementation would be gradual through 2020 as residents adopt new water conservation behaviors, and as new developments utilize less water-demanding plants, alternatives to lawns, and gray water infrastructure.

**Level of Commitment:** The City has adopted a landscaping water conservation ordinance that exceeds the requirements in the Model Landscape Ordinance (AN 1881) to achieve outdoor water use reductions for a certain percentage of residential and nonresidential buildings.

**Co-Benefits:** Reduced energy use, reduced air pollution, and resource conservation.

#### 4.10.4 Water-4: Senate Bill X7-7 The Water Conservation Act of 2009

**Measure Description:** SB X7-7 was enacted in November 2009 and requires urban water agencies throughout California to increase conservation to achieve a statewide goal of a 20% reduction in urban per capita use by December 31, 2020 (referred to as the “20X2020 goal”). Each urban water retailer in the county has established a 2020 per-capita urban water use target to meet this goal.

**Entity Responsible for Implementation:** The individual urban water retailers in the county, through coordination with individual city governments, are responsible for implementing this measure.

**Measure Implementation Details:** The urban water retailers will implement water conservation measures according to their 2010 Urban Water Management Plans. The city governments will need to work with their urban water retailer as necessary to reduce per-capita water use by 2020. Implementation depends on the specific urban water management plans, but would likely be gradual through 2020 as new buildings are constructed with water-efficient fixtures and other conservation measures are put into place.

**Level of Commitment:** The City will meet the requirements of Victorville Water Department and the Mojave Water Agency to reduce per-capita water use by 2020.

**Co-Benefits:** Reduced energy use, reduced air pollution, resource conservation, and increased property values.

## 4.11 GHG Performance Standard for New Development

### 4.11.1 PS-1: GHG Performance Standard for New Development

**Measure Description:** Individual cities may adopt a GHG Performance Standard for New Development (PS) that would provide a streamlined and flexible program for new residential and nonresidential projects to reduce their emissions. The PS would be a reduction standard for new private developments as part of the discretionary approval process under CEQA. Under the PS, new projects would be required to quantify project-generated GHG emissions and adopt feasible reduction measures to reduce project emissions to a level that is a certain percent below BAU project emissions. The PS does not require project applicants to implement a pre-determined set of measures. Rather, project applicants are allowed to choose the most appropriate measures for achieving the percent reduction goal, while taking into consideration cost, environmental or economic benefits, schedule, and other project requirements. SCAQMD does not have CEQA significance thresholds for new nonindustrial development at this time. One potential PS reduction goal could be 29%, based on San Joaquin Air Pollution Control District's recommended CEQA significance threshold and based on the calculations of reductions necessary at the state level to meet AB 32 at the time of the Scoping Plan (29% below forecasted 2020 levels = 1990 levels based on data available at that time). Another potential minimum goal could be 20% to 22% based on the most recent 2020 forecast data from CARB.

San Bernardino County adopted a performance standard of 31% for certain discretionary projects within the unincorporated county with emissions more than 3,000 MTCO<sub>2e</sub>/year. Projects with less than 3,000 MTCO<sub>2e</sub>/year are still required to meet certain specified performance measures that also result in GHG emission reductions.

A city may select a suite of other local measures that may already meet the PS-1 percent reduction goal specified by that city. In these cases, a city can still select PS-1 and use it to support those local measures, even though direct reductions from PS-1 for those cities may be zero. An effort was made to not to double-count emissions reductions from PS-1 and overlapping local measures.

**Entity Responsible for Implementation:** The individual city governments are responsible for implementing this measure.

**Measure Implementation Details:** Implementation of the performance standard would reduce GHG emissions attributable to new discretionary development projects at least 20% to 29% by 2020 (or more if selected by a city). Measurable reductions of GHG emissions would be achieved through each city's review and discretionary approval of residential, commercial, and industrial development projects. It is expected that project proponents would often include energy-efficiency and alternative energy strategies to help reduce their project's GHG emissions because these are often the most cost-effective approach to reducing GHG emissions, but are free to propose any valid measures that would achieve the overall reduction goal.

In order to calculate the reductions from this measure, state measures and local mandatory measures were quantified for new development for each city. These measures achieve a certain portion of the PS goal, depending on the city. The PS contributes the remaining percent reduction required to achieve the PS goal in new developments. The reduction amounts for each individual

project within each city from state or other local measures would vary; however, state and local mandatory measures are still expected to result in the largest share of the burden in meeting the PS reduction target for all cities.

Some cities already require discretionary projects, through the CEQA process, to identify their GHG emissions and to mitigate those emissions when feasible mitigation is available and there are no overriding circumstances.

**Level of Commitment:** The City will adopt a GHG Performance Standard for New Development, requiring a 29% reduction in new development emissions within the cities..

**Co-Benefits:** Co-benefits would depend on the exact measures selected by individual project proponents, but would be the same as the corresponding strategies described for the other measures (e.g., if a project proponent were to select energy efficiency measures as part of meeting project reductions, the benefits would be similar in character to those described for energy-efficiency retrofits).

**Table 4-1. Regional GHG Reductions for All GHG Reduction Measures**

Measure No.	GHG Reduction Measure	GHG reductions	Percent of State/County reductions (for state measures)	Percent of local reductions (for local measures)	Number of cities selecting/benefitting from measure (for local measures)	Notes
<i>State and County Measures</i>						
State-1	Renewable Portfolio Standard	862,909	25.1%	NA	NA	
State-2	Title 24 (Energy Efficiency Standards)	238,543	6.9%	NA	NA	
State-3	AB 1109	221,925	6.4%	NA	NA	
State-4	Solar Water Heating	4,499	0.1%	NA	NA	
State-5	Industrial Boiler Efficiency	33,610	1.0%	NA	NA	
State-6	Pavley plus LCFS	1,686,866	49.0%	NA	NA	
State-7	AB 32 Transportation Reduction Strategies	152,933	4.4%	NA	NA	
State-8	LCFS: Off-Road	78,930	2.3%	NA	NA	
State-9	AB 32 Methane Capture	10,218	0.3%	NA	NA	
County-1	San Bernardino County GHG Plan Landfill Controls	152,973	4.4%	NA	NA	
<i>Local Measures</i>						
<i>Building Energy</i>						
Energy-1	Promote Energy Efficiency for Existing Buildings	61,623	NA	5.4%	14	
Energy-2	Outdoor Lighting	13,356	NA	1.2%	11	
Energy-3	Green Building Ordinance for New Buildings	11,865	NA	1.0%	8	
Energy-4	Solar Installations in New Housing Developments	9,340	NA	0.8%	16	
Energy-5	Solar Installations for New Commercial/Industrial Development	29,579	NA	2.6%	12	
Energy-6	Onsite Solar Energy for New and Existing Warehouse Space	80,161	NA	7.0%	6	
Energy-7	Solar Installations for Existing Housing	47,299	NA	4.1%	14	

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Measure No.	GHG Reduction Measure	GHG reductions	Percent of State/County reductions (for state measures)	Percent of local reductions (for local measures)	Number of cities selecting/benefiting from measure (for local measures)	Notes
Energy-8	Solar Installations for Existing Commercial Buildings	22,368	NA	1.9%	13	
Energy-9	Co-Generation Facilities	485	NA	0.0%	7	
<i>On Road Transportation</i>						
Transportation-1	Sustainable Communities Strategy	48,155	NA	4.2%	12	
Transportation-2	Smart Bus Technologies	6,103	NA	0.5%	14	
<i>Off Road Transportation and Equipment</i>						
Off Road-1	Electric-Powered Construction Equipment	24,112	NA	2.1%	10	
Off Road-2	Idling Ordinance	5,354	NA	0.5%	11	
Off Road-3	Electric Landscaping Equipment	8,147	NA	0.7%	9	
<i>Solid Waste Management</i>						
Waste-1	Waste Diversion	6,240	NA	0.5%	9	
<i>Water Conveyance</i>						
Water-1	Require Adoption of the Voluntary CALGREEN water efficiency measures for New Construction	9,767	NA	0.9%	9	GHG reductions also include reductions in the building energy and wastewater sectors
Water-2	Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	26,071	NA	2.3%	8	GHG reductions also include reductions in the building energy and wastewater sectors
Water-3	Encourage Water-Efficient Landscaping Practices	11,176	NA	1.0%	13	
Water-4	Implement SB X7-7	496,289	NA	43.4%	21	GHG reductions also include reductions in the building energy and wastewater sectors
<i>Wastewater Treatment and Discharge</i>						
Wastewater-1	Methane Recovery (Regional)	1,716	NA	0.1%	5	
Wastewater-2	Equipment Upgrades (Regional)	22,645	NA	2.0%	15	GHG reductions occur in the building energy sector
Wastewater-3	Recycled Water (Overall)	4,141	NA	0.4%	8	GHG reductions include

Measure No.	GHG Reduction Measure	GHG reductions	Percent of State/County reductions (for state measures)	Percent of local reductions (for local measures)	Number of cities selecting/benefiting from measure (for local measures)	Notes
<i>Agriculture</i>						
Agriculture-1	Methane Capture at Large Dairies	77,556	NA	6.8%	1	
Agriculture-2	Utilize Methane Captured at Dairies	2,383	NA	0.2%	1	
<i>Land Use and Urban Design</i>						
Land Use-1	Urban Tree Planting	807	NA	0.1%	10	GHG reductions occur in the building energy sector
Land Use-2	Promote Rooftop Gardens	51	NA	0.0%	4	GHG reductions occur in the building energy sector
<i>GHG Performance Standard for New Development</i>						
PS-1	GHG Performance Standard for New Development	121,418	NA	10.6%	18	

## Implementation of the CAP and Regional Coordination

### 5.0 Implementation of the Climate Action Plan

This section describes implementation steps for the CAP to support achievement of the GHG reduction goals for the community at large. Success in meeting the City's GHG emission reduction goal will depend on cooperation, innovation, and participation by the City and residents, businesses, and local government entities. This section outlines key steps that the City would follow for the implementation of this CAP.



Successful implementation of the CAP will require the following components. These are described in more detail below

- Administration and/or staffing
- Financing and budgeting
- Timelines for measure implementation
- Community outreach and education
- Monitoring, reporting, and adaptive management
- Regional coordination

The steps above are not specific to any one Partnership City but are basic steps that any City might take or that other California communities have taken to implement a GHG reduction plan. These are suggested, not required, and are intended to guide a City in its implementation planning.

### 5.1 Administration and Staffing

The City has designated the Development Department's Long Range Senior Planner as the CAP Implementation Coordinator (CIC) to oversee the successful implementation and tracking of all selected GHG reduction strategies. The CIC will primarily be responsible for coordinating with contacts across departments to gather data, report on progress, track completed projects, and ensure that scheduling and funding of upcoming projects is discussed at key City meetings.

In addition, the CIC could have the following responsibilities.

- Secure long-term financing for GHG reduction measures (i.e., grant application primary contact).
- Coordinate CAP implementation related meetings.
- Serve as the external communication hub to local and regional climate action organizations including SANBAG.
- Conduct public outreach to inform the community of the City's reduction planning efforts.

- Investigate methods to utilize existing resources and harness community support to better streamline implementation of the local climate action plan.
- Monitor implementation of reduction measures and success of the CAP using the monitoring tools provided by SANBAG
- Develop a protocol for monitoring the effectiveness of emissions reduction programs.
- Establish guidelines for reporting and documenting emissions reduction progress.
- Submit annual reports to the City Council.
- Develop a protocol for utilizing the real-time information collected through the verification process to modify and revise existing reduction programs.
- Track state and federal legislation and its applicability to the City.

In general, the goal in implementing the CAP is not to create new administrative tasks or new staff positions necessarily, but rather to leverage existing programs and staff to the maximum extent feasible. Cities should seek to fold GHG planning and long term reduction into their existing procedures, institutional organization, reporting and long-term planning; a process that will be unique to each City.

## 5.2 Financing and Budgeting

### 5.2.1 Funding Mechanisms

Implementation of the local GHG reduction measures will require the City and other public agencies, local businesses, developers/builders, and existing commercial building owners and residential homeowners and individuals to incur increased costs for the capital improvements and other investments, and increased operations and maintenance costs. However, in some cases operating costs are anticipated to decrease, resulting in offsetting savings. This section presents a summary of funding and financing options (Table 5-1) available at the writing of this document. Some funding sources are not necessarily directed towards a City, but to a larger regional agency such as SANBAG, a JPA, or a waste services provider serving multiple jurisdictions. The City should continually monitor private and public funding sources for new grant and rebate opportunities and to better understand how larger agencies are accessing funds that can be used for GHG reductions in their area. Leveraging financing sources is one of the most important roles a local government can play in helping the community to implement many of the GHG reduction measures.

**Table 5-1. Potential Funding Sources to Support GHG Reduction Measures**

State and Federal Funds	
Federal Tax Credits for Energy Efficiency	<ul style="list-style-type: none"> <li>● Tax credits for energy efficiency can be promoted to residents.</li> </ul>
Energy Efficient Mortgages (EEM)	<ul style="list-style-type: none"> <li>● An EEM is a mortgage that credits a home’s energy efficiency in the mortgage itself.</li> <li>● Residents can finance energy saving measures as part of a single mortgage.</li> <li>● To verify a home’s energy efficiency, an EEM typically requires a home energy rating of the house by a home energy rater before financing is approved.</li> </ul>

- California Department of Resources Recycling and Recovery (CalRecycle)

  - EEMs are typically used to purchase a new home that is already energy efficient, such as an ENERGY STAR® qualified home.
  - CalRecycle grant programs allow jurisdictions to assist public and private entities in management of waste streams.
  - Incorporated cities and counties in California are eligible for funds.
  - Program funds are intended to:
    - Reduce, reuse, and recycle all waste.
    - Encourage development of recycled-content products and markets.
    - Protect public health and safety and foster environmental sustainability.
- California Air Resources Board (CARB)

  - CARB offers several grants, incentives, and credits programs to reduce on-road and off-road transportation emissions. Residents, businesses, and fleet operators can receive funds or incentives depending on the program.
  - The following programs can be utilized to fund local measures:
    - Air Quality Improvement Program (AB 118)
    - Carl Moyer Program – Voucher Incentive Program
    - Goods Movement Emission Reduction Program (Prop 1B Incentives)
    - Loan Incentives Program
    - Lower-Emission School Bus Program/School Bus Retrofit and Replacement Account (Prop 1B and EPA Incentives)
- Existing Capital Improvement Program

  - State and federal funds would most likely continue to local governments, builders, and homeowners in the following forms.
    - Grants
    - Transportation and transit funding
    - Tax credit and rebate programs
  - The Capital Improvement Program can be utilized for measures relating to traffic or transit.
- State Funding for Infrastructure

  - The state’s Infill Infrastructure Grant Program may potentially be used to help fund measures that promote infill housing development.
  - Grants can be used for gap funding for infrastructure improvements necessary for specific residential or mixed-use infill development projects.

<p>Transportation-Related Federal and State Funding</p>	<ul style="list-style-type: none"> <li>• For funding measures related to transit, bicycle, or pedestrian improvements, the following funding sources may be utilized.</li> </ul>																						
	<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Safe, Accountable, Flexible, Efficient Transportation Equity Act—Legacy for Users (SAFETEA-LU).</td> <td>FTA Small Starts</td> </tr> <tr> <td>Surface Transportation Program Fund, Section 1108 (STP)</td> <td>FTA Section 5311(f)</td> </tr> <tr> <td>Congestion Mitigation and Air Quality Improvement Program, Section 1110 (CMAQ)</td> <td>California's Bicycle Transportation Account (BTA)</td> </tr> <tr> <td>Transportation Enhancement Activities (TEA)</td> <td>Environmental Enhancement and Mitigation (EEM) Program</td> </tr> <tr> <td>National Recreational Trails Program</td> <td>Safe Routes to School (SR2S)</td> </tr> <tr> <td>National Highway System Fund (NHS)</td> <td>Office of Traffic Safety (OTS)</td> </tr> <tr> <td>National Highway Safety Act, Section 402</td> <td>Transportation Development Act (TDA) Article III</td> </tr> <tr> <td>Transit Enhancement Activity, Section 3003</td> <td>Transportation Funds for Clean Air (TFCA, formerly AB 434)</td> </tr> <tr> <td>Section 3 Mass Transit Capital Grants</td> <td>Flexible Congestion Relief (FCR) Program</td> </tr> <tr> <td>Bridge Repair &amp; Replacement Program (BRRP)</td> <td>State Highway Operations and Protection Program (SHOPP)</td> </tr> <tr> <td>Federal Transit Administration (FTA) 5309</td> <td></td> </tr> </table>	Safe, Accountable, Flexible, Efficient Transportation Equity Act—Legacy for Users (SAFETEA-LU).	FTA Small Starts	Surface Transportation Program Fund, Section 1108 (STP)	FTA Section 5311(f)	Congestion Mitigation and Air Quality Improvement Program, Section 1110 (CMAQ)	California's Bicycle Transportation Account (BTA)	Transportation Enhancement Activities (TEA)	Environmental Enhancement and Mitigation (EEM) Program	National Recreational Trails Program	Safe Routes to School (SR2S)	National Highway System Fund (NHS)	Office of Traffic Safety (OTS)	National Highway Safety Act, Section 402	Transportation Development Act (TDA) Article III	Transit Enhancement Activity, Section 3003	Transportation Funds for Clean Air (TFCA, formerly AB 434)	Section 3 Mass Transit Capital Grants	Flexible Congestion Relief (FCR) Program	Bridge Repair & Replacement Program (BRRP)	State Highway Operations and Protection Program (SHOPP)	Federal Transit Administration (FTA) 5309	
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|---|---|
| <p>Other Local/Regional Funding Sources</p> | <ul style="list-style-type: none"> <li>• SCAQMD has several grant programs related to air quality improvement, some of which may apply to various reduction measures.</li> <li>• Bus Stop Sponsorships—Advertisement sponsorship of bus stops has been utilized as a revenue source.</li> <li>• Transit Fare Increases—Transit fares could be increased to help fund capital improvements, though increases also have the potential to decrease ridership in the short term.</li> <li>• Parcel Tax—An election consistent with Proposition 218 could serve to increase the existing level of taxation and provide additional funding for transit-related capital improvements. However, in the current economic climate, this may not be a likely financing source unless economic conditions improve and community support for such a taxation approach is favorable.</li> </ul> |
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Utility Rebates

- SoCal Edison is one of the three utilities participating in the Go Solar initiative.
- A variety of rebates are available for existing and new homes.
- Photovoltaics, thermal technologies, and solar hot water projects are eligible.
- Single-family homes, commercial development, and affordable housing are eligible.
- Budget for new solar hot water systems for 2010–2017: \$250 million.

## Energy Upgrade California

- Program is intended for home energy upgrades.
- Funded by the American Recovery and Reinvestment Act, California utility ratepayers, and private contributions.
- Utilities administer the program, offering homeowners the choice of one of two upgrade packages—basic or advanced.
- Homeowners are connected to home energy professionals.
- Rebates, incentives, and financing are available.
- Homeowners can receive up to \$4,000 back on an upgrade through the local utility.

## Private Funding

- Private equity can be used to finance energy improvements, with returns realized as future cost savings.
- Rent increases can fund retrofits in commercial buildings.
- Net energy cost savings can fund retrofits in households.
- Power Purchase Agreements (PPA) involve a private company that purchases, installs, and maintains a renewable energy technology through a contract that typically lasts 15 years. After 15 years, the company would uninstall the technology or sign a new contract.
- Power produced from a PPA is sold to customers. SANBAG recently approved a contract for solar power site assessments, bringing together a number of cities and agencies to aggregate their solar sites.
- On-Bill Financing (OBF) can be promoted to businesses for energy-efficiency retrofits. Funding from OBF is a no-interest loan that is paid back through the monthly utility bill. Lighting, refrigeration, HVAC, and LED streetlights are all eligible projects.

## Other Funding Mechanisms for Implementation

- Increased operating costs can be supported by grants from the Strategic Growth Council (SGC) or the State Department of Conservation (DOC) to fund sustainable community planning, natural resource conservation, and development, adoption, and implementation of Sustainable Community planning elements, including climate action plans and general plan amendments.

## Future Funding Options: Funding Mechanisms for Capital and/or Implementation Costs

## New Development Impact Fees

- These types of fees may have some potential to provide funding, but such fees are best implemented when the real estate market and overall regional economic conditions are strong.

## General Obligation Bond

- A general obligation bond is a form of long term borrowing and could be utilized to fund municipal improvements.

## AB 811 Districts Property-Assessed Clean Energy (PACE)

- AB 811 is intended to help municipalities accomplish goals outlined in AB 32.
- The PACE finance program is intended to finance energy and water improvements within a home or business through a land-secured loan, and funds are repaid through property assessments.
- Municipalities are authorized to designate areas where property owners can enter into contractual assessments to receive long-term, low-interest loans for energy and water efficiency improvements, and renewable energy installation on their property.
- Financing is repaid through property tax bills.
- AB 811 and the PACE program are currently on hold for residential properties due to potential violation of standard FHFA federally

- guaranteed (Fannie Mae/Freddie Mac) residential mortgage contracts.
  - The PACE program is not on hold for commercial properties.
  - SANBAG, as the COG, has implemented the Home Energy Renovation Opportunity (HERO; a PACE program) in the region to assist residents in financing residential energy efficiency and solar retrofits. This program will be the primary funding mechanism for reduction measure Energy-7: Solar Installation for Existing Housing.
  - SANBAG will structure a regional energy efficiency and water conservation improvement loan program for existing buildings (AB 181 and AB 474).
- 

## 5.2.2 Additional Considerations

In addition to pursuing the funding options above and monitoring the availability of others, The City would need to take the following steps in order to best inform decisions related to the cost of GHG reductions measures.

- **Perform and Refine cost estimates.** Cost estimates for local reduction measures should be performed to identify the cost-effectiveness of each measure to inform and guide the implementation process. This analysis will likely be based on a variety of participation, per-unit, and other assumptions. As programs are developed, cost estimates should be refined and updated over time with more precise implementation-level data.
- **Integrate GHG measures into existing City budget and CIP.** Certain capital improvements may need to be added to the City's CIP and facility master plan programs, as well as those of the City utility enterprises and other public agencies that have control for project implementation. For CIPs completely under the City's control, new projects would need to be assessed for consistency with the CAP.
- **Adopt or update ordinances and/or codes.** Some local reduction measures may require new or revised ordinances (e.g., Wastewater-3: recycled water may require ordinance support for new development). Staff would need to coordinate these efforts in conjunction with planning departments, planning commissions, and City councils.
- **Pursue outside funding sources.** A range of funding from state and federal agencies has been identified. The City would need to pursue these (and other emerging) funding sources as a part of implementation efforts.
- **Implement and direct preferred City funding sources.** While City funding sources are limited, the City, when financially able, as a part of its budget process, could appropriate funding from general sources or make changes in its fee schedules, utility rates, and other sources as needed to support funding the implementation of the GHG reduction measures.
- **Create monitoring/tracking processes.** Local reduction measures will require program development, tracking, and/or monitoring. For example, Energy-7 (Promote Solar Installation for Existing Housing) would necessitate staff time to promote solar installations; the City may also want to track the number of households that participate in the program and the amount of electricity and cost saving over time.
- **Identify economic indicators to consider future funding options.** Economic recovery may occur rapidly or slowly. Whatever the timeframe, the City would need to determine the point at

which certain additional funding sources may become feasible and/or favorable. Identification and monitoring of economic indicators and trends, such as home prices, energy prices cost per kWh on solar installations, unemployment rates, or real wage increases, can help the City decide when to further explore the potential for funding local reduction measures through different financing mechanisms.

## 5.3 Timelines for Measure Implementation

After taking into account the reductions in energy and water usage and the GHG emissions resulting from statewide measures, the City would need to implement the local reduction measures to reach its reduction targets.

The City has developed an implementation schedule for the local reduction measures. Prioritization was based on the following factors:

- Cost effectiveness
- GHG reduction efficiency
- Availability of funding
- Level of City Control
- Ease of implementation
- Time to implement.

In general consideration of these factors, the following are the key phases starting in 2015 through 2020. In addition, Table 5-2 provides a list of criteria for prioritization and Table 5-3 provides a list of measures implemented in each phase.

- **Phase 1 (2015-2016):** During Phase 1, the City will develop key ordinances, programs, policies, and procedures required to support and enforce the local mandatory GHG reduction measures such as implementation of SBX7-7. Likewise, the City would create a planning framework that would guide implementation of the voluntary measures and performance standards. Measure funding would be secured and a detailed finance plan developed. The City would conduct an inventory for 2014 (in early 2015) to determine changes in emissions since 2008.
- **Phase 2 (2016-2017):** During Phase 2, the City would continue to implement measures that were begun in Phase 1. The City would evaluate the effectiveness of these measures and adapt management procedures accordingly. Likewise, the City will conduct an updated community GHG inventory to monitor emissions trends. The City would conduct an inventory for 2017 (in early 2018) to determine progress in implementing the CAP.
- **Phase 3 (2018-2020):** During Phase 3, the City would continue to implement and support measures begun in Phases 1 and 2, and encourage implementation of all remaining CAP measures (Phase 3 measures). An analysis of the effectiveness of Phase 1 and 2 measures would be conducted, as well as an updated community GHG inventory for 2019 (in early 2020). The City could also begin developing plans for post-2020 actions during this period (see further discussion below)

*Never mind...*

To encourage implementation of all reduction measures, the CIC, with consultation from the planning commission, City council, City staff and/or other key stakeholders, would develop a CAP Implementation Timeline. Measure prioritization could be based on the following factors.

- Cost/Funding—How much does the measure cost? Is funding already in place for the measure?
- Greenhouse Gas Reductions—How effective is the measure at reducing greenhouse gases?
- Other Benefits—For example, does the measure improve water quality or conserve resources? Would it create jobs or enhance community well-being?
- Consistency with Existing Programs—Does the measure complement or extend existing programs?
- Impact on the Community—What are the advantages and disadvantages of the measure to the community as a whole?
- Speed of Implementation—How quickly can the measure be implemented and when would the City begin to see benefits?
- Implementation Effort—How difficult will it be to develop and implement the program?

A qualitative appraisal of implementation effort for the City is also provided. Measures can be categorized based on the convention of low, medium, or high, with low-level measures requiring the least level of effort by the City and being the most likely to be pursued immediately (i.e., the low hanging fruit).

**Table 5-2. Implementation Matrix**

Implementation Effort Level	Sample Criteria
LOW	<ul style="list-style-type: none"> <li>● Requires limited staff resources to develop.</li> <li>● Existing programs in place to support implementation.</li> <li>● Required internal and external coordination is limited.</li> <li>● Required revisions to policy or code are limited.</li> </ul>
MEDIUM	<ul style="list-style-type: none"> <li>● Requires staff resources beyond typical daily level.</li> <li>● Policy or code revisions necessary.</li> <li>● Internal and external coordination (e.g., with stakeholders, other cities or agencies, or general public) is necessary.</li> </ul>
HIGH	<ul style="list-style-type: none"> <li>● Requires extensive staff time and resources.</li> <li>● Requires development of completely new policies or programs and potential changes to the general plan.</li> <li>● Robust outreach program required to alert residents and businesses of program requirements and eligibility.</li> <li>● Requires regional cooperation and securing long term funding.</li> </ul>

The Action Priority Matrix shows an example of how different GHG reduction measures can be categorized and scheduled based on implementation effort and cost.

**Figure 5-1. Activity Priority Matrix**

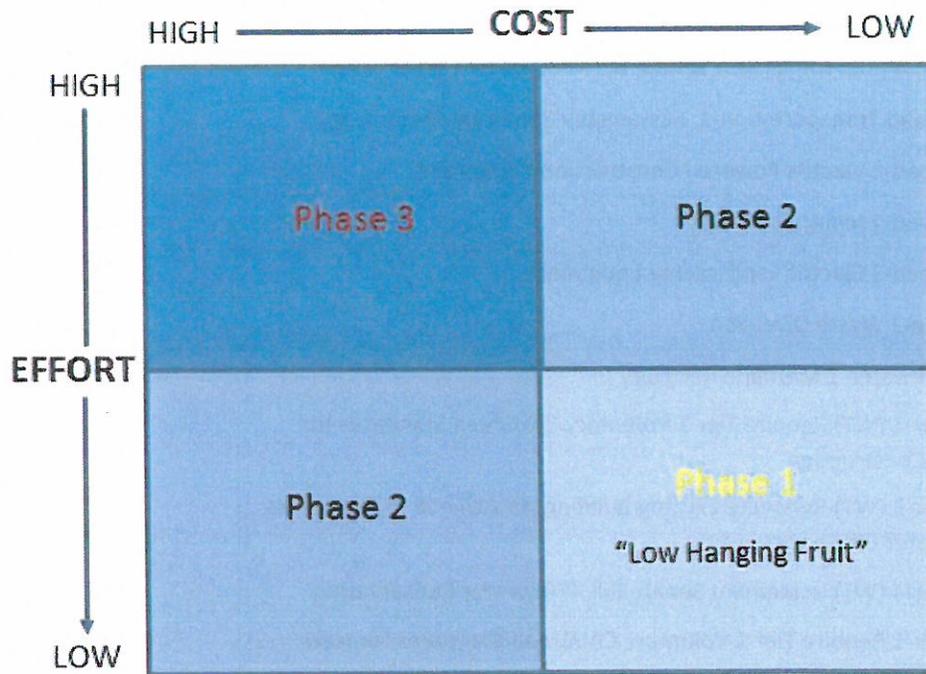


Table 5-3 translates the implementation matrix shown in Table 5-2 and Figure 5-1 and designates the phasing of the local reduction measures for the City of Victorville.

**Table 5-3. GHG Reduction Measure Timeline and Phasing Schedule**

Reduction Measure	Phase
Energy 1: Energy Efficiency for Existing Buildings	1, 2, 3
Energy 2: Outdoor Lighting	1, 2, 3
Energy 3: Green Building Ordinance	1, 2, 3
Energy 4: Solar Installation for New Housing	1, 2, 3
Energy 5: Solar Installation for New Commercial	1, 2, 3
Energy 6: Solar Energy for Warehouse Space	1, 2, 3
Energy 7: Solar Installation for Existing Housing	1, 2, 3
Energy 8: Solar Installation for Existing Commercial / Industrial	1, 2, 3
Energy 9: Co-Generation Facilities	3
Land Use-1 (BE) Tree Planting Programs	2, 3
Land Use-2 (BE) Promote Rooftop Gardens	1, 2, 3
Wastewater-2 (BE) Equipment Upgrades	3
Water-1 (BE) Require Tier 1 Voluntary CALGreen Standards for New Construction	1, 2, 3

Water-2 (BE) Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	1, 2, 3
Water 4 (BE): Implement Senate Bill X7-X Water Conservation	1, 2, 3
On-Road Transportation-1: Sustainable Communities Strategy	1, 2, 3
OffRoad-1 Electric Powered Construction Equipment	1, 2, 3
OffRoad-2 Idling Ordinance	1, 2, 3
OffRoad-3 Electric Landscaping Equipment	1, 2, 3
Waste-2 Waste Diversion	1, 2, 3
Wastewater-1 Methane Recovery	2, 3
Water-1 (WT) Require Tier 1 Voluntary CALGreen Standards for New Construction	1, 2, 3
Water-2 (WT) Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	1, 2, 3
Water-4 (WT) Implement Senate Bill X7-X Water Conservation	1, 2, 3
Water-1 Require Tier 1 Voluntary CALGreen Standards for New Construction	1, 2, 3
Water-2 Renovate Existing Buildings to Achieve Higher Levels of Water Efficiency	1, 2, 3
Water-3: Water Efficient Landscaping practices	1, 2, 3
Water-4: Implement Senate Bill X7-X Water Conservation	1, 2, 3
Wastewater-3 (WC) Recycled Water	2, 3
PS-1 GHG Performance Standard for New Development	1, 2, 3

## 5.4 Community Outreach and Education

The citizens and businesses in the City are integral to the success of the CAP and to overall reductions in GHG emissions for the region. Their involvement is essential, considering that several measures depend on the voluntary commitment, creativity, and participation of the community.

The City would educate stakeholders, such as businesses, business groups, residents, developers, and property owners, about the GHG reduction measures that require their participation, encourage participation in these programs, and alert them to program requirements, incentives and/or rebate availability, depending on the measure. The CIC would schedule periodic meetings to facilitate formal community involvement in CAP implementation and adaptation over time. This could include focused meetings for a specific measure or program such as the PACE program and/or agenda items at planning commission, City Council, or other public meetings. These meetings would be targeted to particular stakeholder groups and provide information on CAP implementation progress as well as the implementation of a specific program or new policy. Alternatively, periodic written updates

could be provided in City newsletters, SANBAG's newsletter, on City websites, or through other media communications with the general public such as press releases and public service announcements. Stakeholders would be provided an opportunity to comment on potential improvements or changes to the CAP. The CIC would also sponsor periodic outreach events to directly inform and solicit the input, suggestions, and participation of the community at large.

## 5.5 Monitoring and Reporting

Regular monitoring is important to ensure programs are functioning as they were originally intended. Early identification of effective strategies and potential issues would enable the City to make informed decisions on future priorities, funding, and scheduling. Moreover, monitoring provides concrete data to document the City's progress in reducing GHG emissions. The CIT or CIC would be responsible for developing a protocol for monitoring the effectiveness of emissions reduction programs as well as for undertaking emissions inventory updates.

- **Update GHG Inventory**—The City would inventory emissions for 2014, 2017, and 2019, including regular data collection in each of the primary inventory sectors (utility, regional VMT, waste, wastewater, and water), and compare to the City's baseline GHG emissions in 2008. If SANBAG Participating Cities are interested, a combined inventory effort could be conducted through SANBAG similar to the inventory preparation that was done for this Regional Plan. The CIT or CIC would consolidate information in a database or spreadsheet that can be used to evaluate the effectiveness of individual reduction measures.
- **Track State Progress**—The CAP will rely heavily on state-level measures. The CIT or CIC would be responsible for tracking the state's progress on implementing state-level programs. Close monitoring of the real gains being achieved by state programs would allow the City to adjust its CAP, if needed.
- **Track Completion of GHG Reduction Measures**—The CIT or CIC would keep track of measures implemented as scheduled in the CAP, including progress reports on each measure, funding, and savings. This will allow at least a rough attribution of gains when combined with regular GHG inventory updates.
- **Regular Progress Reports**—The CIT or CIC may report annually (or semi-annually or at other assigned intervals) to the City Council on CAP implementation progress. If annual reports, periodic inventories, or other information indicates that the GHG reduction measures are not as effective as originally anticipated, the CAP may need to be adjusted, amended, or supplemented. At a minimum, the City will conduct a 3-year review of CAP effectiveness as part of annual reporting in 2017, which would allow making mid-course adjustments in the CAP if needed to effect change prior to 2020.

## 5.6 Regional Cooperation

There are substantial opportunities to enhance the effectiveness of the CAP through regional collaboration. The City would explore the potential to leverage resources through regional cooperation. Potential opportunities and partners include the following.

- **SANBAG:** As the regional council of governments and the regional transportation agency, SANBAG is a logical hub of communication for Participating cities on the progress of their CAPs. Further, SANBAG will be the responsible implementing agency for many transportation-related measures that result in local GHG reductions. SANBAG is also administering the PACE program loans and a PPA for energy efficiency and solar energy for participating cities.
- **Air Districts:** The South Coast Air Quality Management District is the local agency responsible for developing and implementing air quality plans. The agencies also sponsor various air quality programs that may support implementation of several energy-efficiency, transportation, and renewable energy measures.
- **Energy Providers:** SCE offers numerous incentives and rebate programs to encourage energy efficiency. Resources offered by the energy providers may reduce the costs of program implementation and administration. There may also be opportunities for cooperation on community-scale alternative energy installations (e.g., wind, solar).
- **Transportation Agencies (Omnitrans):** Continued coordination with regional transportation agencies would be necessary to fully implement the transportation reduction measures that promote mixed use development. With SB 375 and its linkage to transportation funding, it would also be crucial for the City and transportation agencies to develop a shared vision of how land use and transportation can be consistent with the next RTP and the required SCS.
- **San Bernardino County:** The County operates the landfills that receive most of the local waste in the County and has committed as part of its own CAP to improve methane control for its landfills which will help reduce emissions associated with City landfilled waste. Coordination with the county to provide the necessary facilities, programs, and incentives would help ensure this goal can be achieved by 2020, as waste services are often shared across several jurisdictions, including the unincorporated portions of the county.
- **Local Water Providers:** The City can work with the both the wholesalers and retailers of water in the City to promote reductions in indoor and outdoor water use from existing developments and achieve the goals set forth by SB X7-7.

## 5.7 Reducing GHG Emissions after 2020

In order to assess whether implementing this Plan achieves the state's long-term climate goals, one must look beyond 2020 to see whether the emissions reduction measures included for the 2020 milestone set the region on the trajectory toward future greater reductions in the post-2020 period.

To date, there is no state or federal mandate requiring reduction of GHG emissions after 2020. AB 32 contains no post-2020 reduction target nor provides CARB with the authority to mandate compliance with a post-2020 target. SB 375, while it contains requirements for transportation planning for the MPO (SCAG in this region) to promote reductions in the passenger and light duty vehicle sector, does not contain mandatory requirements for local jurisdictions to reduce their GHG emissions overall. However, CARB and the legislature are currently (as of later 2014) contemplating new legislation to adopt post-2020 GHG reduction targets, so it is likely that during implementation of this CAP there will be post-2020 targets established in law in California.

Governor Schwarzenegger's Executive Order S-3-05 calls for an 80% reduction below 1990 greenhouse gas emission levels by 2050. However, as noted earlier in this report, an executive order

is only binding on state agencies, and does not represent a legal mandate for local governments or the private sector. Nevertheless, S-03-05 contains a reduction target that is based on a rough agreement on the basis of scientific understanding of the level of reduction needed in developed countries of the world in order to avoid the more catastrophic effects of climate change that could result from unabated rise in anthropogenic GHG emission. The 2050 target in S-03-05 is equivalent to a 2050 statewide target of about 85 million metric tons of carbon dioxide equivalent (MMTCO<sub>2e</sub>) (total emissions), as compared to the 1990 level of 427 MMTCO<sub>2e</sub>. However, there is currently (as of fall 2012), no state or federal plan as to how to achieve such ambitious reductions for 2050. The CARB 2008 AB 32 Scoping Plan did discuss a general scenario of potential reductions that would be needed by 2050 to meet these targets. Similar to the AB 32 Scoping Plan, this Regional Plan shows a potential trajectory of GHG emissions reductions due to expansion of measures after 2020.

Assuming that emissions of 15% below 2008 levels (equal to 10.9 MMTCO<sub>2e</sub> for the region, excluding stationary sources) is roughly equivalent to 1990 levels, a 2050 regional goal to match the S-3-05 goals would be to achieve a level of emissions of 2.2 MMTCO<sub>2e</sub> in 2050, excluding stationary sources. Full implementation and expansion of the CARB's Scoping Plan to increase efforts beyond 2020 and expansion of the City-identified strategies included in this CAP could help to put the region on a path toward achieving these required long-term reductions. Figure 5-3 depicts what an emissions trajectory might look like, assuming the region follows a linear path from the 2020 reduction target to a 2050 goal matching that in S-03-05. While the specific measures needed to meet the 2050 goal are too far in the future to define in detail, one can examine the level of achievement that would be needed to keep the region on track through 2030. Table 5-4 examines a continuation and strengthening of measures already identified through 2020.

To stay on course toward the 2050 target, the region's greenhouse gas emissions need to be reduced to approximately 6.3 MMTCO<sub>2e</sub> by 2030. This translates to an average reduction of 5.25% per year between 2020 and 2030, or an additional 4.4 MMTCO<sub>2e</sub> in reductions during the period 2020 to 2030. An additional challenge comes from the fact that the population in the region (sum of participating cities considered in the Regional Plan) will continue to grow between 2020 and 2030 (a growth from approximately 1.73 million in 2020 to 1.96 million in 2030). Taking into account population growth, per-capita emissions would need to decrease at an average rate of approximately 0.5 MTCO<sub>2e</sub> per person per year during the 2020 to 2030 period. These reductions are possible. The measures needed are logical expansions of the programs recommended in the CARB Scoping Plan at the state level and the measures included in the Regional Plan at the local level (and the local measures included in the City's CAP). By building on planned state efforts during this period and ramped up efforts in the local building energy and transportation (and other) sectors on the part of the local governments, the region can be on track to reach a 2050 goal.

The State can help the cities in San Bernardino County, including Victorville, to keep on track through 2030 by extending state action in the following ways, as described in the Scoping Plan (California Air Resources Board 2008).

- Expand vehicle efficiency regulations to achieve a 40% fleet-wide passenger vehicle reduction by 2030 (approximately double the almost 20% expected in 2020).
- Increase California's use of renewable energy in electricity generation (beyond the 33% planned for 2020).
- Reduce the carbon intensity of transportation fuels by 25% (a further decrease from the 10% level set for 2020).

- Increase energy efficiency and green building efforts (so that the savings achieved in the 2020 to 2030 timeframe are approximately double those accomplished in 2020).
- Using a regional or national cap-and-trade system to further limit emissions from the 85% of greenhouse gas emissions in capped sectors (Transportation Fuels and other fuel use, ElectriCity, Residential/Commercial Natural Gas, and Industry).

This Regional GHG Reduction Plan and this CAP have not assumed any benefit from a cap-and-trade system by 2020, but when implemented, such a system will result in reductions beyond those currently anticipated in the Plan for 2020, and in additional reductions for 2030. The California Cap and Trade system will particularly affect large stationary sources, which are excluded from local measures in the Regional Plan and the CAP to avoid duplication of state and federal regulatory efforts. In addition, the Cap and Trade system will also affect electricity generation and transportation fuels, which may change energy prices, which may in turn change energy use and transportation behavior beyond that assumed for the various City measures included in this Regional Plan.

It is reasonably foreseeable that as California approaches its first milestone in 2020, focus would shift to the 2050 target. A detailed plan for how the state would meet this target is expected prior to 2020 accordingly. The City of Victorville and the Partnership cities will monitor developments at the national and state levels.

Beginning in Phase 3 (2018), the City will update the CAP to include post-2020 reduction targets and reduction measures to achieve the post 2020 reduction targets in compliance with EO S-3-05. The City of Victorville will encourage the other Partnership cities, and SANBAG to collaborate in planning for the post-2020 period. At this point, the Partnership cities would have implemented the first two phases of their local CAPs and would have a better understanding of the effectiveness and efficiency of different reduction strategies and approaches. The new post-2020 reduction plan should include a specific target for GHG reductions for at least 2030 and if supported by long-term planning at the state level, should also include preliminary planning for 2040 and 2050. The targets should be consistent with broader state and federal reduction targets and with the scientific understanding of the reductions needed by 2050. It is recommended that partnership cities, including Victorville, adopt the post-2020 reduction plan by January 1, 2020, which would require cities to start a new inventory/assessment process by 2017 or 2018 at the latest.

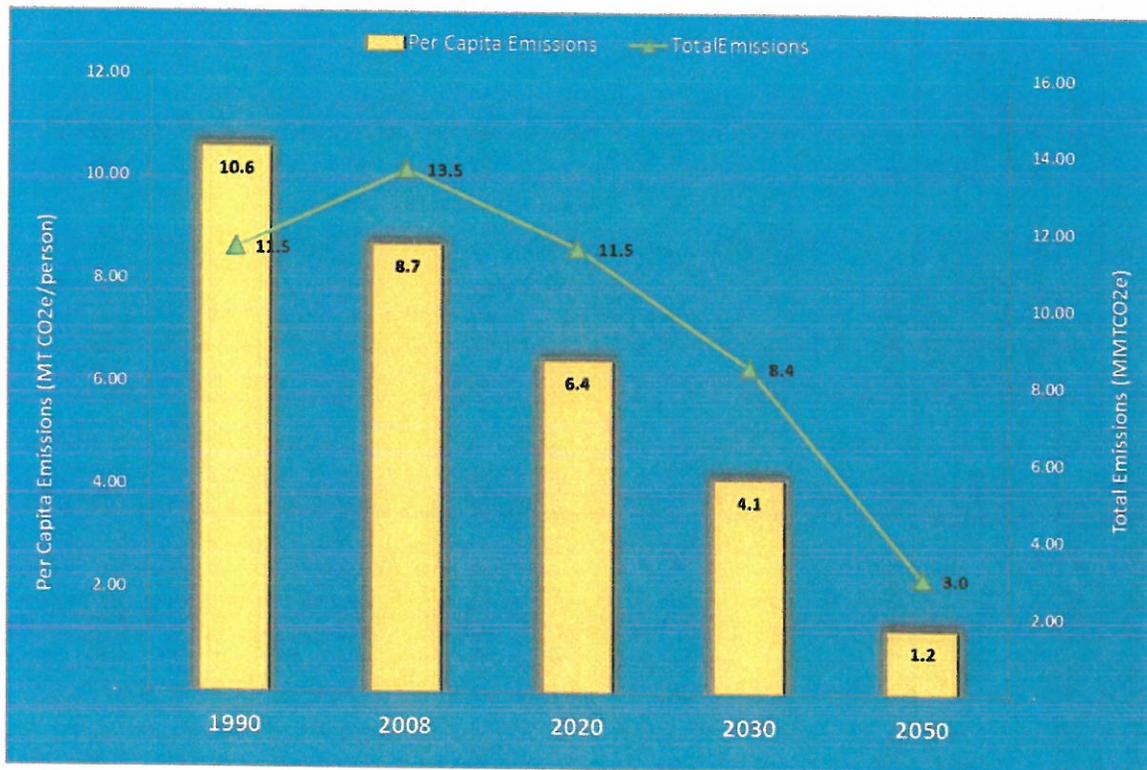
The City will continue to update the CAP and provide post 2020 reduction targets to keep on track through 2030 to meet the 2050 goal by implementing the following.

- Increase energy efficiency and green building efforts (for City municipal buildings as well as private buildings in the region) so that the savings achieved in the 2020 to 2030 timeframe are far greater those accomplished in 2020.
- Continue to implement land use and transportation measures to lower VMT and shift travel modes
- Capture more methane from landfills receiving regional waste, move beyond local waste diversion goal for 2020, and utilize landfill gas further as an energy source.
- Continue to improve local water efficiency and conservation.
- Continue to support and leverage incentive and rebate and other financing programs for residential and commercial energy efficiency and renewable energy installations to shorten

payback period and costs and to develop programs that encourage increased use of small-scale renewable power as it becomes more economically feasible.

The conceptual effects of these strategies regionally are presented in Table 5-4 and would represent an approximate doubling of effort for most cities from that planned at the state and City level for 2020. In total, the measures described above would produce reductions to bring the region’s GHG emissions to an estimated 8.4 MMTCO<sub>2</sub>e. While the potential mix of future GHG reduction measures presented in this section is only an example, it serves to demonstrate that the current measures in the CARB Scoping Plan and the Regional Plan can not only move the region to its 2020 goal, but can also provide an expandable framework for much greater long-term greenhouse gas emissions reductions.

**Figure 5-3. Required GHG Reductions in the Region to Meet the State’s 2050 Target**



**Table 5-4. Potential Regional Reduction Measures to Reach 2030 Goal**

		Reductions by 2020 (This Plan)			Scenario for Reductions by 2030		
		State	Local	TOTAL	% below 2008	Total Additional Reductions 2020-2030	Effort Relative to 2008-2020
		MTCO <sub>2e</sub>	MTCO <sub>2e</sub>	MTCO <sub>2e</sub>	%	MTCO <sub>2e</sub>	%
Building Energy (Residential, Commercial, Industrial)		1,361,486	783,954	2,145,440	39%	1,486,205	69%
	Notes	CARB Scoping Plan calls for doubling of energy efficiency reductions between 2020 and 2030 (i.e., 100% effort relative to the period 2008-2020). The region would have to do 5% more in this sector to be on target. Additional GHG reductions during this period will come from a continued de-carbonization of electricity at the public utility level, more aggressive retrofitting of existing buildings and greatly increased use of small scale renewables.					
On-Road Transportation		1,839,799	54,258	1,894,057	31%	1,713,327	90%
	Notes	CARB Scoping Plan calls for a doubling of GHG reductions from vehicle fleet by 2030 compared to 2020 and more than doubling reduction of carbon intensity of transportation fuels (i.e., 100% effort relative to the period 2008-2020). The region would need to do about 8% more in this sector to stay on target. SCAG assumes between 8% and 12% in GHG reductions after 2020 for 2035 for VMT reduction. This analysis assumes 8% for local reductions.					
Off-Road Transportation and Equipment		78,930	37,613	116,543	15%	53,671	46%
	Notes	CARB Scoping Plan calls for more than double the reduction of carbon intensity of transportation fuels (i.e., equivalent level of effort to 2008-2020 period).					

Reductions by 2020 (This Plan) Scenario for Reductions by 2030

	State		Local		TOTAL		% below 2008		Total Additional Reductions 2020-2030		Effort Relative to 2008-2020		Notes
	MTCO <sub>2</sub> e	163,191	MTCO <sub>2</sub> e	6,240	MTCO <sub>2</sub> e	169,430	%	50%	MTCO <sub>2</sub> e	23,733	%	14%	
Solid Waste Management													Assumed cities in the County and the County continue further efforts at methane control, waste diversion, and potential waste to energy projects to result in modest further reductions in sector (7%). Once capture technology is installed, additional reductions in this sector are somewhat limited.
Agriculture	0		79,939		79,939		16%		0		0%		No assumed change.
Wastewater Treatment	0		6,017		6,017		9%		2,115		35%		Assumed additional 3% in reduction in sector due to continued installation of fugitive emission capture technology and additional water conservation.
Water Conveyance	0		58,768		58,768		24%		12,023		20%		Assumed additional 5% in reduction in sector due to continued effort to conserve water at a similar rate as 2020-2030.
GHG Performance Standard for New Development	0		121,418		121,418		NA		0		0%		No assumed change.
<b>TOTAL</b>					<b>4,591,613</b>				<b>3,291,074</b>				

## Chapter 6 References

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