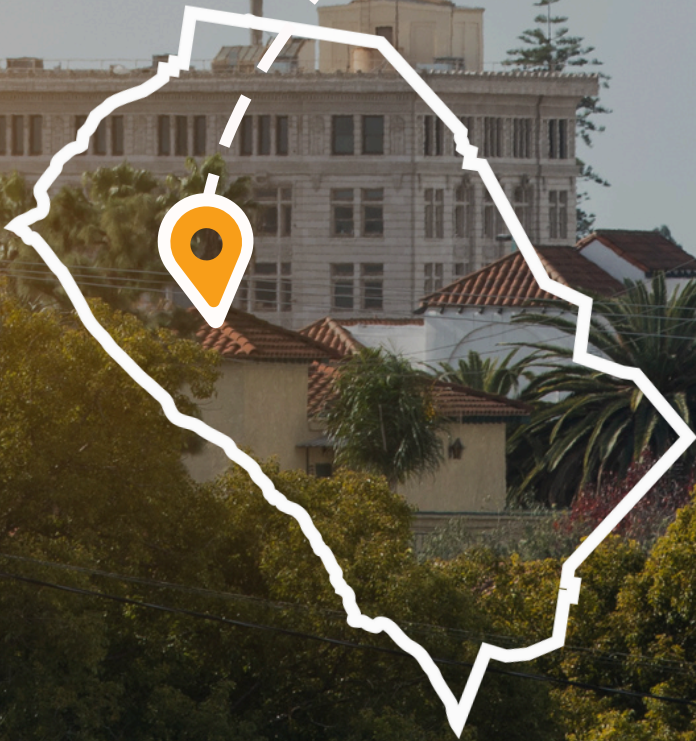


EDITION  
1.5

ORANGE COUNTY

# CLIMATE ACTION PLAN REPORT CARD UPDATE



# TABLE OF CONTENTS

03-04 EXECUTIVE SUMMARY

05 WHAT IS A CLIMATE ACTION PLAN?

06 WHY IS A CLIMATE ACTION PLAN IMPORTANT?

07-08 CURRENT STATE OF CLIMATE ACTION IN OC

09-17 CITY HIGHLIGHTS

18-19 JURISDICTIONS TAKING FIRST STEPS

19 JURISDICTIONS MOVING BACKWARDS

20 KEY RECOMMENDATIONS AND DEVELOPMENTS  
FOR CITIES

21 3 STEPS FOR MEANINGFUL CLIMATE ACTION

22 LIST OF ABBREVIATIONS

23-24 TERM DEFINITIONS

# EXECUTIVE SUMMARY

A local Climate Action Plan (CAP) is the most impactful tool to protect the people and places we love from a dangerously heating world. CAPs provide a roadmap for systematically removing fossil fuel pollution from our communities – especially communities on the frontlines of pollution impacts. Bold and urgent action is the best and only way to buffer irreversible pollution impacts and create safe and resilient cities for future generations.

**Please note this progress report does not contain CAP scores because no city has adopted a new CAP since our first report card.** Instead, we provide updates on climate planning activity in Orange County and the barriers and pathways to strong CAPs in our region. Jurisdictions evaluated in this progress report were provided the narrative regarding their CAP activity before the report’s release and had the opportunity to provide feedback.

Since the release of our [inaugural Orange County Climate Action Plan Report Card](#) last year, the County of Orange and eight of 34 OC cities have either started work or made progress on Climate Action Plans. The active local governments are:

BUENA PARK	ORANGE
COSTA MESA	SAN CLEMENTE
COUNTY OF ORANGE	SANTA ANA
IRVINE	TUSTIN
LAGUNA BEACH	

ALISO VIEJO* (2013)	LAGUNA WOODS
ANAHEIM	LAKE FOREST
BREA* (2012)	LOS ALAMITOS
CYPRESS	MISSION VIEJO* (2013)
DANA POINT* (2011)	NEWPORT BEACH
FOUNTAIN VALLEY	PLACENTIA
FULLERTON* (2012)	RANCHO SANTA MARGARITA
GARDEN GROVE	SAN JUAN CAPISTRANO
HUNTINGTON BEACH* (2017)	SEAL BEACH
LA HABRA* (2014)	STANTON
LA PALMA	VILLA PARK
LAGUNA HILLS	WESTMINSTER
LAGUNA NIGUEL	YORBA LINDA

Three of these jurisdictions—Buena Park, the County of Orange, and Laguna Beach—have taken accelerated and robust action on drafting strong CAPs. This is encouraging news, and we applaud all of these cities for listening to their community members and stepping up to act!

However, there is still a delay in developing and adopting most of these other climate plans, and most OC cities still have not created a CAP, putting the future of our communities and families at risk.

The cities that have not taken recent action on climate planning appear at left.

*\* Indicates that the city has an out-of-date CAP or sustainability plan that has not been implemented and does not meet California’s pollution reduction targets. The year in parentheses indicates the plan creation or adoption date.*

# Local Action is Key to Reducing Pollution and Safeguarding Our Future

In California's Climate Action Plan (developed by the California Air Resources Board), the state emphasizes that local action is crucial to meeting state pollution reduction targets. Local governments have authority over most land use and transportation decisions and, increasingly, over energy decisions. Local action is essential to reducing pollution and protecting our health and future.

Some Orange County cities and local officials suggest they don't need to take action on climate because the state is managing climate risk, and local governments don't have the ability to reduce pollution. Some local officials still deny the existence of climate change. These claims are false and not supported by science, climate experts or decision-makers.

## 3

### **Orange County Cities Are Deemed At Greatest National Risk from Climate Disasters**

Inaction on climate leaves our communities unprotected and vulnerable. Irvine, Santa Ana, and Anaheim recently ranked among the bottom third of U.S. cities at risk for climate impacts, based on FEMA data that factors in economic, social, and community resiliency vulnerabilities. A recent [study](#) ranked 96 of the 100 most populous U.S. cities across eight metrics to determine the most climate-resilient cities. Irvine ranked second highest for risk in the U.S.—at higher risk than New Orleans and Miami. Irvine, Santa Ana, and Anaheim were the only OC cities included in the study, meaning that all OC cities that met the inclusion criteria were in the bottom third. We must take action to reverse these rankings.

### **Orange County is Last in Receiving Per Capita State Funding**

Local and state officials have failed to secure the state resources needed for our region. Orange County ranks last in state funding per capita, placing 58th out of 58 California counties. Decisions by local and state elected officials not to pursue state funding for infrastructure and resiliency leave communities unprepared for increasingly dangerous heat events and other climate impacts.

# WHAT IS A CLIMATE ACTION PLAN?

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Climate Action Plans (CAPs) are comprehensive tools that help local governments reduce climate pollution and climate impacts.

These long-range planning documents inventory and quantify local governments' current climate pollution, identify target levels to which they plan to reduce that pollution, and specify strategies and measures to enable local governments to reduce pollution to their targeted levels. CAPs also consider how state and federal policies will impact local efforts to reach pollution reduction targets.

Typically, CAPs focus on strategies that help reduce emissions from these key categories:



ENERGY



TRANSPORTATION  
AND LAND USE



SOLID WASTE



WATER AND  
WASTEWATER



CARBON  
SEQUESTRATION

Each city should develop an associated and detailed Implementation Plan that outlines how and when each strategy within the CAP will be implemented and funded and how the local government will report on that implementation.

CAPs are opportunities for local governments to develop comprehensive climate strategies and implementation plans that meet the scale of the climate crisis and bring clean air, safe streets, clean energy, affordable homes, and economic benefits to local families and businesses. CAPs can also provide models of bold and equitable climate solutions to be scaled and replicated at all levels of government.

# WHY IS A CAP IMPORTANT?

A CAP is an opportunity for a city to show local leadership and create bold goals, which other governments can then scale and replicate. For example, both California and the United States eventually adopted the City of San Diego’s CAP target for emission reductions.

A CAP is a roadmap to how the city will reduce emissions, outlines key projects, and shows a commitment to climate action.

Applications for state and federal climate funding often require a CAP.

A CEQA-qualified CAP is legally binding, which helps ensure a city keeps its climate commitments. This is why clear and concise commitments in the CAP are necessary. If a plan is CEQA-qualified, a city can also streamline the construction of climate-friendly development, such as more mixed-use or dense infill housing, making it quicker, easier, and cheaper to build projects that comply with the plan.

A CAP is a rare opportunity for a city to conduct long-range planning outside a general plan update, often only including one or two sectors at a time. However, CAPs provide a chance to create sweeping plans and policies that can impact multiple sectors in the city at once, such as safety, housing, transportation, waste, and more.

## 1ST EDITION CITY SCORES

	CAP SCORE	IMPLEMENTATION SCORE
Fullerton	25.5	29
La Habra	30	18.5
Laguna	7	31
San Clemente	25.5	24
Santa Ana	26.5	26





# THE CURRENT STATE OF CLIMATE ACTION IN OC

Orange County is far behind neighboring counties on climate action and lacks comprehensive or even baseline climate policies and programs to protect community health. None of Orange County's 35 jurisdictions have adopted a Climate Action Plan (CAP) with the GHG reduction targets required by SB 32 or AB 1279.

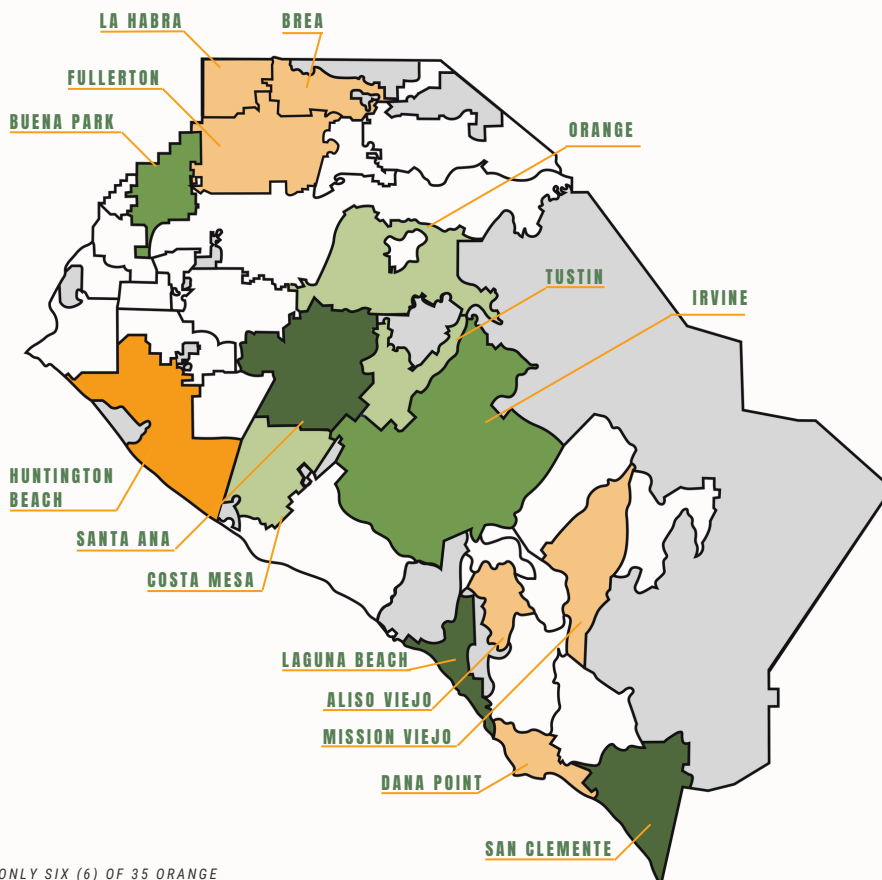
The silver lining is that there has been progress in climate planning in the last year thanks to community advocates, state and federal funding availability, and climate leadership from some local elected officials.

**Though climate impacts hurt everyone, frontline communities suffer first and worst.** Many families – particularly in north Orange County– disproportionately suffer from cumulative impacts of multiple pollutants and are vulnerable to pollution's effects due to many socioeconomic factors.

Orange County has experienced several severe weather events in the last year, including extreme heat, record-breaking rainfall, and flooding across the county. These events impact community health, safety, and basic infrastructure, impacting daily life even when not experiencing extreme weather events. Many Orange County residents also cannot buy insurance for their homes or face exorbitant costs to do so. Rail travelers have scrambled for alternatives as Orange County's only rail connection to San Diego slips into the ocean. These impacts are only going to worsen.



Since Climate Action Campaign (CAC) published Orange County's first CAP report card in January 2023, we have worked with community members in jurisdictions across the county to demand climate action at council and commission meetings, in meetings with elected officials, through coalition efforts, and more. Because of these efforts, ten jurisdictions have begun to take climate action, and we will continue this momentum by informing the community which jurisdictions have taken meaningful action, which have not, and how to get involved.



**18%**  
OF ORANGE COUNTY CITIES  
HAVE A CAP\*

- CAP ADOPTED, UPDATE IN PROCESS
  - DEVELOPING FIRST-EVER CAP
  - TAKING INITIAL STEPS TOWARDS FIRST CAP
  - FAILED, WEAK, OUT-OF-DATE CAP WITH NO UPDATES
  - MOVING BACKWARDS
  - UNINCORPORATED REGIONS
- NOT PICTURED BUT INCLUDES: ORANGE COUNTY

\*ONLY SIX (6) OF 35 ORANGE COUNTY MUNICIPALITIES HAVE ADOPTED A CAP.



# CITY HIGHLIGHTS



- CAP ADOPTED-CAP UPDATES IN PROGRESS
- NO CAP ADOPTED-CAP UPDATES IN PROGRESS
- NO COMMITMENT TO DEVELOPING A CAP OR HAS AN OUT-OF-DATE CAP

# LAGUNA BEACH

Laguna Beach adopted its CAP in 2009, but our [First Edition Report Card](#) noted that it lacked meaningful pollution reduction targets and strategies. In spring 2023, the City hired a consultant to begin work on its Climate Action and Adaptation Plan (CAAP) update.

Though its CAAP is still in development, Laguna Beach is on track to develop a strong, CEQA-qualified CAAP. The City took its first steps toward CAP development by publishing a climate pollution inventory with reduction targets in line with state goals. The City is developing emissions reduction strategies and meeting with stakeholders to get community feedback on priority areas. The first draft of CAAP strategies was shared with the community in June, pollution reduction measures are now in development, and the City says CAP adoption is expected in January 2025. Many draft CAAP strategies propose necessary climate policies such as building electrification, exploring Community Choice Energy program membership, and increasing community and municipal solar.

## WHAT'S GOING WELL

- CAAP is in development.
- The City's website has an easily accessible page about its CAAP, which includes a timeline and current status of CAAP development.
- The City set goals aligned with state targets and shared transparent CAAP updates with the community.

## KEY RECOMMENDATIONS

- **Zero Carbon:** The CAAP should commit to zero carbon by 2045 or earlier to align with state law and climate science.
- **Legally-Binding:** Adopt a CEQA-qualified plan on schedule in January 2025.
- **Clean Energy:** Join a Community Choice Energy program to increase clean energy generation and energy program funding.
- **Building Electrification:** The CAAP should include implementing a high-performance building reach code.
- **Benchmarks and Funding:** Include an implementation plan with benchmarks, goals, and funding opportunities for each strategy by the end of 2024.
- **Transportation:** Work with community members to ensure CAAP updates include community priorities including transportation measures.
- **Community Partnership:** Partner with local community-based organizations to conduct community CAAP outreach.



# SANTA ANA

Santa Ana initially adopted its CAP in December 2015, but as shown in our [First Edition Report Card](#), it has failed to meaningfully and transparently implement the plan. After extensive community advocacy, the City adopted a 2022 General Plan Update with 77 environmental justice policies and commitments, including an item to update the City’s CAP.

In June 2023, the City passed a supplemental budget approval, including \$750,000 for a CAP update and related implementation. In April, the City requested proposals to update its Climate Action Plan, and according to the City, the selection of a consultant for the CAP update will be presented to the City council on October 1, 2024.

## WHAT’S GOING WELL

- Santa Ana allocated \$750,000 to develop and begin implementing an updated CAP.
- The City created the first Environmental Justice Committee in Orange County—which held its first meeting in September—comprised of residents from throughout the City, community organizations, and staff from the Orange County Health Care Agency and the City.
- Santa Ana worked with community organizations to apply for state funding to support further equitable development and implementation of climate action in Santa Ana.
- The City is a stakeholder in UCI Law’s \$1.2M Integrated and Equitable Climate Action (IECA) project funded by the University of California and the state to develop best practices for equitable adaptation planning and align local land use plans with urgent state climate goals.
- The City is piloting “Cool Pavement /Surfaces” projects at City parks in communities of concern and collaborating with local university partners to evaluate urban heat island reduction

## KEY RECOMMENDATIONS

- **Get Started:** Select a consultant so CAP development can begin.
- **Pursue Funding:** Continue to work with community organizations to apply for and secure funding to address Santa Ana climate impacts and community needs.
- **Center Equity:** Use existing partnerships with community organizations and community members—such as those on the Environmental Justice Committee—to develop an equitable and effective CEQA-qualified CAP update.
- **Clean Energy:** Join a Community Choice Energy program to increase clean energy generation and energy program funding.
- **Building Electrification:** The CAP should include implementing a high-performance building reach code.



# BUENA PARK

In June 2023, Buena Park took a major step forward, approving a Climate Action and Adaptation Plan (CAAP) budget and directing staff to look into plan development. By fall 2023, staff outlined the City's CAAP priorities and began searching for a consultant. In early 2024, the City hired its first Sustainability Manager, selected a consultant, and is now developing a CAAP, which should be adopted by June 2025.

## WHAT'S GOING WELL

- Buena Park approved a budget and worked quickly to find a consultant and begin the development of a legally binding CAAP.
- The City hired its first Sustainability Manager to oversee CAAP development and implementation.
- In 2023, Buena Park established a Climate Action Commission, which advises the council on reducing emissions and will help develop CAAP strategies.
- Active Transportation: In August, the City's draft Active Transportation Plan was presented to the council for approval.
- Buena Park is an Orange County Power Authority member and already receives more renewable energy than neighboring cities, reducing the City's emissions and funding community energy programs.

## KEY RECOMMENDATIONS

- Continue Accelerated Action: Adopt a legally-binding, CEQA-qualified plan on schedule.
- Building Electrification: The CAAP should include implementing a high-performance building reach code.
- Center Community and Equity: Partner with local community-based organizations to conduct community CAAP outreach to help ensure equity is centered.



# COSTA MESA

Costa Mesa established “Advance Environmental Sustainability and Climate Resiliency” as one of its five priority areas for 2023-2024 and started developing a CAAP last year. An initial step in this process was hiring a sustainability manager to oversee the City’s sustainability initiatives, including CAAP development.

The City included funding for a CAP in its 2021 capital improvement budget. In August 2023, the City was awarded \$50,000 to develop a climate vulnerabilities assessment for its most impacted residents and started looking for a consultant. Development of the CAAP has not begun, though the City said they hope to have a CAAP by 2025.

## WHAT’S GOING WELL

- Costa Mesa hired a sustainability manager to oversee climate programs and CAAP development. This is key because CAAPs are typically not fully implemented unless staff has the capacity to manage and implement them.
- The City secured funding to assist in developing a CAAP.
- Costa Mesa is considering joining the Orange County Power Authority, which will increase clean energy and climate funding.

## KEY RECOMMENDATIONS

- **Get Started:** Select a consultant and begin work on a CAAP as soon as possible to ensure the City is not left behind for state and federal climate funding opportunities.
- **Transparency:** Ensure all information about CAAP development, progress, and opportunities for community involvement are easily accessible and up-to-date on the City website.
- **Legally-Binding:** Adopt a legally-binding, CEQA-qualified plan.
- **Building Electrification:** The CAAP should include implementing a high-performance building reach code.
- **Clean Energy:** Join a Community Choice Energy program to increase clean energy generation and energy program funding.



# COUNTY OF ORANGE

In 2024, Orange County provided surprising and important climate leadership by taking an accelerated and community-wide approach to deliver a draft CAP that centers equity. The county invested in hiring climate staff and, in just a few months, produced a CAP draft in part due to our 2023 [Orange County Climate Action Plan Report Card](#).

The quick turnaround on the county CAP was surprising in light of a 3-2 vote by the Orange County Board of Supervisors in August 2023 to reject an Orange County grand jury report that found “climate change is inevitable and exacerbated by human behavior.” Despite its rejection of the grand jury report, the federal Climate Pollution Reduction Grant program incentivized Orange County to partner with Los Angeles County to create a CAP to qualify for historic funding available through the Inflation Reduction Act. As a result of that collaboration, the LA/OC region created and published a separate, regional draft [Climate Action Plan](#) in just a few months, and in July, was awarded \$500 million to reduce regional transportation pollution in key areas. Organizations, agencies, and cities can apply for federal grant funding later this year based on priority areas and strategies outlined in the regional CAP.

Unfortunately, the County of Orange draft CAP is currently missing its most fundamental piece—a quantifiable road map of how the county will reach state targets for pollution reductions, starting with 40% reductions below 1990 levels by 2030. Also, the draft PCAP includes a measure to install hydrogen infrastructure for light vehicles, which will increase GHG emissions and environmental injustice.

## WHAT'S GOING WELL

- The CAP draft includes a building performance standard for the energy sector, which will be key to reducing pollution from buildings.
- CAP draft includes transit-oriented development, which would place housing and jobs near transit to reduce transportation emissions.
- The plan will result in a GHG inventory for the county and any city in Orange County that chooses to share its data.
- Key stakeholders, including community organizations and environmental justice-focused groups, were included in the plan's development, which helped create a just and equitable plan.

## KEY RECOMMENDATIONS

- **Zero Carbon:** The CAP should commit to zero carbon by 2045 or earlier to align with state law and climate science.
- **Legally-Binding:** The County of Orange should adopt a legally-binding, CEQA-qualified CAP to increase the likelihood of implementation and streamline climate-friendly development approvals.
- **Funding:** The County should leverage the plan to apply for additional state and federal funding for the region.
- **Community Choice Energy:** Join a Community Choice Energy program to increase clean energy generation and energy program funding.
- **Center Community:** Partner with local community-based organizations to conduct community CAAP outreach.



# IRVINE

Irvine is an exceptional case of delay. Irvine approved the development of a Climate Action and Adaptation Plan (CAAP) in June 2021 and promised to publish a legally binding CAAP by summer/fall 2022, but did not bring draft CAAP measures to the council for discussion until June 2024.

A few months before releasing draft CAAP measures two years late, the City inserted a new and unusual Environment and Climate Action Element (ECAE) into its draft 2045 General Plan Update (GPU). The ECAE explicitly states that it is separate from the CAAP and will direct pollution reductions instead of the CAAP. The ECAE concludes that GHG impacts from GPU activity in the City are significant and unavoidable, including increasing pollution from vehicle miles traveled (VMT). This is a bait-and-switch for the community after Irvine claimed for years that it was creating a legally-binding CAAP and sought community feedback on that basis. An official Notice of Preparation issued by the City in January said the CAAP would be legally binding and enable streamlined approvals of climate-friendly development.

In the months leading up to the June CAAP discussion, the City's Sustainability Commission recommended that the council adopt a CAAP with measures consistent with zero emissions by 2040, "including clear, specific, enforceable measures that meet that target, including mode share and VMT targets and interim targets." However, staff recommended that the council ignore the commission's recommendations and added measures the commission recommended deleting, including infrastructure advocated for by the gas industry. During CAAP discussions in June, the council directed staff not to make the CAAP legally-binding, citing fear of litigation.

An Orange County Climate Voter Guide representative participated in the June CAAP discussions and pointed out that some council members pledged to support a legally-binding CAAP before they were elected, but did not follow through when the item came before the council. Irvine says it plans to finish developing its CAAP in 2024.

The City has also taken no community-wide action on building electrification since adopting an ordinance in March 2023, which was subsequently nullified by a federal court ruling.





## WHAT'S GOING WELL

- The City has released draft strategies and taken community feedback on recommendations.
- Irvine has continued to move forward with climate actions as the plan is being developed, including approving an all-electric microgrid at City hall and adding a free shuttle service called Irvine Connect.
- Irvine is a member of Orange County Power Authority and already receives more renewable energy than neighboring cities, reducing the City's pollution from electricity generation and funding community energy programs.
- Irvine transitioned its Green Ribbon Environmental Committee to a full Sustainability Commission, which should provide more staff resources to address climate issues, and employs several staff members on its sustainability team.



## KEY RECOMMENDATIONS

- **Legally Binding:** CAAP should be CEQA-qualified to increase the likelihood of implementation and streamline climate-friendly development approvals.
- **Zero Carbon:** The CAP should commit to zero carbon by 2045 or earlier to align with state law and climate science.
- **Include Metrics:** Draft strategies should include clear targets and interim goals for years between 2030 and 2045.
- **Reduce VMT:** The Plan should reduce vehicle use and facilitate a transition to increased biking, walking, and transit.
- **Funding and Implementation Plan:** When the CAAP is adopted, include a funding and implementation plan so staff and the community can easily know how and when strategies will be implemented.

# JURISDICTIONS TAKING FIRST STEPS



## ORANGE

After more than a year of advocacy from the community-led Orange Sustainability Group, the City of Orange voted to develop a sustainability plan in partnership with Chapman University in December 2023. The plan includes a GHG inventory, an important first step in guiding CAP development. Still, it contains a critical failure – the inventory does not include pollution from transportation, which is the largest source of emissions for OC cities. In May, the council received and filed the plan, which means the City did not provide direction to implement or take the next steps on the plan.

At the same time, the City recently approved sprawl development of 1,180 single-family homes between two high-severity fire hazard zones, which may make the homes uninsurable. The development would destroy multiple culturally significant archaeological sites, according to the Gabrieleño Tongva Band of Mission Indians, while also severing a key wildlife corridor and causing increased vehicle use and pollution.

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After community members advocated for the council to update its Climate Action Plan, the council directed staff to research CAP creation in September 2023. In June, the City approved a budget to update its CAP for fiscal year 2025/2026 as part of its two-year budget approval process and is currently seeking grant funding.

## SAN CLEMENTE



## TUSTIN

Throughout 2023, community members attended multiple City council meetings to ask for a CAP to address the climate crisis and allow the City to access historic funds from the state and federal governments. In June 2023, the City council directed staff to look into CAP costs and potential funding sources, but more than a year later, the City has not started CAP development. In June 2024, the City applied for grant funding from the US Department of Energy and received approval for a technical assistance voucher of approximately \$136,000 to develop an Energy Efficiency and Conservation Strategy (EECS) for city facilities. Since November 2023, community advocates and the City have focused on addressing the impacts of the Navy North Hangar Fire in Tustin. The fire released asbestos-containing debris into the air, which has since settled on the community's homes, land, and soil. The EPA determined the Navy was responsible for the debris related to the fire.

# JURISDICTIONS MOVING BACKWARD

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In the past year, the City of Huntington Beach has reversed course on earlier climate action. The City council voted to dissolve its Environment and Sustainability Committee in August 2023 and quietly stopped work on its Sustainability Master Plan. In July, the City also left the Orange County Power Authority, which takes the City back to dirtier sources of electricity generation.

## HUNTINGTON BEACH

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# KEY RECOMMENDATIONS AND DEVELOPMENTS FOR CITIES

1

Cities need CAPs to develop a roadmap to a safe, clean, healthy, and resilient future. Cities that do not develop CAPs put their communities at risk for generations – including suffering from extreme heat, rising energy costs, and food insecurity.

2

Community involvement is required to qualify for competitive climate funding and to ensure CAPs are holistic, equitable, and meet community needs.

3

Building electrification is a top priority for the State of California, and it needs to be included in CAPs for jurisdictions to be competitive for all potential funding opportunities.

4

Community Choice Energy (CCE) is the primary way for cities to reduce GHGs from electricity generation and bring funding to implement energy-related community programs. Being a member of a CCE will become increasingly important as cities electrify to bridge the gap in funding and incentives available for low-income community members to retrofit their homes.

5

Cities need to prioritize environmental and climate justice throughout all CAP strategies. This includes partnerships with community organizations, community outreach, and education to develop strategies and ensure environmental justice and equity are integrated throughout CAP development and implementation.

6

Cities cannot wait until their CAP is adopted to begin policy implementation. Many policies can and should be implemented while the CAP is being developed.

7

At a minimum, a CAP must meet state climate goals under SB 32 and AB 1287 and be fully implementable. This means clear emission reduction targets, timelines for implementing strategies to reduce emissions, and metrics for how emissions will be reduced.

# 3

## Steps for Meaningful Climate Action

01

### **Climate Leadership**

A city takes action only when a majority of its elected leaders direct it to do so. Elected leaders only act if residents persistently ask them to. If your city is not taking action on climate, there is an exciting opportunity for you to initiate climate action by connecting with like-minded community members and asking your elected leaders to act.

02

### **Set Targets**

To reach a goal, you have to know what your goal is. After a local government conducts a pollution inventory, they must set clear and measurable pollution reduction targets before they begin drafting a CAP.

03

### **Don't Wait for the State**

The state follows cities, not vice versa. By setting strong local targets, cities can prompt accelerated action by the state and federal governments. Local governments are laboratories for accelerated action.

# LIST OF ABBREVIATIONS

**ADU - Accessory Dwelling Unit**

**AFV - Alternative fuel vehicle**

**AB - Assembly Bill**

**BAU - Business-as-usual**

**CAAP - Climate Action and  
Adaptation Plan**

**CAC - Climate Action Campaign**

**CAP - Climate Action Plan**

**CARB - California Air Resources  
Board**

**CCE - Community Choice Energy**

**CEQA - California Environmental  
Quality Act**

**CO<sub>2</sub> - Carbon dioxide**

**EIR - Environmental Impact Report**

**EJ - environmental justice**

**EO - Executive Order**

**EV - Electric vehicle**

**GGRP - Greenhouse Gas Reduction  
Plan**

**GHG - Greenhouse Gas**

**GP - General Plan**

**GPU - General Plan Update**

**IPCC - Intergovernmental Panel on  
Climate Change**

**LED - Light-emitting diode**

**MW - Megawatt**

**MWh - Megawatt-hour**

**MTCO<sub>2e</sub> - Metric tons of carbon  
dioxide equivalent**

**OC - Orange County**

**OCPA - Orange County Power  
Authority**

**OCTA - Orange County Transit  
Authority**

**SCAG - Southern California  
Association of Governments**

**SB - Senate Bill**

**SCE - Southern California Edison**

**SDG&E - San Diego Gas & Electric**

**State - State of California**

**TDM - Transportation demand  
management**

**UA - utility allowance**

**UAS - utility allowance schedule**

**UN - United Nations**

**VMT - Vehicle miles traveled**

**ZEV - Zero-emissions vehicle**

# TERM

## DEFINITIONS

**Annual Monitoring Report** – summarizes CAP measure implementation progress toward GHG reductions targets and actions specified in the CAP.

**California Environmental Quality Act (CEQA)** – California’s broadest environmental law. CEQA helps guide the Department during the issuance of permits and approval of projects. Courts have interpreted CEQA to afford the fullest protection of the environment within the reasonable scope of the statutes. CEQA applies to all discretionary projects proposed to be conducted or approved by a California public agency, including private projects requiring discretionary government approval.

**Climate Action Plan** – a plan prepared by an entity to reduce greenhouse gas emissions and identify climate change adaptation strategies to be implemented.

**Complete Streets Policy** – transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

**Community Choice Energy** - also known as Community Choice Aggregation, is a local, not-for-profit government program that empowers communities to purchase electrical power on behalf of its residents. This puts more control in the hands of people, businesses, and local governments, allowing them to choose clean energy, administer energy efficiency programs, and more.

**Environmental Justice** - the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no population bears a disproportionate share of negative environmental consequences resulting from industrial, municipal, and commercial operations or from the execution of federal, state, and local laws; regulations; and policies. Meaningful involvement requires effective access to decision makers for all, and the ability in all communities to make informed decisions and take positive actions to produce environmental justice for themselves.

**General Plan** - provide a vision for future growth and development. A General Plan identifies the community's land use, transportation, environmental, economic, and social goals, and policies related to land use and development.

**Global Climate Change** - Human-caused emissions of greenhouse gasses above natural ambient concentrations are responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change.

**Greenhouse Gas** - a type of gas that causes heat to be trapped in the atmosphere, resulting in warming effects for the Earth.

**Greenhouse Gas Inventory** - provides a snapshot of emissions generated by the community and municipal activities in a given year and provides a baseline from which emissions trends are projected.

**Implementation Strategy** - determines the priority of strategies based on various factors, including cost, staff resources needed, ease of implementation, and timeframe.

**Mode Share** (also called mode split, modal share, or modal split) - the percentage of travelers using a particular type of transportation or the number of trips using said type. Modal share is an important component in developing sustainable transport within a city or region.

**Greenhouse Gas Inventory** - a type of emission inventory that is developed for a variety of reasons. Policymakers use inventories to develop strategies and policies for emissions reductions and track progress on those policies.

**Reach Code** - a local building energy code that "reaches" beyond the state minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead the way on clean air, climate solutions, and the renewable energy economy, while creating roadmaps for other local governments to take action as well.

**Reduction Targets** - Climate Action Plans set target levels for local greenhouse gas reductions by certain dates. Current state laws include Assembly Bill (AB) 32, which established a target of reducing statewide GHG levels to 1990 levels by 2020; Senate Bill (SB) 32, which established a mid-term target of reducing statewide GHG levels to 40 percent below 1990 levels by 2030; Executive Order (EO) S-3-05, which recommends a 2050 statewide goal of reducing GHG emissions 80 percent below 1990 levels, Executive Order (EO) B-55-18, which recommends statewide carbon neutrality by 2045, and (AB 1279), which established a target of reducing GHG levels 85% below 1990 levels by 2045.

**Reduction Strategies and Measures** - Greenhouse gas reduction strategies and measures aim to close the gap between the City's anticipated legislatively-adjusted business-as-usual emissions and the reduction targets.





# CLIMATE ACTION

C A M P A I G N

SAN DIEGO | ORANGE COUNTY | LOS ANGELES