

CAPACITY BUILDING FOR CLIMATE READINESS



CAL POLY



UC DAVIS

Center for Regional Change

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AGENDA: BY THE NUMBERS

3

Priorities: VMT, decarbonization, ZEV

2

Online planning Tools

3

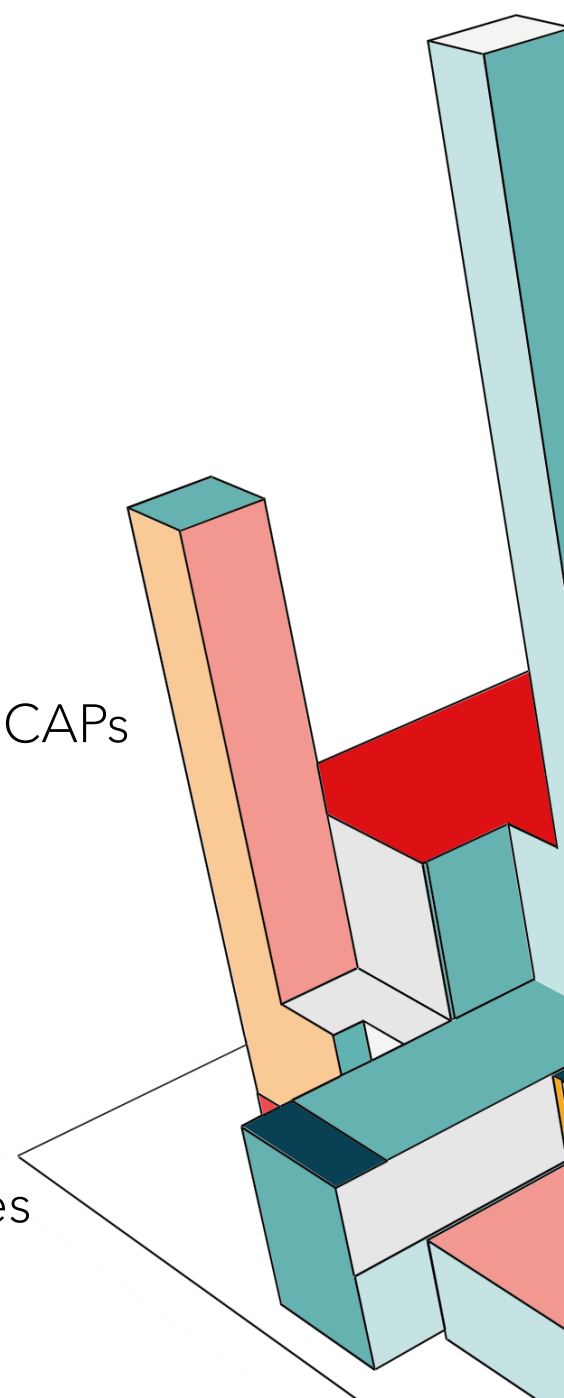
Evaluations of **482** city + **58** county General Plans + **253** CAPs

367

Attendees from **155+** organizations provided feedback through **13** workshops hosted in partnership with **5** CBOs

2

Sets of recommendations: for local governments and state agencies



NEW PLANNING TOOLS

GENERAL PLANS ARE REQUIRED TO SET FUTURE DEVELOPMENT GOALS AND POLICIES. USE THIS PORTAL TO ACCESS, QUERY, COMPARE, AND SPATIALLY VISUALIZE GENERAL PLANS ACROSS CALIFORNIA'S CITIES AND COUNTIES.

ENTER **KEYWORDS** FOR SEARCH

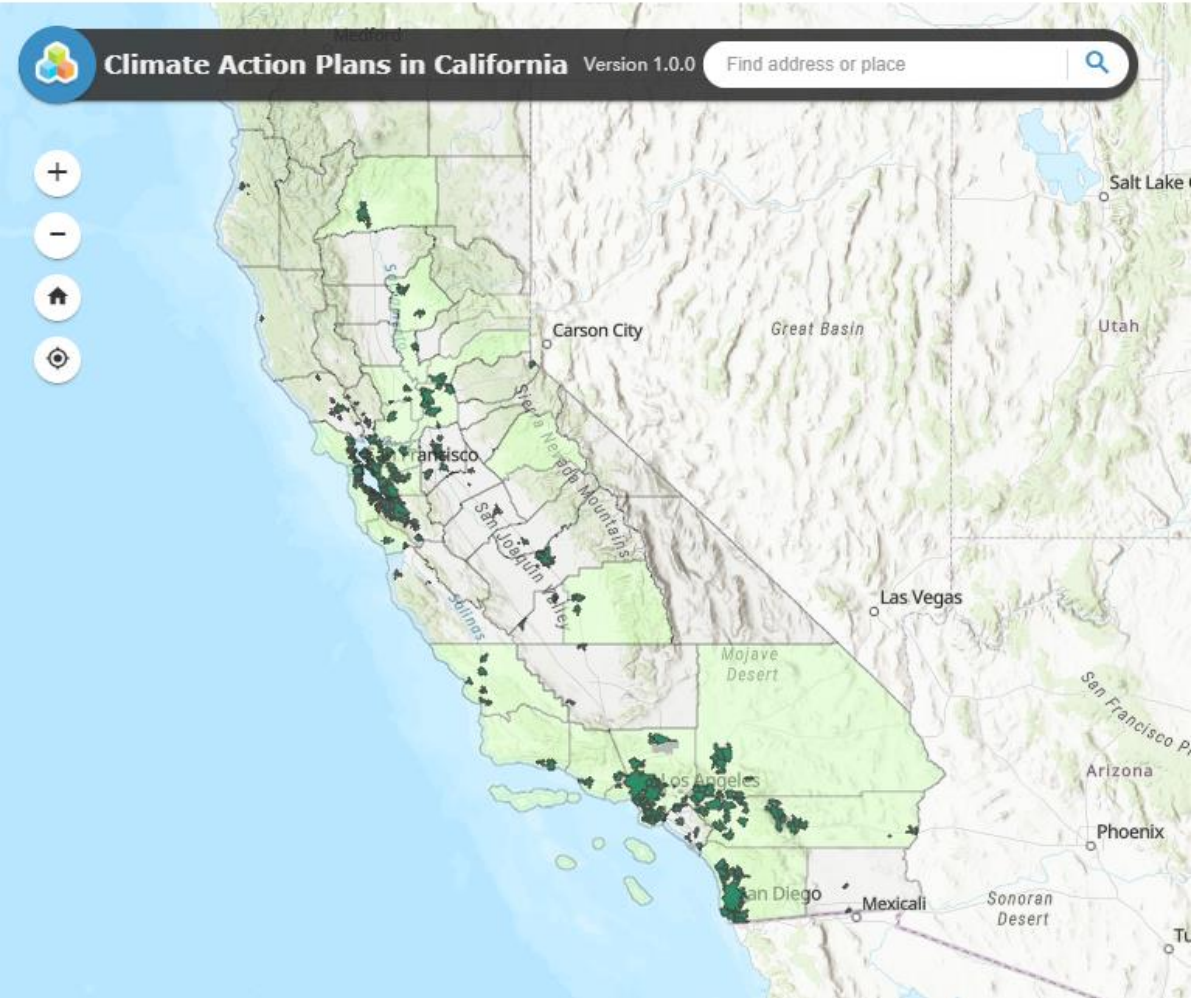
Environmental Justice

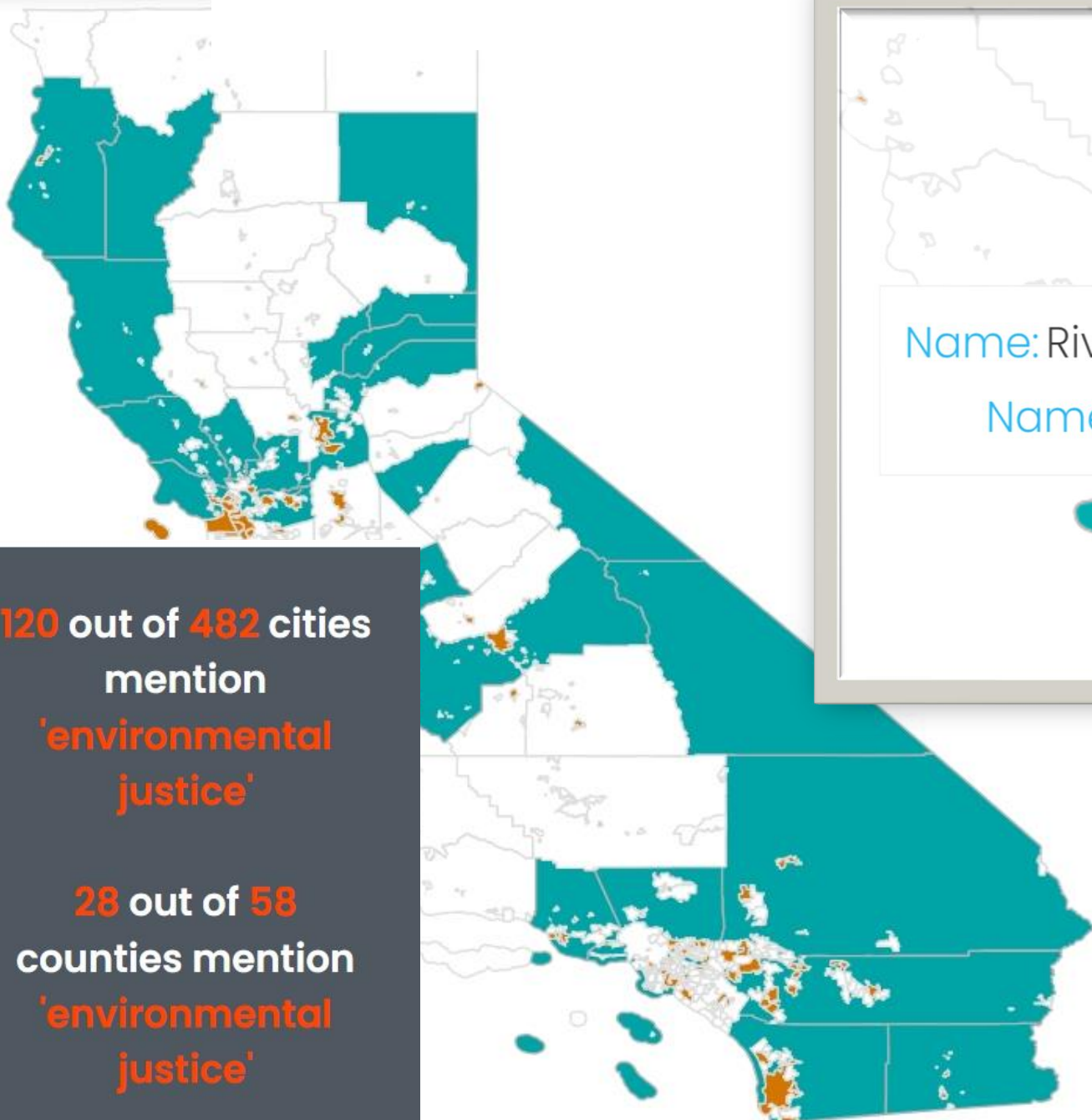
Submit



[PlanSearch](#)

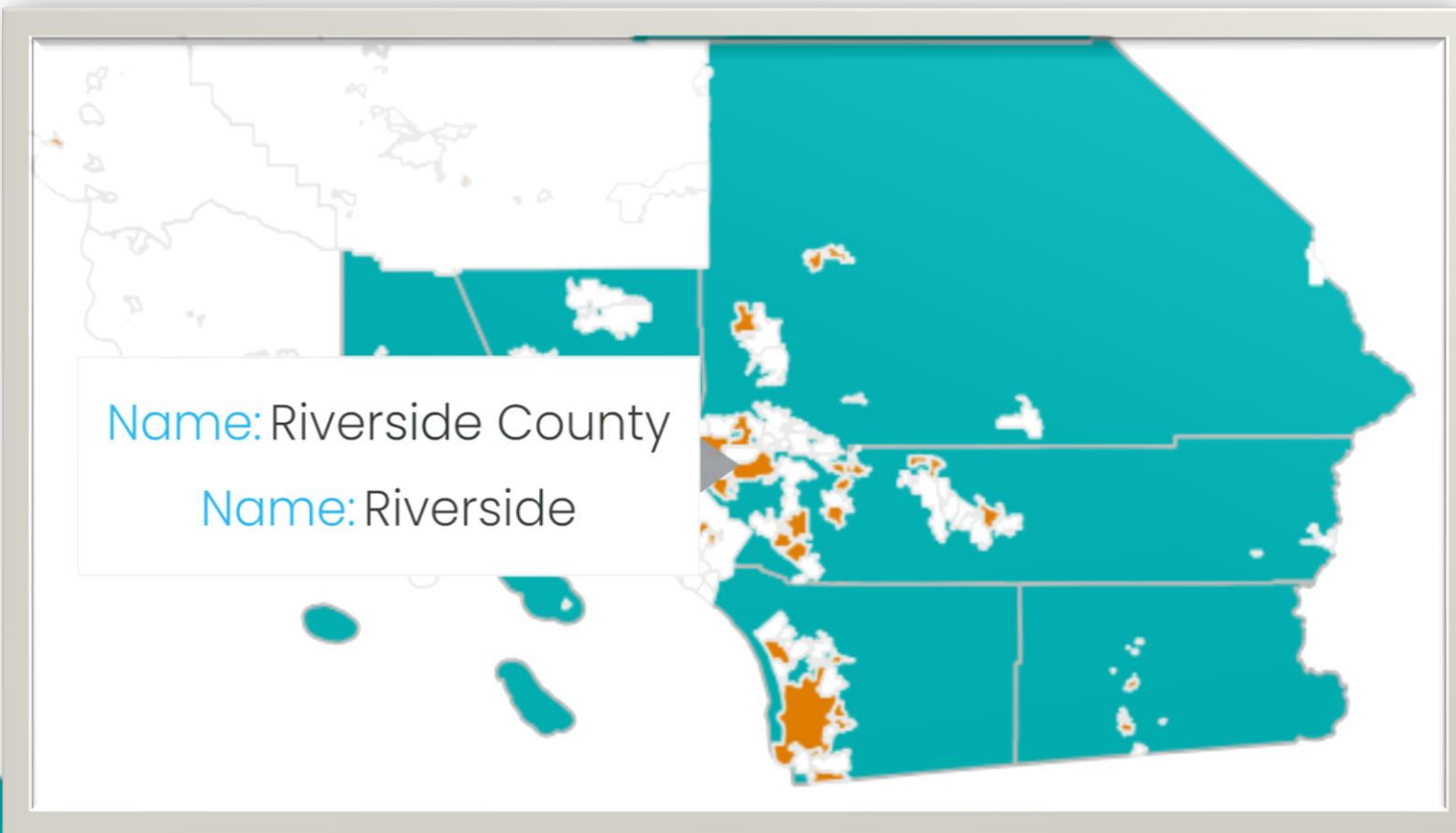
[YouTube Tutorial](#)



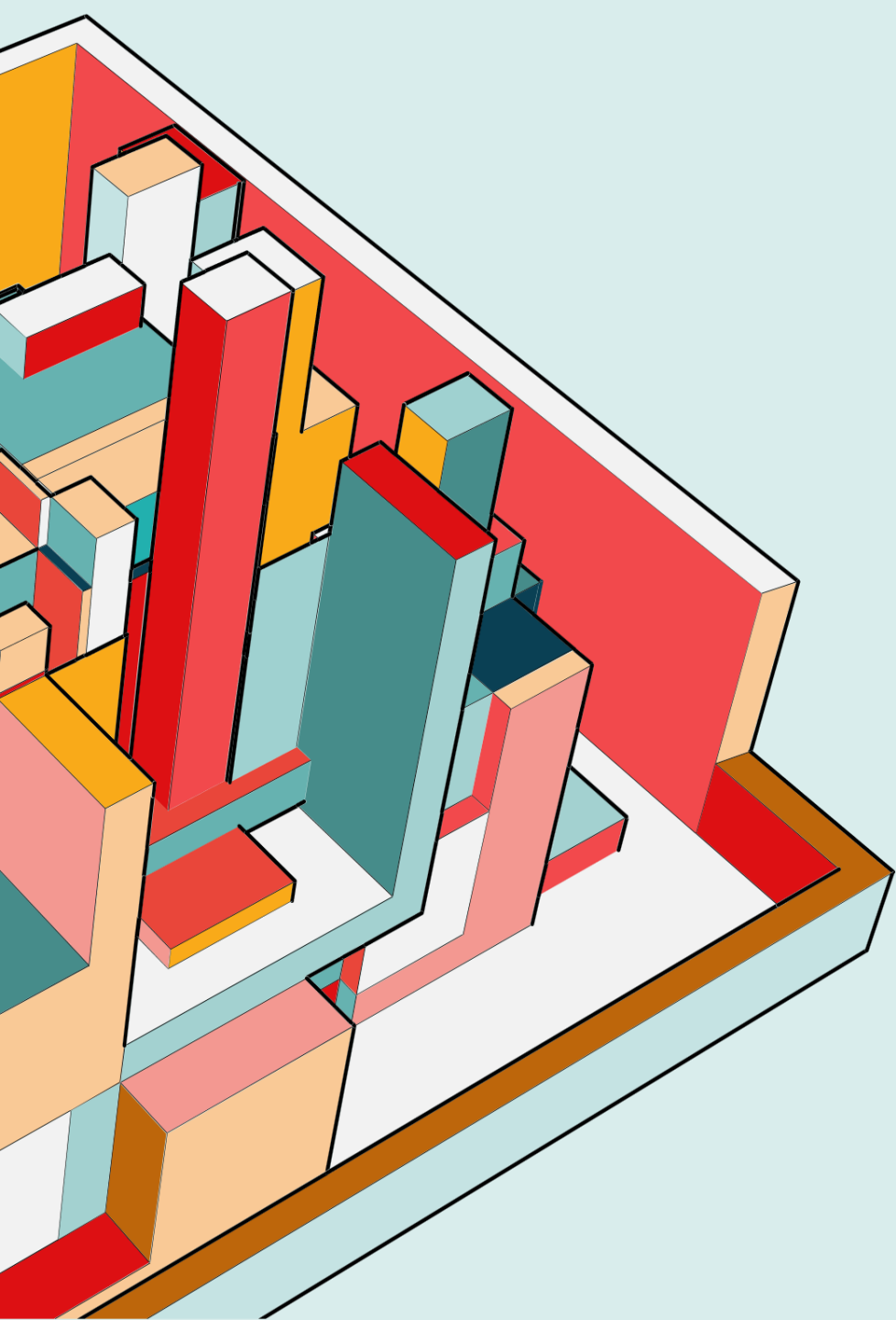


120 out of **482** cities
mention
'environmental
justice'

28 out of **58**
counties mention
'environmental
justice'



TRACK PLAN UPDATES



1ST STATE-LEVEL PLAN EVALUATION

General plans + CAPs

GENERAL PLANS AND CAPS

As of January 2023,
23 of 58 counties (40%) and
230 of 482 cities (48%) have created a
CAP,
while 25 counties (43%)
and 182 cities (43%) refer to CAPs in
their General Plans

Jurisdictions prefer a non-California
Environmental Quality Act (CEQA)
certified CAP

Recommendation: support non-CEQA
qualified CAPs

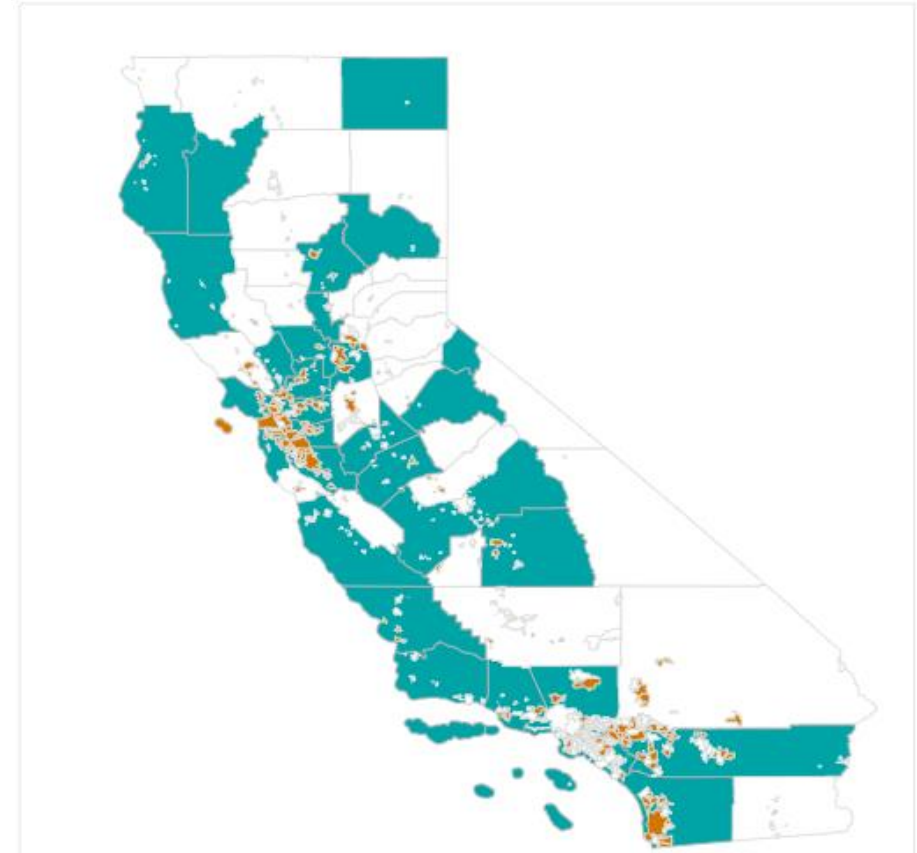


Image from PlanSearch showing prevalence of General
Plans that address the term "Climate Action Plan"

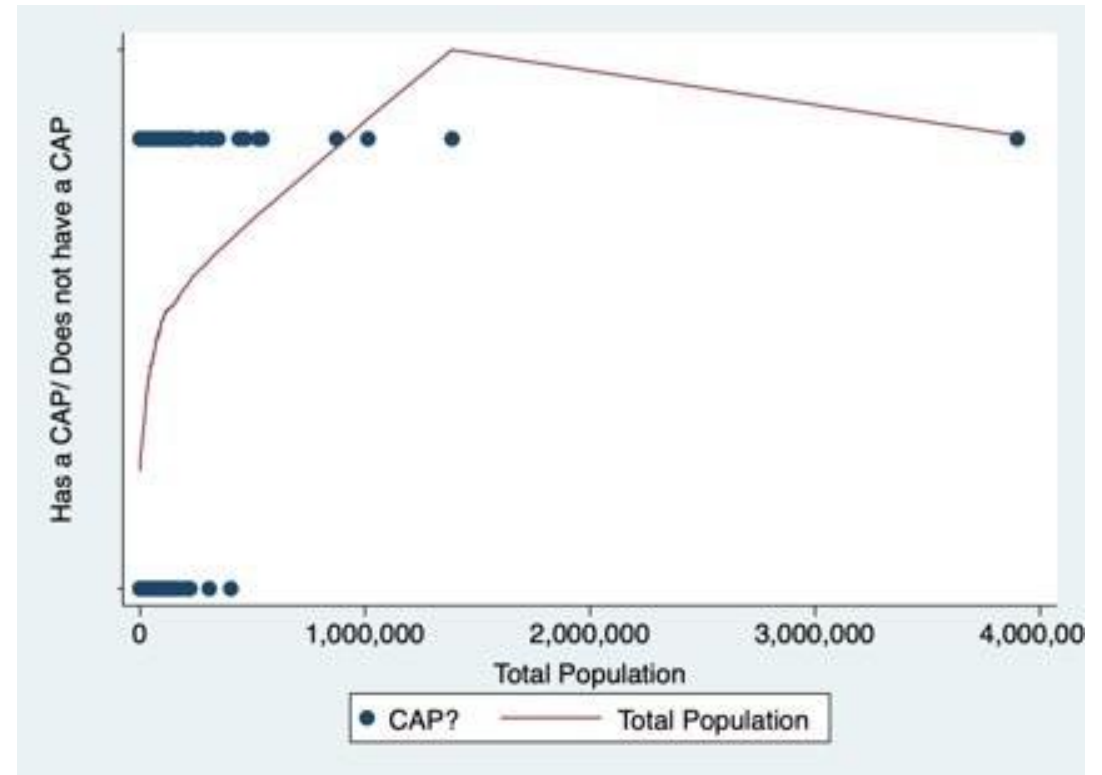
CAP ADOPTION

Whether or not a city has a CAP was not significantly associated with total population, median household income, or the percent of the population identifying as white

This finding aligns with a similar study (Bery & Haddad, 2023), which found that “only two factors—

- (a) city staff dedicated to environmental/energy policy and
- (b) the presence of an institution of higher education—had statistically significant effects on the level of ambition of a city's climate action plan.”

[Finding:](#) CAPs are suitable for a variety of jurisdictions.



GENERAL PLANS AND CAPS WORK TOGETHER

The top 10 cities with the most mentions of ZEV terms for adopted city-level General Plans are not the same top 10 cities with the most term mentions for CAPs and vice versa.

Finding: jurisdictions utilize different planning modalities and a combination of plans to advance goals.



Recommendation: specifically address how General Plans and CAPs can better work in tandem in next Scoping Plan update and work closely with LCI on the General Plan Guideline update

MULTIPLE PLAN TYPES

CBOs note that communities employ a variety of policy approaches, and the state should support diverse pathways to climate planning

- Safety and hazard mitigation plans are revised for Federal Emergency Management Agency (FEMA) compliance, also making them optimal avenues for engagement

Recommendation: support climate readiness planning in multiple plan types.



- *Hazard Plans are not addressed in the 2022 Scoping Plan*



PLANNING EQUITY

Numerous previous studies have identified a positive correlation between local climate policy adoption and income level (Lubell et al., 2009; Sharp et al., 2011; Zahran et al., 2008)



Recommendation: an equitable approach to supporting climate planning will need to emphasize supports (funding + TA) for CAPs and/or emphasis on climate readiness planning through other plan types: General Plans and Hazard Plans

Reduce grant application barriers:

- Short LOI for concepts
- Ask for feedback on grant process at application
- Identify and notify eligible jurisdictions (e.g. use plan contents), model on pro-housing designation
- Dedicated CARB staff for CBO liaison, like tribal liaison, for more targeted outreach to CBOs and jurisdictions about opportunities

VMT POLICY IN GENERAL PLANS: MINIMUM PARKING

VMT:

- CARB recommended strategy:
 - Reduce or eliminate **minimum parking** standards

From 2022 Scoping Plan Appendix D, Table 1 – Priority GHG Reduction Strategies



137 out of 482 cities
mention 'minimum
parking'

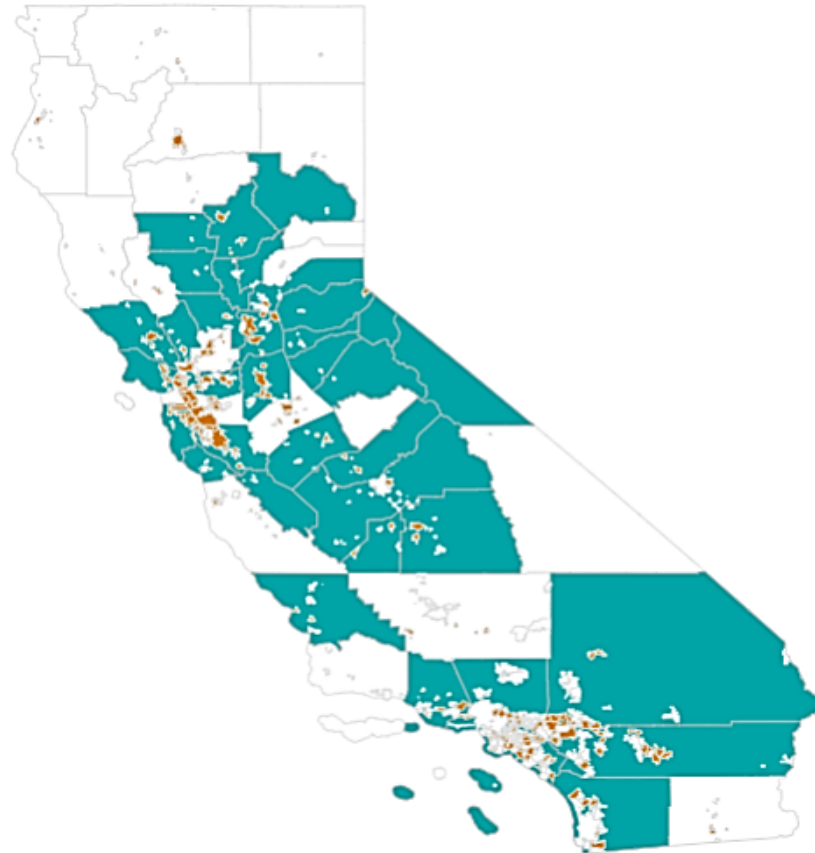
13 out of 58
counties mention
'minimum parking'

VMT POLICY IN GENERAL PLANS: COMPLETE STREETS

VMT:

- CARB recommended strategy:
 - Implement Complete Streets

From 2022 Scoping Plan Appendix D, Table 1 – Priority GHG Reduction Strategies



206 out of 482
cities mention
'complete streets'

36 out of 58
counties mention
'complete streets'

VMT POLICY IN GENERAL PLANS AND CAPS

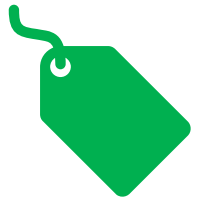
VMT:

- Increase access to public transit by increasing density of development near transit
- Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking
- Implement parking pricing or transportation demand management pricing strategies
- Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development
- Preserve natural and working lands

From 2022 Scoping Plan Appendix D, Table 1 – Priority GHG Reduction Strategies

Recommendation: State agencies should review local plans when crafting guidance and scoping to align policy strategies

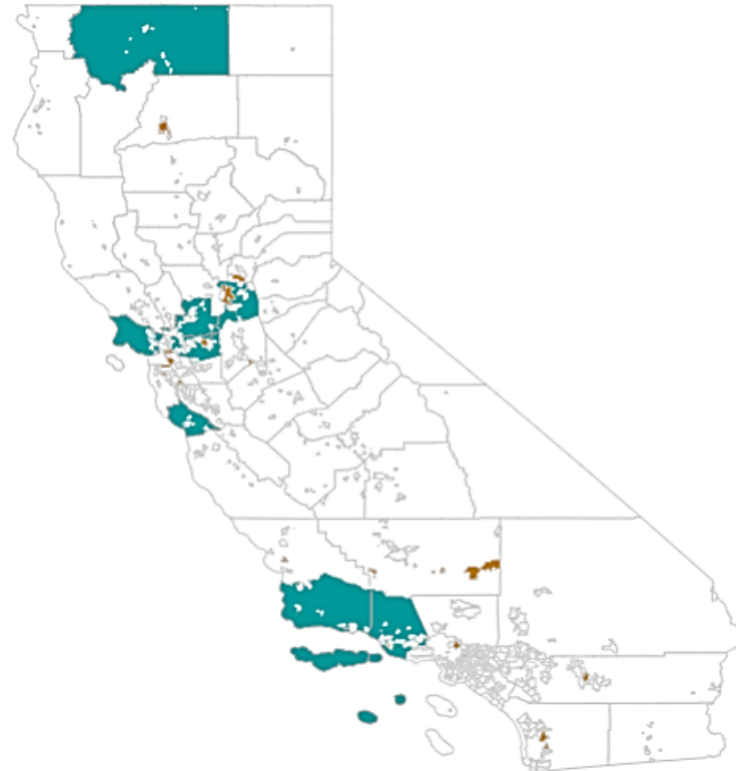
Identify a “handle” for each desired approach with specific benchmarks for measuring success



BUILDING DECARBONIZATION: ALL ELECTRIC ORDINANCES

Building Decarbonization:

- Adopt all-electric new construction reach codes



24 out of 482 cities
mention 'all-
electric'

8 out of 58 counties
mention 'all-
electric'

BUILDING DECARBONIZATION: RENEWABLE ENERGY

Building Decarbonization:

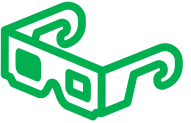
- Adopt policies and incentive programs to implement energy efficiency retrofits
- Adopt policies and incentive programs to make all appliances zero-emission
- Facilitate deployment of **renewable energy** production and distribution



305 out of 482
cities mention
'renewable energy'

49 out of 58
counties mention
'renewable energy'

GENERAL PLANS AND CAPS + STATE GUIDANCE



Terminology mismatch creates confusion

- E.g. “building decarbonization” is common in state policy documents, but not in local plans
- CBOs note that concepts like VMT are unfamiliar or carry negative connotations due to concerns around mileage taxes, or dependence on gas tax funding, in certain regions

Recommendation: State agencies review local plans when crafting guidance and scoping to align common terminology or recognize, bridge, and translate



4 out of 482 cities
mention
'decarbonization'

3 out of 58 counties
mention
'decarbonization'

ZEV POLICY IN GENERAL PLANS AND CAPS

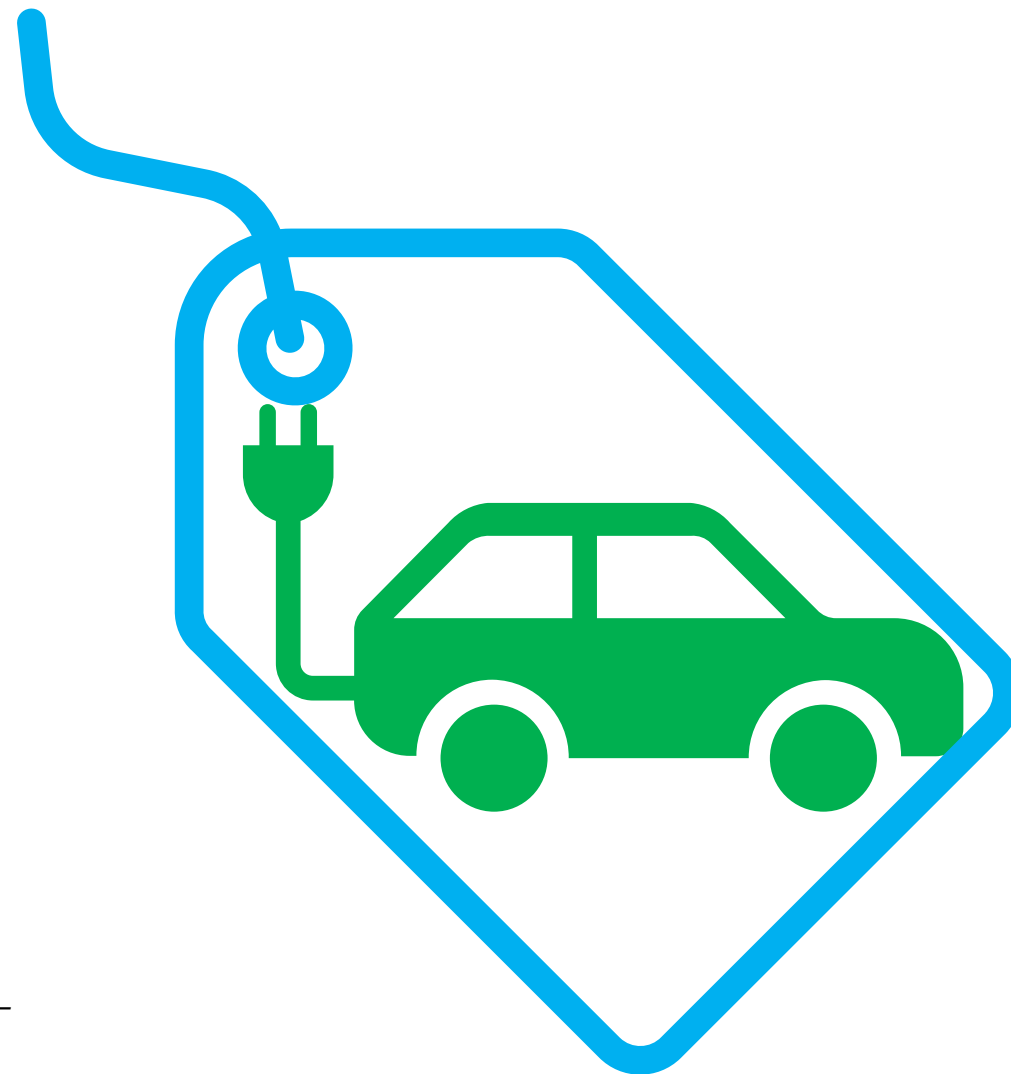
ZEV:

- Convert local government fleets to ZEVs and provide EV charging at public sites



[Finding:](#) State-level ZEV policy guidance aligns with local planning terminology/approaches

*From 2022 Scoping Plan Appendix D, Table 1 –
Priority GHG Reduction Strategies*



PUBLIC ZEV BENCHMARKS

Local plan scoring indicates that California may fall short of its state goal for transit agencies to purchase only zero-emission buses (ZEBs) after 2029, with a goal for full transition by 2040

- Of the 64 ZEV policies in county General Plans,
 - 20 mention public ZEV use and
 - 35 mention private ZEV use

Even when plans set intentions, most do not commit to actions

Recommendation: State guidance should encourage local jurisdictions to create benchmarks for measuring progress, including:

- Feasible timelines
- Measurable outcomes
- Potential funding sources
- Dedicated staff/department

This information can be gathered by using examples from local jurisdictions



GENERAL PLANS, CAPS, AND ZEV IMPLEMENTATION

Only 55 (11%) of cities did not have EV charging ports. Of these, 40 cities did not mention ZEV terms in their CAP nor General Plan, showing a lack of both planning and implementation



Finding: ZEV policies in General Plans and CAPs are both associated with implementation

This is also evidenced by statistical regression of plan mentions of “electric vehicle” and the siting of charging stations.



CAPS + ZEV IMPLEMENTATION

The number of EV charging ports was significantly associated with the city creating a CAP ($B = 30.05$; 95% CI = 9.87, 50.23; $p = .004$) when controlling for percent white population and median household income.

Spatial regression results were similar ($B = 19.5$; 95% CI = .60, 38.48; $p = .04$)



Finding: For every city with a CAP, we can expect an increase of **30** EV ports compared to cities without a CAP.

CAPS, MUNICIPAL CODE, AND ZEV IMPLEMENTATION

We also find a significant positive association between EV charging ports and EV mentions in CAPs.

($B = .68$; 95% CI = .05, 1.31; $p = .04$)

Spatial regression results were similar and significant.

($B = .61$; 95% CI = .02, 1.20; $p = .04$)



Finding: For every mention of “electric vehicle” in a CAP, we can expect an increase of nearly 1 charging port.

Cities with a CAP are nearly three times more likely to have created municipal ZEV reach code.

The more a plan addresses the topic of ZEV readiness, the greater the likelihood of implementation outside of the plan.

GENERAL PLANS + ZEV MUNICIPAL REACH CODE

We find that the number of mentions of “electric vehicle” in county General Plans did not correlate with policy score strength (Pearson product correlation: -0.01).

Similarly, the number of mentions of “electric vehicle” in city General Plans did not correlate with policy strength (Pearson product correlation: 0.08) nor the presence of a municipal reach code for electric vehicle ordinances (Pearson product correlation: 0.07).

Finding: the number of times a plan mentions EV does not neatly correlate to the strength of EV policies nor adopting a reach code

Recommendation: State guidance should encourage local jurisdictions to create strong policies with benchmarks for measuring implementation



GENERAL PLANS + ENERGY MUNICIPAL REACH CODE

The number of mentions of “energy” in county General Plans did not correlate with policy score strength for decarbonization (Pearson product correlation: 0.048).

At the city level, the number of mentions of “energy” did not correlate with the presence of reach codes for Energy Efficiency or “All Electric ordinances” according to the 2019 & 2022) (Pearson product correlation: -0.01)

Finding: we find no correlations between the number of mentions of the term “energy” and the strength of policies that support decarbonization.

Recommendation: State guidance should encourage local jurisdictions to create strong policies with benchmarks



PLANS AND VMT POLICY

In planning for VMT, we also found little correlation between the number of times a term was mentioned and the strength of policies within the plans.

The number of mentions of “vehicle miles traveled” in county General Plans weakly correlated with policy score strength for VMT (Pearson product correlation: 0.42), and the relationship at the city-level which includes a larger sample size was also weak (Pearson product correlation: 0.34)

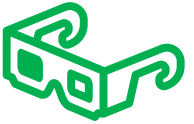
Recommendation: State guidance for VMT reduction should identify strong policy specific benchmarks for measuring policy progress and encouraging action



VARIANCE IN CLIMATE READINESS PLANNING

Jurisdictions may craft strong policies in one domain (such as ZEV), but that does not correlate with similar attention in other domains (such as reducing VMT)

Recommendation: State guidance should recognize the variance in local policy adoption to suggest suites of policy approaches that will be favorable



GENERAL PLANS AND CAPS + EQUITY

Even where plans set intentions, most do not address equity

12 counties (20%) and 126 cities (26%) mention “electric vehicles” in their General Plans, but only six cities address equity considerations, including:

- Siting e-bike and electric vehicle charging stations (Alameda City, 2021 General Plan)
- Electric vehicle charging for affordable housing (City of Arcata, 2008 General Plan)
- Converting public fleets to all-electric (City of East Palo Alto, 2016 General Plan)

Recommendation: State guidance and funding should encourage local jurisdictions to use an “**equity in all**” policy approach that explicitly states potential impacts for each policy

Develop or reference an equity checklist (e.g. OPR, 2017) in scoping plan update

Celebrate planning advances when they occur to encourage further adoption, e.g. a dashboard or scorecard, pre-qualifying for funding



GENERAL PLANS AND CAPS + STATE GUIDANCE

Rural concerns are not well reflected in state priorities

- E.g. the 280-page 2022 Scoping Plan, references "rural" nine times without offering specific actions



Recommendation: State agencies should use the community research approach modeled in this contract when crafting guidance and scoping to better align policy priorities



8 out of 482 cities
mention 'working
lands'

5 out of 58 counties
mention 'working
lands'



ECOSYSTEM SERVICES AND CLIMATE READINESS

CBOs request that CARB account for **ecosystem services** in the next update of the scoping plan, allowing for the crediting of natural and working land management practices toward local mitigation mandates.

- Ongoing pilot approach with tribes, demonstrate potential, e.g. Lomakatsi's tribally led Tribal Ecosystem Restoration Partnership Program and the Inter-Tribal Ecosystem Restoration Partnership (ITERP)



Recommendation: CARB scoping plan should address "ecosystem services"

**this term is mentioned once in the 2022 scoping plan and not associated with specific actions*



LEARNING MATERIALS AND FAIR STANDARDS

Recommendation: Facilitate peer learning

- For plans to be easily located and reviewed, they must contain sufficient metadata on a cover page, including a unique and persistent identifier, and the data must be registered or indexed in a searchable resource.
- Formatting requirements would bring public planning documents into compliance with federal Americans with Disabilities Act (ADA) guidelines

Recommendation: CARB, GO OPR/LCI, and HCD, the state agencies that provide guidance for General Plan development should provide planning data guidelines that require plans to follow **FAIR standards** such that plans are easily Findable, Accessible, and Interoperable, while being provided in a format that is Reusable (e.g. a machine-readable PDF)

GENERAL PLANS AND CAPS + LEARNING MATERIALS- 1

Recommendation continued:

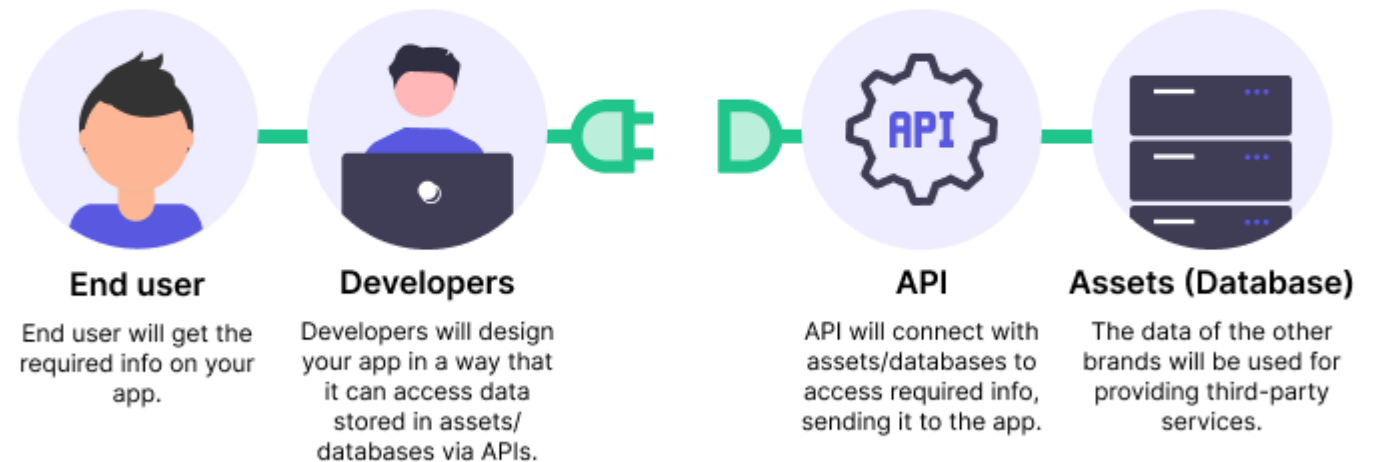
Findable: located in standard place, e.g. adopted plans submitted to state database to create a library of adopted plans

Accessible: API

Interoperable: Standard meta-data

Reusable: machine-readable PDF with DOI

How does an API work?



GENERAL PLANS AND CAPS + LEARNING MATERIALS-2

Recommendation continued:

Findable

Accessible

Interoperable: Standard meta-data

Reusable: machine-readable PDF
with Digital Object Identification

Plan title:

Jurisdiction:

Link to jurisdictional boundaries/shapefiles:

Date each plan was adopted:

Dates for each element adopted within the plan:

Housing:

Land use:

Conservation:

Open Space:

Transportation:

Noise:

Safety:

Environmental Justice:

Air quality:

CEQA certification date:

Plan authorship: *information about the firm that prepared the plan or authors of the plan*

DOI:

CAPACITY BUILDING WITH CBOS

CBOs expertly managed attendee lists for the workshops

CBOs conducted 13 workshops on climate readiness planning from October 2023 through April 2024.

Attendance of 367 attendees representing over 155 organizations



Recommendation: State agencies should fund CBO partnerships to better understand climate capacity planning/implementation progress and hurdles

Organization attendee	Percentage
Government	42%
Nonprofits	44%
Industry	13%
Tribes	1%

CAPACITY BUILDING WITH LOCAL LISTENING SESSIONS

Local communities reported feeling acknowledged when the agency actively participates, and they requested future opportunities for CARB to attend and listen, noting that it was a “*good look for CARB*” and local communities feel heard when “*CARB comes to us.*”



Recommendation: State agencies should attend local climate capacity meetings—not as conveners, but as invitees

“*good look for CARB*”

CAPACITY BUILDING WITH CBO CONVENERS

Finding: CARB's priority policies need to be reframed in local values to improve adoption and implementation

Recommendation: to craft scoping plan updates, state agencies should fund trusted CBOs to facilitate listening sessions wherein CARB representatives attend.



"There are other needs of greater importance in many communities right now (health care access, poverty, wildfire threat), and understanding rural needs will be crucial in having the state's climate goals adopted"

CAPACITY BUILDING: PRE-QUALIFY BASED ON PLANS

Finding: Oversubscribed grant programs do not provide CBOs with enough capacity to engage



Recommendation: State agencies should assist with grant-getting/writing

- State agency liaison
- Pre-qualify communities based on planned actions in General or Climate Action Plan

"A significant barrier is access to funding and grant opportunities - either due to a lack of capacity or knowledge about these opportunities."

"Constricted grant funding timelines for implementation [that are] not aligning with time needed to build local relationships and capacity."

CAPACITY BUILDING: STAFF LIAISON

Finding: Collaboration among state and regional agencies is crucial to streamline requests to local jurisdictions and avoid overwhelming local governments and CBOs with individual requests



Recommendation: improve funding and maintenance of collaboration with CBOs

- Create a staff position for coordination with CBOs
- The Office of Community Partnerships and Strategic Communications now has grantees for First Trusted Messenger Network

"lead regional collaboration and conversations in this space so we can be better coordinated in our approach and go after funding."

"hire full-time staff dedicated to integrating and communicating with coalition networks across communities."

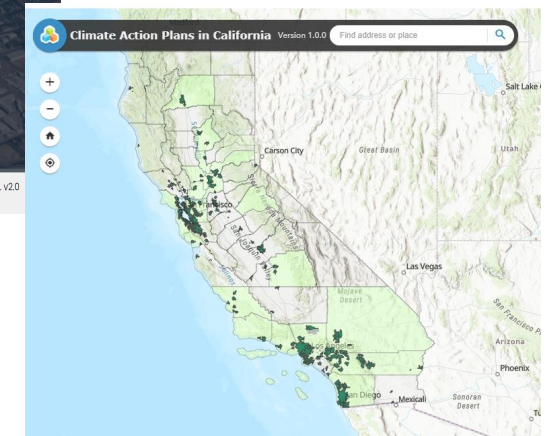
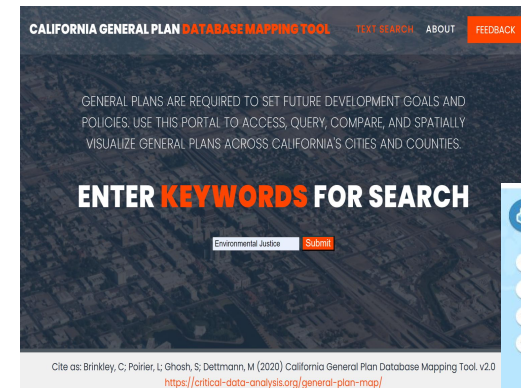
CAPACITY BUILDING: DATA AND PLANNING TOOLS

Finding: Peer-to-peer learning is valued



Recommendation: Support climate ready policy data access and interpretation

"Communities don't know about the options available to them - it is the responsibility of the state/local government to provide these options, make technical info more accessible, and take the communities input and interpret it into policy actions."



LOCAL ACTIONS

- **Conduct assessments:** climate action inventory, greenhouse gas inventory, asset maps, vulnerability assessments
- **Develop feasible plans** based on measurable benchmarks (e.g. adopting a municipal reach code).
 - Use of strong policy language such as “the jurisdiction *will* do the following actions” as opposed to “the jurisdiction *may* do the following actions”
 - Policies should include a timeline for implementation
 - A responsible office or staff position should be designated for carrying out the policy
 - To ensure feasibility, policies should identify potential funding sources
- **Work with local community-based organizations** for outreach to garner robust community engagement and craft equitable policies.
- **Identify promising approaches** with an informed policy making approach by reviewing successful practices in comparable jurisdictions. Consider an **equity in all policies** approach.

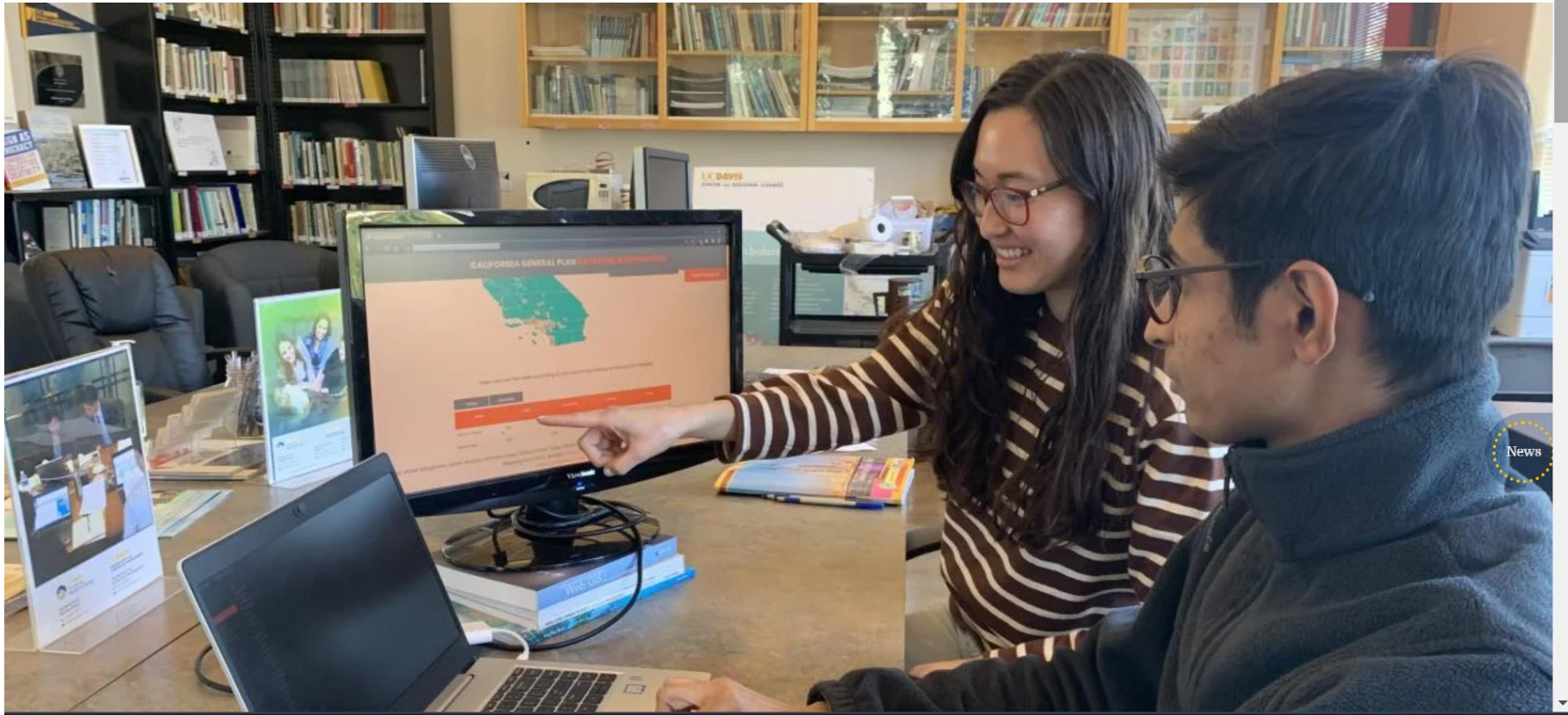
CARB ACTIONS

- Capacity Build in Partnership
 - Establish a state liaison for CBOs
 - Attend local climate capacity building workshops
- Align priorities
 - Regularly review city and county plans to inform updates to regulatory frameworks and guidance
 - Focus on rural issues: working lands, ecosystem services, 30x30 preservation goals
- Develop and maintain knowledge-sharing platforms
 - General plans, CAPs, Hazard Mitigation Plans
 - Assist with jurisdiction-specific GHG inventories
 - *a bill that would have provided funding for this (SB 511) was not ultimately adopted by the legislature last year*
- Identify measurable actions
 - Include implementation benchmarks for each priority area
 - Develop an equity checklist
- Reduce the competitive grant application burden
 - Consider pre-qualifying jurisdictions based on plan contents

UC Davis Team Develops Online Tool to View General Plans Across California

Community Members, Policymakers Can Access, Compare Plans

by Tiffany Dobbyn | February 06, 2023

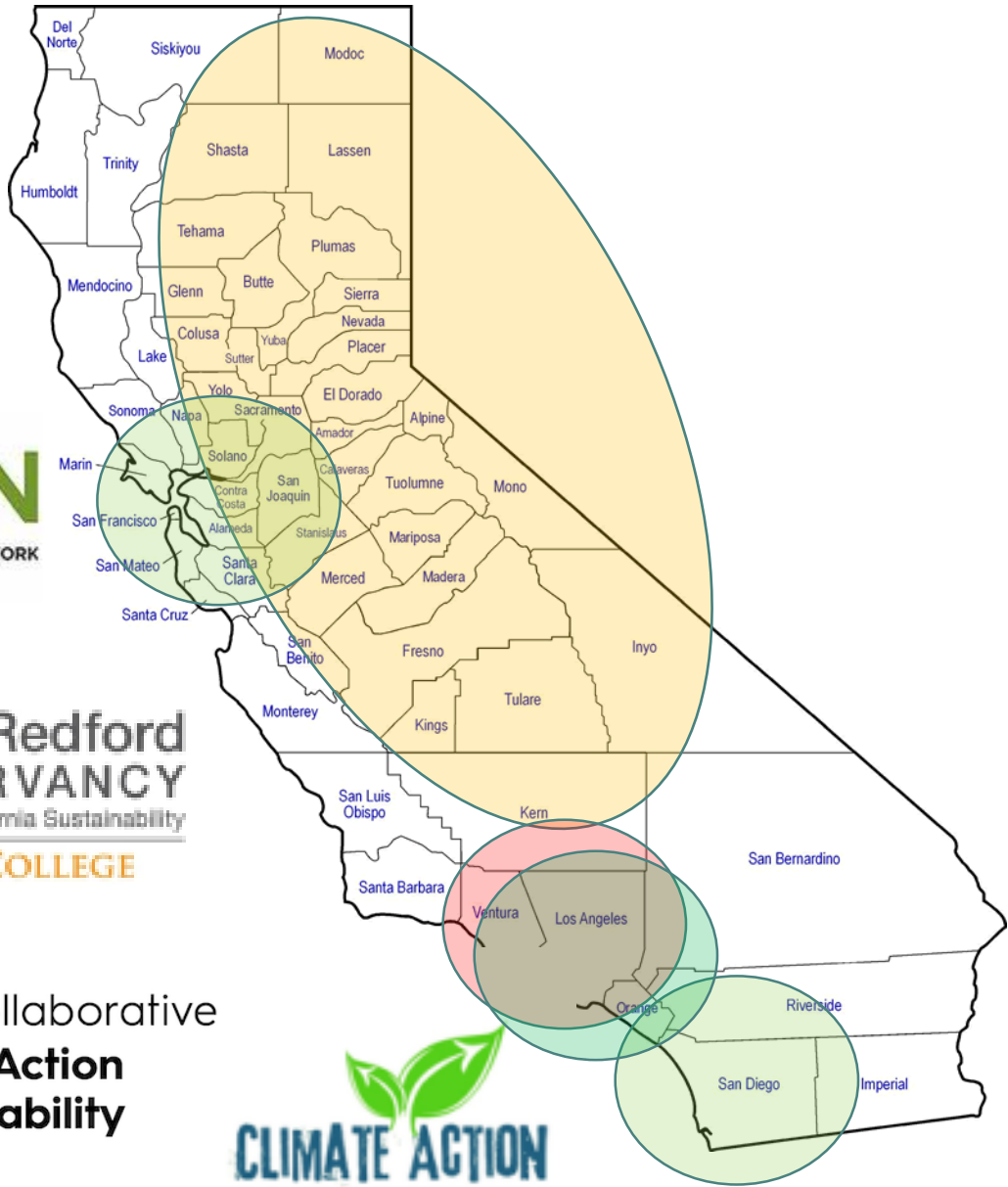


PLANSEARCH WON THE 2023
CALIFORNIA AMERICAN PLANNING ASSOCIATION AWARD
FOR ACADEMIC EXCELLENCE

THANK YOU, PARTNERS



Los Angeles
Regional Collaborative
**for Climate Action
and Sustainability**



THANK YOU, TEAM



Ahna Ballonoff Suleiman
UC Davis CRC Executive Director



Nellie Graham
Kamryn Kubose
Graduate Student Researchers



Selena Theresa Regalado
Data Analyst



Mariah Padilla
Zihan Zhou
Christine Jane Canonizado
Undergraduate researchers



Carly Andrade
Executive Assistant



Aniket Banginwar,
Programmer

