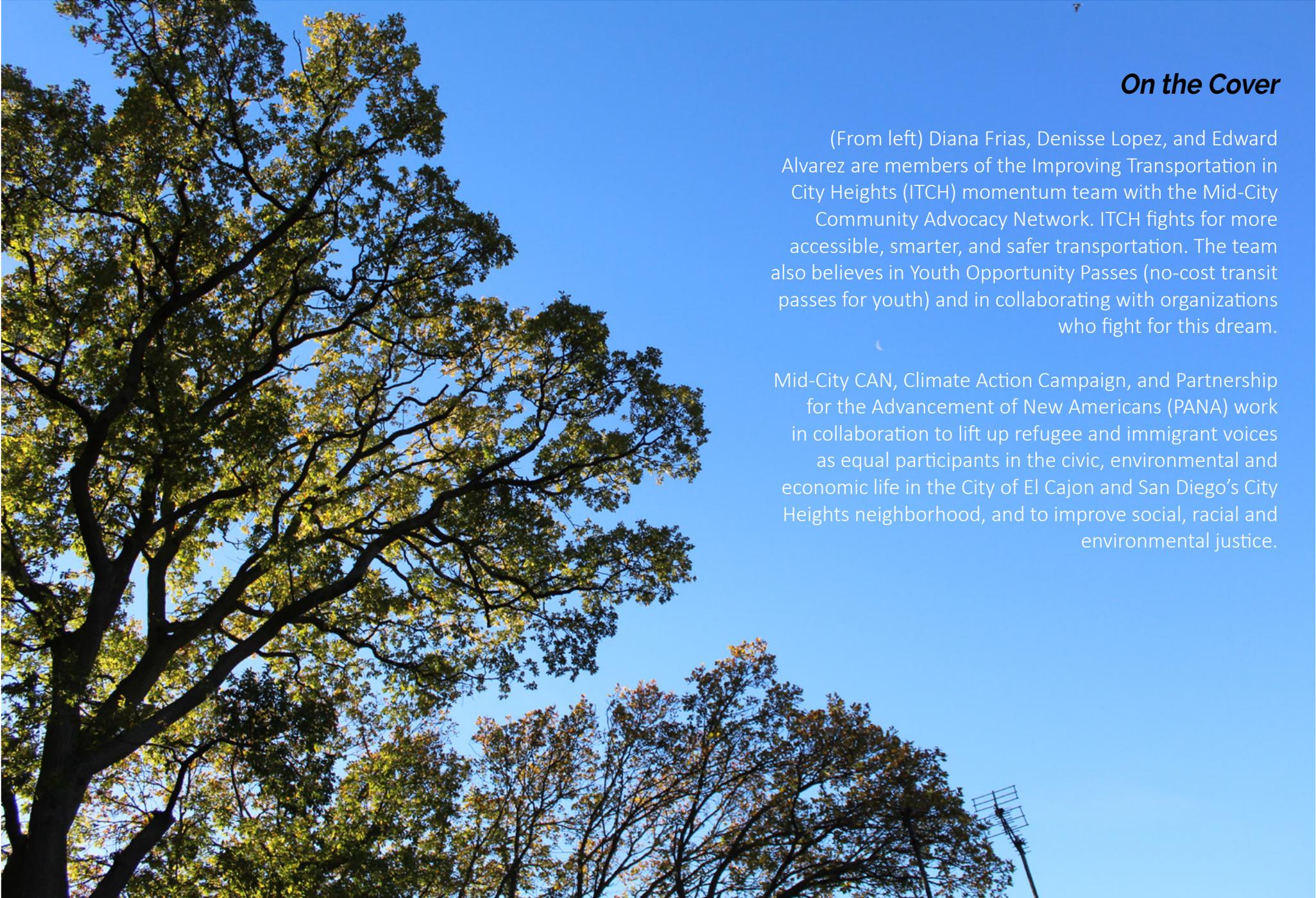




3RD EDITION
FEBRUARY 2019

SAN DIEGO REGION CLIMATE ACTION PLAN REPORT CARD





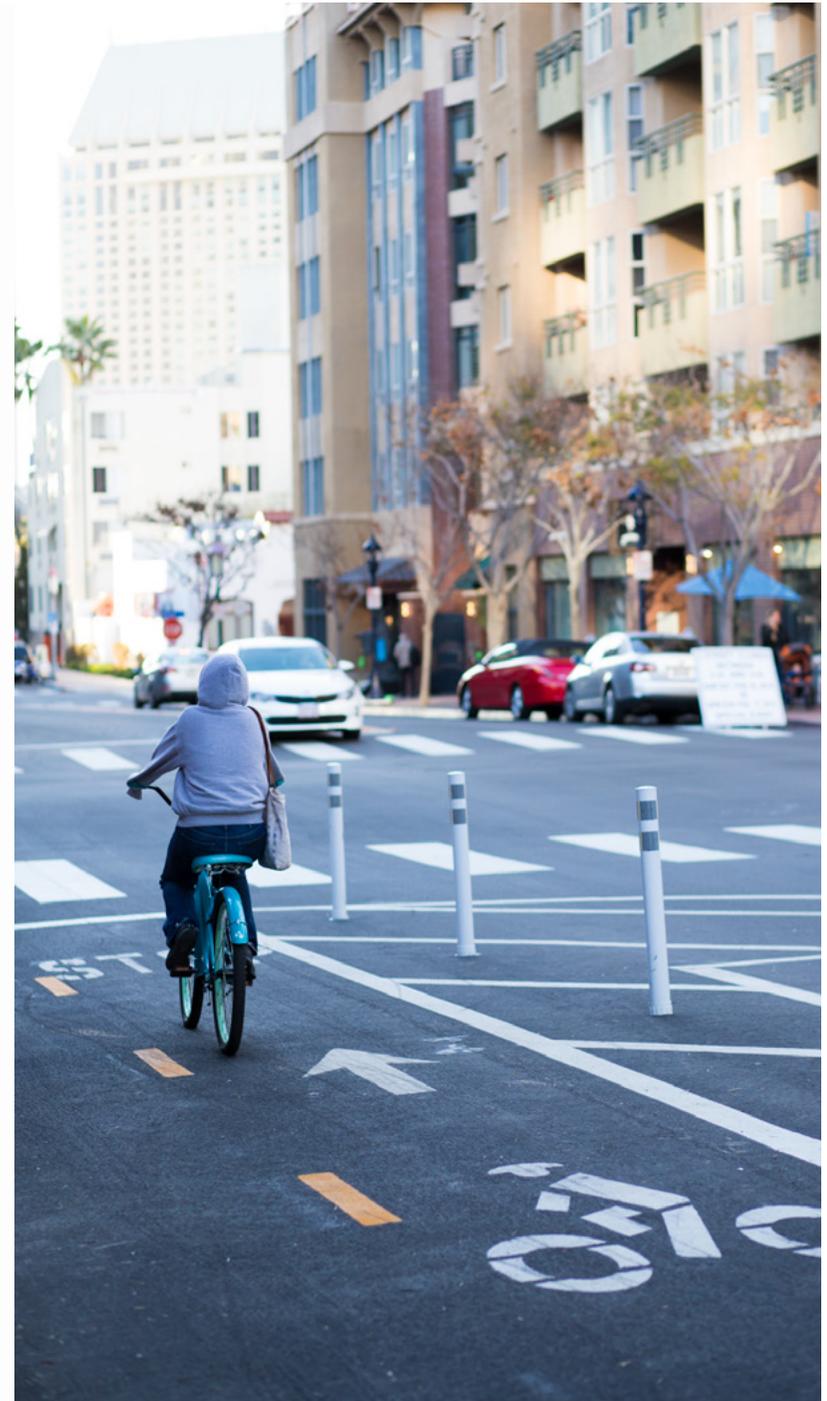
On the Cover

(From left) Diana Frias, Denisse Lopez, and Edward Alvarez are members of the Improving Transportation in City Heights (ITCH) momentum team with the Mid-City Community Advocacy Network. ITCH fights for more accessible, smarter, and safer transportation. The team also believes in Youth Opportunity Passes (no-cost transit passes for youth) and in collaborating with organizations who fight for this dream.

Mid-City CAN, Climate Action Campaign, and Partnership for the Advancement of New Americans (PANA) work in collaboration to lift up refugee and immigrant voices as equal participants in the civic, environmental and economic life in the City of El Cajon and San Diego's City Heights neighborhood, and to improve social, racial and environmental justice.

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ABOUT CLIMATE ACTION CAMPAIGN

Climate Action Campaign has a simple mission: stop climate change. Our purpose is to protect the people and places we love from the ravages of a warming world.

This report card highlights our Five Fights—key climate policy areas we encourage every municipality to address with quantifiable, enforceable strategies, as part of a comprehensive climate plan. Our Five Fights are 100% Clean Energy; Biking, Walking, Transit, and Land Use; Urban Forests; Zero Waste, and Social Equity.



WHY BOLD ACTION MATTERS MORE THAN EVER

The landmark report by the UN Intergovernmental Panel on Climate Change (IPCC) released in fall 2018 warns that we have 12 years to limit climate catastrophe, citing drought, floods, extreme heat and poverty for hundreds of millions of people if we don't move quickly to stop warming from rising above 1.5°C. (Current commitments from countries around the world have the planet on course for a disastrous 3°C of warming.)

The report also says that the urgent and unprecedented changes required to meet this goal are affordable and feasible.

WHAT IS A CLIMATE ACTION PLAN?

Climate Action Plans (CAPs) are comprehensive frameworks that help local governments fight climate change. These long-range planning documents quantify local governments' current greenhouse gas (GHG) emissions levels, identify target levels to which they plan to reduce their emissions, and chart the strategies that will enable the local government to reduce community-wide emissions to that target level.

CAPs take into consideration how state and federal policies will affect local efforts to reach emissions reductions targets. The amount that local governments still need to reduce their emissions after federal and state policy impacts are accounted for is commonly referred to as the "local emissions gap."

In charting the path from current emissions levels to the target, there are many strategies to choose from. Typically, CAPs focus on strategies that help reduce emissions from a few key categories: energy, transportation and land use, water, solid waste, and wastewater. CAPs generally also lay out plans for how the strategies will be implemented and how the local government will report on implementation.

WHAT IS THE CLIMATE ACTION PLAN REPORT CARD?

The San Diego Region Climate Action Plan Report Card offers an assessment of the region's climate planning and climate action to help the public and local governments discern patterns and trends across a vast and scattered set of information.

Through this report, we hope to spur cities to take action to protect our region's future with legally binding Climate Action Plans that include ambitious emissions reductions targets and best practices gleaned from models in the region. We also hope to arm residents throughout the region with a tool that increases transparency and enables them to hold their local government accountable for doing their part to reduce the pollution that causes climate change.

The scores on page 9 evaluate both the climate planning and implementing actions undertaken by cities across the region.

KEY FINDINGS

THE GOOD

The Region Is Making Genuine Efforts to Move on Climate.

- » Regional collaboration on Community Choice Energy is leading to a new energy paradigm of local control and a clear path to 100% clean energy.
- » Communities are talking about the important connections between transportation, affordable housing, jobs, social equity, and climate.
- » New elected officials are committed to bold action on climate.

THE BAD

Climate Is Still Not Top Priority for Cities.

- » We need real transportation choices that are affordable, safe, and efficient, and connect people to jobs and affordable homes.
- » We need meaningful participation and prioritization of communities of concern in planning and implementing climate solutions.
- » We need analysis of the climate change impacts of every city decision as a standard practice, so that meeting state and local climate targets becomes the shared responsibility of all city staff and decision-makers.

THE UGLY

The County CAP Jeopardizes Regional Progress.

- » The County of San Diego's fundamentally flawed CAP based on sprawl and pay-to-pollute schemes, is threatening all progress in the region, and could set a dangerous precedent for the state.

Individual City Efforts and Regional Efforts Are Not Enough.

- » As a region, we are not on a trajectory to meet our regional and state climate targets.

WHAT DO WE DO?

We need a big, bold, regional vision that comprehensively addresses the threat of climate change and centers communities who are on the frontlines of climate change and environmental pollution.

WE NEED A SAN DIEGO GREEN NEW DEAL

- » We need to unite to work regionally, so that all 18 cities, the County, our regional transportation agencies and other public agencies align goals, priorities, and strategies, and maximize resources to execute our regional climate solutions at the scale and speed necessary to collectively reach local, regional, and state climate targets and protect our quality of life.
- » We need policies and investments that counteract systemic injustices including environmental racism and income inequality — and advance climate justice.
- » We need to ensure a just transition for workers and communities of concern, including low-income communities, communities of color, indigenous communities, migrant communities, women, the elderly, youth, people differently abled, the unhoused, and the frontline communities most affected by climate change, pollution and other environmental harm.

- » We need to protect and enforce sovereign rights and land rights of tribal nations.
- » We need to promote justice and equity by stopping current, preventing future, and repairing historic oppression.
- » We need to ensure that local implementation of the transition is led by communities, from the ground up.
- » We need middle-class, unionized green jobs that help cities reach their CAP goals, build green infrastructure, and provide equitable economic opportunities.
- » We need cities to start identifying how every action and every decision impacts climate in order to make climate the top priority.
- » We need to invest in better choices for housing, transportation, and clean energy.
- » We need an economy that works for all.
- » We need to identify new funding sources to achieve this vision.

We will be convening and coordinating a wide cross-section of regional community members and leaders to create a vision of how this can work and benefit everyone in the region. With the clock ticking, we have no other choice but to take unprecedented measures to address an unprecedented threat to our existence.

CLIMATE ACTION SCORES



NONE



CITY OF SAN DIEGO - 81
ENCINITAS - 81
SOLANA BEACH - 76



LA MESA - 74
DEL MAR - 66
CARLSBAD - 65
CHULA VISTA - 61

Needs Improvement: NATIONAL CITY - 44

Currently Updating CAP: ESCONDIDO, SAN MARCOS, VISTA

No CAP Adopted (In progress): CORONADO, EL CAJON, IMPERIAL BEACH, LEMON GROVE, OCEANSIDE, SANTEE

No Commitment to Develop a CAP: POWAY

Fundamentally Flawed CAP: COUNTY OF SAN DIEGO

See Appendix for grading scale for medals.

BREAKDOWN OF CLIMATE ACTION SCORES

	CARLSBAD	CHULA VISTA	DEL MAR	ENCINITAS	LA MESA	NATIONAL CITY	CITY OF SAN DIEGO	SOLANA BEACH
CAP Score (50%)	64	61	79	93	74	52	98	80
Implementation Score (50%)	66	60	52	69	NA*	32	64	71
FINAL SCORE**	65	61	66	81	74	42	81	76

*Cities that have adopted a CAP in the last year are not scored on implementation.
 For a more detailed breakdown of CAP scores and Implementation scores, see Appendix.
 **Final weighted scores are rounded to the nearest whole number.

SOCIAL EQUITY IN CAP IMPLEMENTATION

Equitable CAP Implementation addresses patterns of underinvestment, centers communities of concern, and proactively plans for long-term health, economic growth, and quality of life. Along with his colleagues, Dr. Manuel Pastor, Professor of Sociology and American Studies & Ethnicity at the University of Southern California, defines the following dimensions of equitable implementation:



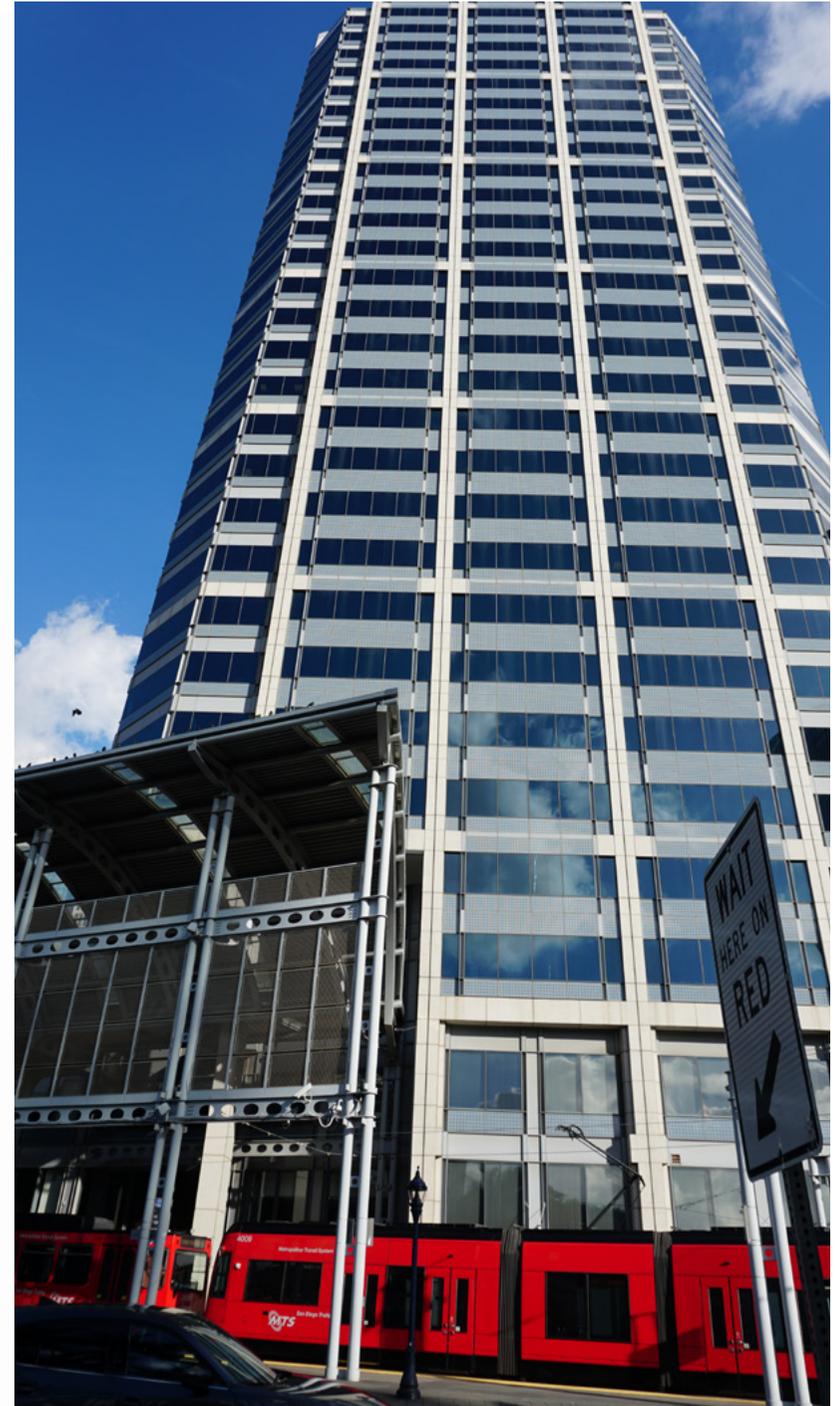
“**PAST** Prioritizes investments that will close racialized gaps, especially by wealth, environmental burden, and existing amenities in a way that will improve work and economic and health opportunities for underinvested communities.

PRESENT Involves partnership throughout the process that centers the perspectives of vulnerable communities, that supports authentic community-based participation and power, and that results in shared decision-making, while also strengthening the health and well-being of the entire region.

FUTURE Takes into account the future by leveraging funding for long-term community health and organizational capacity, mitigates future harm that may result for new investments in a place, and incorporates metrics and evaluation to promote adaptable and effective implementation.”¹

¹ Vanessa Carter, Manuel Pastor, and Madeline Wander. 2018. Measures Matter: Ensuring Equitable Implementation of Los Angeles County Measures M & A. Available at <http://dornsife.usc.edu/pere/measures-matter-la/>

CLIMATE ACTION PLANS AND IMPLEMENTATION HIGHLIGHTS BY CITY



CITY OF CARLSBAD

CLIMATE ACTION PLAN

Carlsbad adopted its legally binding CAP in 2015, with 2035 targets aligned with state GHG reduction goals. While monitoring and implementation are generally strong, the CAP does not call for a public implementation taskforce. The greatest strength of Carlsbad’s CAP is the emphasis on energy efficiency and water conservation. The City has set targets in both areas and plans to introduce ordinances for municipal, residential, and commercial energy efficiency, and to require new construction to shift away from natural gas for water heating. The General Plan includes smart growth goals policies, and the CAP calls for a 32% alternative transportation rate by 2035.

There are significant areas for improvement in several areas of Carlsbad’s CAP. In particular, the CAP lacks a 100% clean energy commitment and does not call for Community Choice Energy (CCE). Including Community Choice in the CAP would strengthen the City’s commitment to pursuing that program. In addition, while the CAP calls for 32% of commuters to travel by a means other than a car, it does not specify the target mode shares for biking, walking, and transit. The CAP also lacks a Zero Waste goal and a tree canopy goal.

Most notably, Carlsbad’s CAP makes no commitment to social equity, and since adoption of the CAP the city has not adopted an approach to implementation that puts equity at the heart of decision-making.

IMPLEMENTATION

The City of Carlsbad continues to set a high bar for the region in monitoring and reporting CAP implementation, with its second annual report published in September 2018 offering a comprehensive overview of implementation strategies and progress. The City’s implementation of clean energy and efficiency measures is strong; in 2018, Carlsbad worked to develop ordinances for electric vehicle, energy conservation, and water heating requirements in residential and commercial buildings, as well as solar photovoltaic requirements for non-residential buildings. Carlsbad also joined three other cities to complete a joint feasibility study for Community Choice. These ordinances, as well as a presentation of staff evaluation of Community Choice, are expected to be delivered to City Council February 2019 for consideration.

Carlsbad’s CAP and Implementation score is lowered by lacking focus on adoption of meaningful transportation and land use solutions, despite acknowledging that approximately 40% of the city’s greenhouse gas issues derive from transportation. The City is pursuing a Transportation Demand Management program, but it heavily relies on reducing single-occupancy trips through incentivizing and educating residents on the benefits of carpooling to boost “alternative mode share.” The bright spot on transportation is the development of Carlsbad’s Sustainable Mobility Plan, to help improve transportation-related safety, reduce emissions, increase travel choices and implement the Mobility Element of the city General Plan. The goals of the plan are to close travel network gaps, increase travel choices to work and play, and improve quality and access for vulnerable users. The plan is targeted for completion in early 2019.



CAP Score (50%)	64
Implementation Score (50%)	66
FINAL SCORE	65

CITY OF CHULA VISTA

CLIMATE ACTION PLAN

Chula Vista adopted its current CAP in September 2017 with a 100% clean energy commitment. The CAP includes energy efficiency and water conservation targets and related ordinances, and it includes a 90% waste diversion target and a 25% tree canopy target, both by 2035.

Overall mode share targets for the percentage of commuters traveling by walking, biking, and transit will be developed as part of the upcoming Active Transportation Plan. Strategies to increase alternative commute rates include prioritizing complete streets and exploring car-sharing and bike-sharing. Although the CAP includes implementation of the Urban Core Specific Plan as a way to reduce driving, it lacks a comprehensive strategy to reduce driving through dense, infill development. The CAP is not legally binding and does not include a cost analysis. The planned 2020 CAP update can serve as an opportunity to strengthen targets and strategies related to land use and transportation and to consider a legally binding commitment to the City’s overall GHG targets.

IMPLEMENTATION

On CAP implementation, Chula Vista receives high marks for approving a Technical Feasibility Study on CCE in coordination with La Mesa and Santee, to be conducted in 2019. The City falls short, however, on equitable CAP implementation.

On energy efficiency and water conservation, Chula Vista’s progress is mixed. Despite not having a CAP commitment to fully transitioning the city fleet to zero-emissions vehicles, the City utilized voter-approved sales-tax funding to purchase 49 electric and plug-in hybrid vehicles in 2018. On the other hand, several water and energy conservation efforts have now been delayed into 2019 due to lack of funding.

With the opening of the South Bay Bus Rapid Transit line, and the expected 2019 completion of the Active Transportation Master Plan, Chula Vista has an opportunity to make big impacts in mode share and transit-oriented development. The Active Transportation Master Plan should set mode shift targets and take advantage of both potential transit improvements and the smart growth opportunities in the Urban Core Specific Plan. Finally, we recommend the Council make funding full CAP implementation a top priority and updating the CAP to meaningfully address equity.



CAP Score (50%)	61
Implementation Score (50%)	60
FINAL SCORE	61

CITY OF DEL MAR

CLIMATE ACTION PLAN

Del Mar adopted its CAP in 2016. While its 2035 targets are aligned with state GHG reduction goals, the CAP is not legally binding. In 2018, the City added a social equity section to the CAP to ensure that all residents of Del Mar, including the elderly and those with low incomes, benefit from the CAP. The social equity section identifies some specific actions the City can take to make implementation more equitable, but lacks a comprehensive framework to ensure all CAP actions are implemented equitably.

In general, Del Mar’s CAP strategies are strong. The CAP contains a 100% clean energy goal with Community Choice Energy as the key strategy to achieve that target. It also includes a 95% waste diversion goal, a 30% tree canopy target, and water and energy conservation targets and ordinances. While the CAP contains pedestrian and transit mode share targets and calls for exploring a bicycle master plan and a pedestrian master plan, it lacks specific smart growth strategies as well as a bicycle mode share goal, and does not commit to the biking and walking plans it describes.

IMPLEMENTATION

The City has published a document listing progress on CAP goals through 2018 on its website. Although its CAP does not commit to annual monitoring, the City is developing a CAP tracking, monitoring and annual reporting tool under SANDAG’s Energy Roadmap Program to provide more comprehensive annual progress and/or monitoring reports starting in summer 2019. Del Mar’s work with SANDAG under this effort will also include the development of a more comprehensive CAP Implementation Plan that will be more closely align with future progress and monitoring reports.

Del Mar’s achievements since CAP adoption include participating in a joint Community Choice Energy (CCE) Feasibility Study, with the study concluding that the CCE would be financially feasible. The City also completed the new Civic Center with many sustainable features, and adopted mandatory CalGreen Tier building standards for all new commercial construction in 2018. Efforts toward achieving the 95% waste diversion target have included introducing an ordinance to Council banning Styrofoam products for take-out food and producing a draft ordinance to ban the use of plastic straws and stirrers. The City is also working with Waste Management and the Solana Center for Environmental Innovation to meet organic recycling goals, and the City has initiated development of a work plan to improve construction & demolition (C&D) diversion in the city. The City also began implementing its new social equity update by requesting SDG&E to fund more outreach programs to inform seniors and low-income residents who might qualify for energy efficiency programs. Progress toward mode share targets is not reported, and the City has not begun development of a bicycle or pedestrian master plan. Urban tree planting was not part of the work plan for the last fiscal year.



CAP Score (50%)	79
Implementation Score (50%)	52
FINAL SCORE	66

CITY OF ENCINTAS

CLIMATE ACTION PLAN

Encinitas adopted its legally binding CAP in January 2018, with 2030 targets aligned with state GHG reduction goals. The CAP’s implementation plan is particularly strong and we anticipate that such careful planning for each measure will help ensure that the process of monitoring and reporting is similarly thorough and transparent. The CAP addresses social equity and commits to developing metrics to track equitable implementation. Among the most significant strengths of Encinitas’ CAP Strategies are its 100% clean energy commitment, with Community Choice Energy identified as the key tool to reach that goal, its emphasis on enforceable requirements to improve energy efficiency, its call for a complete streets policy, and the adoption of the Active Transportation Plan. The City commits in the CAP to adopt transportation mode share targets in a mini-update upon completion of the Active Transportation Plan. In future updates we would recommend incorporating a VMT reduction target based on smart growth strategies and a more aggressive waste diversion target.

IMPLEMENTATION

The City published an interim CAP monitoring update on its CAP dashboard in December 2018. Accomplishments are arranged by strategy, goal, and each of the 19 City actions. Highlights of CAP implementation in 2018 include Council approval of a permanent, full-time CAP Program Administrator, completion of a draft Community Choice Energy Feasibility Study (to be presented to Council in early 2019), adoption of the City’s Active Transportation Plan, and Council approval for the Leucadia 101 Streetscape, which calls for improved bike and pedestrian mobility and planting of over 800 new trees. The City also completed a draft of the Zero Emission Vehicle Fleet Conversion Plan, switched to renewable diesel use for the City’s diesel fleet, launched the City Hall Compost Pilot Program, and installed over 4,000 linear feet of sidewalk throughout the city.

Unfortunately, the City still lacks mode share targets and an overall VMT reduction target, two key strategies that can comprehensively guide land use decisions and mobility projects. The City expects to identify mode share targets after the Encinitas Modal Alternatives Project (MAP) establishes a prioritized list of mobility projects. The City also does not currently have a valid Housing Element due to voters rejecting its adoption on the November ballot. Finally, the City has not yet identified a mechanism to prioritize equitable implementation of the CAP. We hope to see this included in the official annual report.



CAP Score (50%)	93
Implementation Score (50%)	61
FINAL SCORE	81

CITY OF LA MESA

CLIMATE ACTION PLAN

La Mesa adopted its legally binding CAP in 2018 with a goal of reducing emissions by 53% per capita by 2035. After years of advocacy by residents, CAC, and our partners, La Mesa landed on a plan much improved from the legally insufficient draft put forward in 2015. Among the most significant strengths of the CAP's strategies are a 100% clean energy by 2035 goal with Community Choice Energy as the key strategy to achieve that target. The CAP also sets strong goals for retrofitting existing buildings to reduce energy consumption. The City has adopted a Walkability Plan, Sidewalk Master Plan, Freeway Crossing Plan, Parks Master Plan and Urban Trails Mobility Action Plan. The City also has a Safe Routes to School program. Another strength of the CAP is the goal to increase the tree canopy to 33% coverage by 2035. The CAP calls for implementation of General Plan policy encouraging infill development near transit stations, identification of areas near transit that could support population increase, and expanding mixed use zoning in smart growth areas. It includes a target of reducing Vehicle Miles Traveled by 6% by 2035 by combining a reduction in travel demand with a change to less GHG-emitting fuel sources.

The City has a subcommittee of the Environmental Sustainability Commission (called the CAP Subcommittee) that meets monthly with staff to inform the implementation strategy and overall progress. The CAP Subcommittee is made up of two Environmental Sustainability Commissioners and members of the public.

There are some areas where La Mesa could improve its CAP score. Basing reduction targets on overall emissions rather than per capita emissions would result in significantly more emission reductions. Although the CAP indicates it will address social equity in the next update, it would be better to develop strategies for equitable implementation immediately, so that communities most vulnerable to climate change impacts benefit first from mitigation strategies. The CAP does not include an ordinance tied to energy efficiency. The CAP would also score higher if the goal for waste diversion was increased from 75% to 90%. The plan includes a target of increasing bike commuters by only 0.3% by 2035. It does not include specific mode share targets but indicates it will do so once data is received from SANDAG. The City has been awaiting that data since 2017, and we recommend urging SANDAG to act more quickly so that La Mesa can fulfill its promise to develop mode share targets in a timely manner.



CAP Score (50%)	74
Implementation Score (50%)	NA
FINAL SCORE	74



CITY OF NATIONAL CITY

CLIMATE ACTION PLAN

National City adopted its CAP in 2011. The CAP acts as mitigation for the City’s General Plan, making it enforceable. It includes a detailed timeline of strategies and identifies the City department responsible for CAP implementation and monitoring. Strengths of the CAP include the quantification of GHG emissions reductions from water and wastewater measures, a strategy to streamline permitting and design guidelines for EV stations, and adding alternative fuel vehicles into government fleets. The CAP also commits to fostering land use intensity near and connectivity to retail and employment centers, reducing parking requirements in smart growth areas, implementing biking improvement and traffic calming, and coordinating traffic signals.

There is significant room for improvement in National City’s CAP, and a full CAP update would provide the opportunity to revise the CAP to meet state GHG reduction goals for 2030 and call for Annual Monitoring Reports, a public implementation taskforce, and a cost analysis for each strategy. In addition, the current CAP lacks a 100% clean energy commitment as well as reference to Community Choice Energy, energy efficiency targets and ordinances, mode shift goals, smart growth measures, a zero waste goal, and a tree canopy goal.

IMPLEMENTATION

National City does not have an Annual Monitoring program for the CAP, and although the CAP calls for a GHG inventory every three years, the City is currently performing its first inventory since CAP adoption. The City does have a Master Activities List that describes activities related to sustainability and CAP implementation, but without an updated GHG inventory or a comprehensive overview of progress in implementing CAP actions, it is not possible to affirm that the City is fulfilling its legally binding promise to meet its GHG targets.

Activities described in the Master Activities List include receiving Cap and Trade funding in 2015 for the Westside Infill Transit Oriented Development project, an affordable housing development, adopting PACE programs to help homeowners save energy and water, working with the City of Chula Vista and the AmeriCorps Civic Spark Program in 2015 to develop permitting guidance for the installation of EV charging facilities, updating the Downtown Specific Plan in 2015 to incorporate new elements supporting smart growth, and implementing bike and pedestrian safety enhancements.

We recommend that National City update its CAP by taking advantage of the CAP development resources available through SANDAG.

CAP Score (50%)	52
Implementation Score (50%)	32
FINAL SCORE	42

CITY OF SAN DIEGO

CLIMATE ACTION PLAN

San Diego adopted its legally binding CAP in 2015 with a goal of reducing emissions 50% by 2035, in line with state targets. San Diego’s CAP strategies are very strong across the board. The CAP prioritizes social equity (using CalEnviroScreen, the state’s environmental health screening tool) and promotes green jobs, calling for goals and tracking around both social equity and employment opportunities created through CAP implementation. San Diego was also the first city in the county to adopt a 100% clean energy target, with Community Choice Energy as the key strategy to reach that goal. By 2035, half of all commuters in urban core areas will commute by walking, biking, or transit, and dense, infill development near transit will help reduce average driving distances. The CAP also includes a Zero Waste goal and plans to grow the city’s urban tree canopy to 35%.

IMPLEMENTATION

The City’s biggest achievement is taking bold steps towards a Community Choice program to reach its 100% clean energy goal. To remain on track to launch a Community Choice Energy program in 2021, the City must submit formation documents to the California Public Utilities Commission in 2019. The City has also started construction of the Downtown Mobility Plan cycle track network, which will bring 9.3 miles of protected bike infrastructure downtown and constitute the core of a city-wide bike network.

Unfortunately, the Annual Report shows that the city did not reduce greenhouse gases between 2016 and 2017, and transportation emissions have continued to rise. To reverse this trend, the City must ensure that biking, walking, and transit are viable options for San Diegans to meet their daily travel needs. The City has committed to the development of a Transportation Master Plan, which should act as the roadmap to meet the City’s mode share targets by identifying needed density and transportation improvements. This plan was first promised in 2016 and the public still has not seen a draft; the City must complete this foundational document as soon as possible in order to meet 2035 mode share targets. In addition, the City has not started tracking bike and pedestrian commute mode share. Both this comprehensive plan to shift mobility, and accurate data on how people are moving around the city, are baseline requirements to enable the city to take intentional, data-driven action to move forward toward the CAP mobility goals.

Furthermore, the City has not followed through on equitable implementation of the CAP. Although the City did budget for one FTE Equity Specialist in the the Sustainability Department which should be filled shortly, the City still lacks adequate staff capacity to monitor, report on, secure funding for, and meaningfully involve communities in the equitable implementation of the CAP. Additionally, the City lacks a social equity decision-making matrix or other mechanism to prioritize low-income communities of color, and Staff is still in the early stages of establishing social equity criteria for CIP expenditures. Lastly, the City has not made any notable progress towards the urban tree canopy target, also largely due to insufficient staff resources. To successfully hit its CAP targets, the City needs to make significant investments in climate action strategies and embed climate considerations into all City decision-making.



CAP Score (50%)	98
Implementation Score (50%)	64
FINAL SCORE	81

CITY OF SOLANA BEACH

CLIMATE ACTION PLAN

Solana Beach adopted its CAP in July 2017, with 2035 targets aligned with state GHG reduction goals. While the CAP Strategies are on the whole very strong, the plan is not legally binding, which limits the public’s ability to hold elected officials accountable to fully implementing it. The CAP also does not assign specific years to the completion of CAP actions, making it challenging to assess the City’s progress. The CAP could also be strengthened by adding a section on social equity and green jobs. Strengths of the plan include adoption of a 100% clean energy target; with its new Community Choice Energy program already launched, the City is on track to meet that goal before 2035. In addition, a Pedestrian Master Plan and Bicycle Master Plan, along with land use policies in the General Plan will cut down vehicle emissions. The CAP includes a 90% waste diversion goal and plans to grow the city’s urban tree canopy to 30% coverage. Climate action strategies that did not make it into the CAP include transportation mode share targets and a commitment to transition the City’s vehicle fleet to zero emissions vehicles.

IMPLEMENTATION

The City published an interim CAP monitoring update on its website. The City clearly compared the number of actions initiated versus the total number of actions outlined in the CAP in a high-level summary and for each measure, making the report transparent and easy to compare to the CAP. Solana Beach reported astounding results from its first year of its Community Choice program: the city avoided 10,260 MT of carbon dioxide in 2018, which equates to one third of the city’s electrical emission reduction goals and about 22% of its overall emission reduction goals.

We encourage other cities to take note how quickly and dramatically a Community Choice program can reduce a city’s GHG emissions. The City also initiated efforts towards its zero waste goal by working with the Regional Solid Waste Association (RSWA) to develop and launch a regional food waste prevention plan, and is working with EDCO to promote the development of both their Anaerobic Digester for organics and an Organics Diversion Program. The City also adopted an ordinance prohibiting the use of styrofoam take-out containers.

Now that the CCE program has launched, we hope the City will dedicate resources in the coming year to the Pedestrian Master Plan and the City’s Bicycle Transportation Plan, as cars still account for the greatest source of GHG emissions. We also would like to see the City begin implementation of the Urban Tree Planting Program.



CAP Score (50%)	80
Implementation Score (50%)	71
FINAL SCORE	76

CAP UPDATE IN PROGRESS

ESCONDIDO

Escondido adopted its legally binding CAP in December 2013, with targets extending to 2020. The CAP earned a score of 40/100 on the 2016 CAP Report Card. Major opportunities for improvement included adding a public implementation taskforce, releasing an annual implementation monitoring plan, including a social equity and jobs section, setting a 100% clean energy target with Community Choice Energy as a key strategy to achieve it, adding citywide and municipal energy and water conservation targets with accompanying ordinances, including strategies to promote ZEVs, setting mode share targets, incorporating more smart growth strategies and actionable transportation strategies, setting a zero waste goal, and adding a tree canopy goal.

In late 2017, Escondido kicked off the process of updating its CAP. The above recommendations should be incorporated into the CAP update to enable the city to contribute its fair share of emissions reductions to help meet state targets, to protect public health, and to stimulate the local economy.

The City should preserve elements of the CAP that align with climate planning best practices, including naming a CAP Implementation Administrator and GHG Reduction Team, including a detailed timeline of strategies along with a cost analysis for each strategy, calling for GHG inventories at least every three years, calling for energy efficiency measures in Screening Tables for new development, implementing an updated bike plan, and ensuring that the CAP is legally binding.

After the 2018 election, a new City Council heard an update from staff in January 2019 about the CAP Update. The Council gave direction to staff to develop an aggressive CAP that would make the City a climate leader in the region. It appears that the tide has turned in Escondido and the new leadership understands and takes seriously our climate situation and the need for action. We look forward to continuing to partner with the City to ensure the new CAP commits to 100% clean energy, includes social equity considerations, and advances smart, infill development that supports walking, biking, and transit.

SAN MARCOS

On the 2017 Report Card, San Marcos earned 70 points for its legally binding CAP and just 6 out of 100 for CAP implementation. The City's first CAP was adopted in September 2013. That plan included a mode share target for transit, but not for biking or walking, and included a VMT reduction target. The plan lacked a 100% clean energy target. Although the CAP called for Annual Monitoring reports, the City has not released a single monitoring report since 2013, and information shared by staff for the 2017 Report Card showed that the City had made minimal progress on implementation.

In 2018, San Marcos began updating its CAP, and staff expect public workshops to begin in early 2019. We recommend that the CAP update include a 100% Clean Energy target, with Community Choice as the key strategy to reach that target. In addition, we recommend that the City form a Citizen Advisory Committee to oversee and support meaningful implementation. It will not be enough merely to update the existing plan; San Marcos must prioritize action to implement its legally binding CAP.

VISTA

Vista's CAP Update kicked off in June 2017, with EPIC as its consultant. In January 2018, the City held its first public workshops to share the draft baseline and targets for the update. Many community members at that meeting expressed support for 100% clean energy and Community Choice. Similarly, in August 2018, the City Council held a CAP workshop and heard from several dozen community members about why strong climate action, including offering Community Choice and making streets safer for biking and walking.

NO ADOPTED CAP: DEVELOPMENT IN PROGRESS

CORONADO

In the winter of 2017, Coronado City Council voted unanimously to direct the City Manager to develop a scope of work for development of a Climate Action Plan. SANDAG will provide technical services.

The Coronado City Council voted unanimously in October 2018 to issue a Request for Qualifications to solicit consultants to assist in preparation of Coronado's CAP. The City is currently evaluating consultant proposals and is tentatively scheduled to award a contract in March 2019. Once a consultant has been selected, the City will begin public engagement, develop a GHG inventory, and then establish GHG reduction targets and measures. The City anticipates completing its CAP in late 2020.



EL CAJON

El Cajon is developing a CAP scheduled to be completed by Summer 2019. The City is working on CAP development in collaboration with Ascent Environmental, Inc., Energy Policy Initiative Center, the San Diego Association of Governments, and Newcomers Support & Development, an El Cajon-based refugee-run nonprofit helping refugees in El Cajon become civically engaged and speak for themselves and their communities.

Climate Action Campaign and PANA (Partnership for the Advancement of New Americans) are partnering to lift up the voices of refugees in El Cajon to make sure that El Cajon's Climate Action Plan addresses the needs of newcomer families, such as access to healthy, affordable housing. Local strategies to reduce emissions can and should be responsive to local priorities, which is why the voices of refugees are critically important in shaping the City of El Cajon's CAP.

NO ADOPTED CAP: DEVELOPMENT IN PROGRESS

IMPERIAL BEACH

In 2016, the City released the City of Imperial Beach Sea Level Rise Assessment, which assesses vulnerability to sea level rise and analyzes adaptation strategies. To account for the findings of that study and protect itself from the impacts of storms, flooding, and sea level rise, Imperial Beach has initiated Resilient Imperial Beach. The project includes an update of the City's Local Coastal Program and General Plan, as well as development of a CAP. The consulting firm AECOM is working with the City to develop the CAP, with funding from SANDAG.

In 2017, Imperial Beach filed a lawsuit against 37 oil and coal companies, including Exxon Mobil, Shell, and Chevron, for over \$106 million in property damage costs associated with climate change. Along with Imperial Beach, Marin and San Mateo County filed similar lawsuits on the same day. All three cases are proceeding under public nuisance doctrine, which charges that under California common law, the companies have injured the city and counties by contributing to rising seas and more frequent and severe flooding.

LEMON GROVE

Lemon Grove is in the initial stages of developing a CAP alongside its General Plan update. Because of severe staff reductions, Lemon Grove has temporarily stalled working on its CAP. The City is currently in the process of hiring two staff members who will help move the project forward, and intend to complete the CAP by October 2019.

OCEANSIDE

Oceanside, in consultation with RECON Environmental, Inc., is currently developing a CAP in conjunction with an update to the General Plan's Economic Development Element (EDE) and creation of an Energy and Climate Action (ECAP) Element. A draft CAP was circulated among city staff for internal review in Fall 2017. The new ECAP, which creates a policy framework to support the CAP, will contain policies that will guide subsequent General Plan Element updates, including the Land Use Element.

Oceanside conducted a joint Community Choice feasibility study, along with Encinitas, Del Mar, and Carlsbad, in 2018. To achieve 100% clean energy, encourage rooftop solar and other local, small-scale renewable energy projects, and offer opportunities to reinvest revenue into projects that benefit the community, Oceanside should include Community Choice in its CAP and should continue moving forward to establish a program.

Oceanside released a Draft CAP on February 4, 2019. The draft sets a target of 75% clean energy, which is out of step with the region and insufficient to reduce emissions in line with state targets. The draft CAP sets targets that are not aligned with the state's target (per SB 32, to reduce emissions 40% below 1990 levels by 2030). The Draft CAP uses a target-setting methodology that would lead to emissions reductions just 33% below their baseline by 2035, whereas San Diego's CAP commits to a 50% GHG reduction from the baseline year to 2035. Substantial revision will be required to develop a CAP that passes legal muster and does justice to the residents of Oceanside.

SANTEE

Santee initiated the process of drafting a CAP in 2014. In April 2017, the Santee City Council voted to hire the consulting firm LSA Associates Inc. to help the City finish an environmental impact report and the CAP, called the "Sustainable Santee Plan." In January the City Council directed staff to join a Community Choice Feasibility Study with La Mesa and Chula Vista. Santee's Draft CAP is expected to come to Council in the spring of 2019.

FUNDAMENTALLY FLAWED CAP

COUNTY OF SAN DIEGO

After two previous failed attempts to adopt a legally defensible CAP, the County of San Diego adopted a fatally flawed Climate Action Plan (CAP) in February 2018.

The County CAP fails to address the region's largest source of emissions, on-road transportation, and it supports continued sprawl development by allowing unlimited out-of-county carbon offset credits.

The Sierra Club and other environmental organizations filed a lawsuit challenging the County's plan, and a judge ruled against the County, rejecting the CAP, in December of 2018. The County Board of Supervisors decided, in a 3-2 vote, to once again appeal the decision, with Supervisors Fletcher and Jacob voting not to appeal.

The County CAP currently in litigation fails to protect residents of the County of San Diego and threatens to undermine the progress of the entire region by allowing unchecked sprawl development that would undo every effort to reduce transportation emissions.

Because the County's proposal to offset unlimited emissions from sprawl is so egregious and jeopardizes our collective efforts across the region, and because a judge has already rejected the plan, we have not evaluated the County's CAP according to the rubric used for other cities. We recommend that the County revamp its CAP to comply with the law and protect the health, quality of life, and safety of its residents.

NO COMMITMENT TO DEVELOPING A CAP

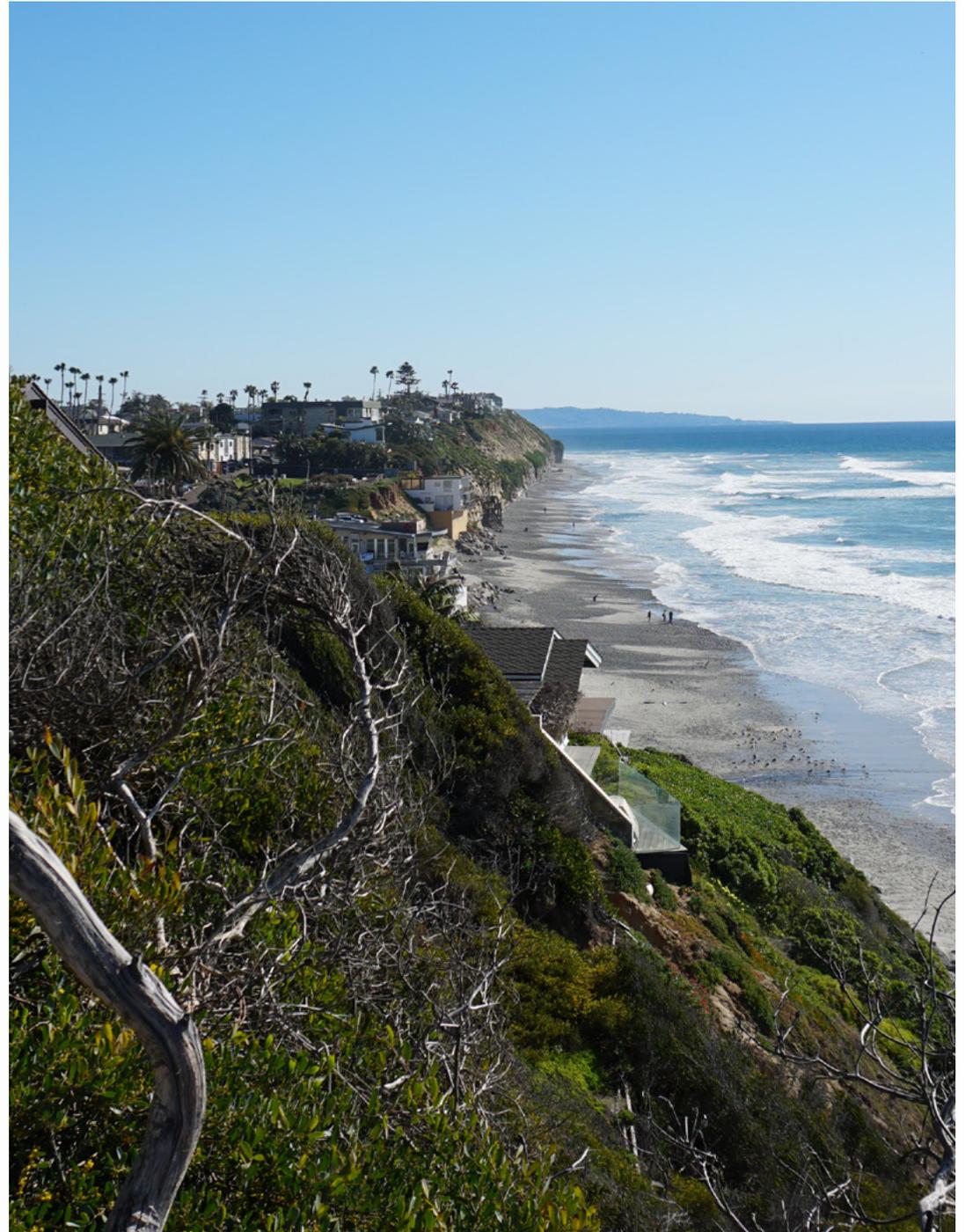
POWAY

Poway does not have a CAP and has not committed to comprehensively planning to reduce emissions. It is currently the only local government in the County with no commitment to develop a CAP.

WHAT ABOUT CLIMATE ADAPTATION?

Climate adaptation addresses how governments and institutions plan for and adapt to impacts of climate change. While mitigation focuses on reducing carbon emissions, adaptation focuses on how we cope with the impacts of climate change in our communities. In this way, it is a complementary strategy to mitigation and the second half of addressing climate change through Climate Action Plans.

Successful adaptation strategies generate tangible benefits, positively impacting the natural world, the health and security of a city's residents, and the local economy. While some adaptation strategies are widely adopted, others are especially place-specific. The rich variety of ecosystems and biodiversity in San Diego County call for a uniquely broad set of adaptation strategies, including resilient coastal development planning, wildfire prevention, tree planting, disaster preparedness, and more.



IN THE PHOTOS

ON THE COVER (From left) Diana Frias, Denisse Lopez, and Edward Alvarez are members of the Improving Transportation in City Heights (ITCH) momentum team with the Mid-City Community Advocacy Network. ITCH fights for more accessible, smarter, and safer transportation. The team also believes in Youth Opportunity Passes (no-cost transit passes for youth) and in collaborating with organizations who fight for this dream.

Mid-City CAN, Climate Action Campaign, and Partnership for the Advancement of New Americans (PANA) work in collaboration to lift up refugee and immigrant voices as equal participants in the civic, environmental and economic life in the City of El Cajon and San Diego's City Heights neighborhood, and to improve social, racial and environmental justice.

PAGE 4 Community Choice organizer and advocate Sonja Robinson (left) at NightCAP 2018 with son Olija. Sonja has been a tireless and effective advocate for a Community Choice Energy program to bring clean energy at affordable rates to communities of concern in San Diego.

PAGE 10 Maria de Jesus Navarro de Hernandez (left) with husband Salvador Hernandez in Julian, California. Salvador left his home in Cotija, Mexico to move to San Diego to make better wages to support his family in 1967, and three years ago, Maria was eligible for a Green Card to come live with him in San Diego. Maria says that the idea of prioritizing communities of concern in climate efforts is "beautiful and needed."

PAGE 21 (From left) Rebecca Miranda, Ramla Sahid, Ibtihaj Muhammed, and Ismahan Abdullahi at the Women Who Change the Games Awards co-hosted by PANA (Partnership for the Advancement of New Americans) and Climate Action Campaign.

Climate Action Campaign and PANA are partnering to lift up the voices of refugees in El Cajon to make sure that El Cajon's Climate Action Plan addresses the needs of newcomer families, such as access to healthy, affordable housing. Local strategies to reduce emissions can and should be responsive to local priorities, which is why the voices of refugees are critically important in shaping the City of El Cajon's CAP.

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CAP HIGHLIGHTS: BY THE NUMBERS

4 INCLUDE MODE SHARE TARGETS:

Carlsbad, Del Mar, City of San Diego, Solana Beach

4 CALL FOR ZERO WASTE:

Chula Vista, Del Mar, City of San Diego, Solana Beach

5 ARE LEGALLY BINDING:

Carlsbad, Encinitas, La Mesa, National City, City of San Diego

5 ADDRESS SOCIAL EQUITY AND GREEN JOBS:

Del Mar, Encinitas, National City, City of San Diego

6 INCLUDE A TREE CANOPY TARGET:

Chula Vista, Del Mar, Encinitas, La Mesa, City of San Diego, Solana Beach

6 COMMIT TO 100% RENEWABLE ENERGY:

Chula Vista, Del Mar, Encinitas, La Mesa, City of San Diego, Solana Beach

GRADING SCALES FOR MEDALS

Gold	90-100
Silver	75-89
Bronze	60-74
Participation Acknowledgement	50-59
Needs Improvement	<50

BREAKDOWN OF CLIMATE ACTION PLAN SCORES

CAP SCORE CRITERIA	CARLSBAD	CHULA VISTA	DEL MAR	ENCINITAS	LA MESA	NATIONAL CITY	CITY OF SAN DIEGO	SOLANA BEACH
CAP Adopted (10 pts)	10	10	10	10	10	10	10	10
Legally Binding (10 pts)	10	0	3	10	10	7	10	6
State GHG Targets (10 pts)	10	2	10	10	8	2	10	10
Implementation & Monitoring (10 pts)	9	7	9	10	2	6	8	7
Equity & Jobs (10 pts)	0	1	6	8	0	9	10	0
Clean Energy (20 pts)	11	18	19	21*	18	6	20	19*
Transportation and Land Use (20 pts)	11	13	12	15	13	9	20	18
Zero Waste (5 pts)	0	5	5	4	0	0	5	5
Treen Canopy (5 pts)	3	5	5	5	5	3	5	5
Total	64	61	79	93	74	52	98	80

BREAKDOWN OF CLIMATE ACTION PLAN IMPLEMENTATION SCORES

IMPLEMENTATION SCORE CRITERIA	CARLSBAD	CHULA VISTA	DEL MAR	ENCINITAS	NATIONAL CITY	CITY OF SAN DIEGO	SOLANA BEACH
Annual Monitoring Report Published (10 pts)	10	10	10	10	5	10	10
Summary of Progress (15 pts)	15	13	5	9	5	13	15
Progress Reported by Measure (15 pts)	15	8	9	12	5	9	12
Equity & Jobs (10 pts)	0	0	3	2	2	3	1
Clean Energy (20 pts)	15	15	16	18	5	15	20*
Transportation & Land Use (20 pts)	8	11	7	11	11	9	8
Zero Waste (5 pts)	0	2	4	2	0	3	5
Tree Canopy (5 pts)	3	1	0	5	3	2	0
Total	66	60	54	69	36	64	71

Carlsbad CAP			
Category	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: Carlsbad approved its Climate Action Plan on Sept. 22, 2015.
Legally Binding	10 Points	10	Points Earned: The CAP is mitigation for the City's General Plan, making it enforceable. The CAP has an Environmental Impact Report. The CAP has a technical appendix explaining emissions reductions calculations for each measure.
State GHG Targets	10 Points	10	Points Earned: The CAP is based on a 2035 planning horizon and aims to achieve 49% GHG emissions below 2005 levels by 2035. Targets are based on meeting the goals set in EO S-3-05 and AB 32.
Implementation & Monitoring	Implementation Roles: 2 Points	1	Points Earned: The CAP calls for a CAP Administrator and Implementation Team. Points Deducted: The CAP does not call for a public implementation taskforce.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: The CAP Implementation Matrix contains a timeline of strategies. Each measure qualitatively describes costs and benefits, both to the City and the private sector.
	Annual Monitoring: 3 Points	3	Points Earned: The CAP calls for an annual monitoring program. The CAP also calls for updating the community and government operations GHG inventories every three years.
Equity & Jobs	10 Points	0	Points Deducted: The CAP does not contain a social equity or jobs section.
Clean Energy	100% Clean Energy: 5 Points	0	Points Deducted: While the CAP does have a goal to supply 5% of homes with renewable energy beyond the renewable energy currently on the grid, it does not contain an overall citywide clean energy percentage target.
	CCE: 5 Points	2	Points Earned: The Sustainability Element of the City's General Plan contains a policy to "[s]upport a regional approach to study the feasibility of establishing Community Choice Aggregation (CCA) or another program that increases the renewable energy supply and maintains the reliability and sustainability of the electrical grid." Points Deducted: The CAP does not reference CCE.
	Energy Efficiency (EE) & Water Conservation: 6 Points	6	Points Earned: The CAP sets energy and water efficiency goals and outlines strategies to achieve them. Energy Goals: Energy goals for new and existing residential, nonresidential, and municipal buildings include 50% energy reduction in 30% of homes by 2035, 5% improvement in EE in new construction, replacing 50% of lighting citywide with efficient lighting by 2035, 40% reduction in 30% of city facilities, commercial square footage and city owned buildings by 2035, and retrofitting up to 30% of existing homes and commercial buildings to include solar water heaters or heat pumps. Water Goal: The water goal includes reducing the intensity of GHG emissions from water utilities conveyance, treatment, and distribution (including water supply, wastewater, and recycled water) by 8% by 2035. Strategies for energy and water efficiency include Citywide Green Building Code and goals for EE lighting standards, a residential energy conservation ordinance requiring owners to conduct and disclose an energy audit at the time of major renovations to ensure homes and residential developments meet specified low cost EE measures, a commercial energy conservation ordinance requiring owners to ensure commercial buildings meet specified EE measures at the time of conducting major renovations, residential and commercial energy conservation ordinances requiring 5% improvement in EE for residential and nonresidential new construction, above existing Carlsbad green building code, commercial energy conservation ordinances requiring new residential and commercial buildings to install solar water heaters or heat pumps, or use alternative energy for water heating needs, water utilities system improvements and encouraging installation of greywater and rainwater collection systems (by hosting workshops, creating a design reference manual, and evaluating the feasibility of offering a residential rebate), a citywide "Energy Challenge," similar to the Department of Energy's Better Buildings Challenge, to promote cost-effective EE improvements, have building owners commit to reducing energy consumption, and promoting available incentive and rebate programs (e.g. SDG&E's EE Business Rebates and Incentives Program) on the city website and other means.

	Zero Emissions Vehicles (ZEV): 4 Points	3	<p>Points Earned: CAP sets goals: Increase amount of ZEV miles traveled from a projected 15% to 25% of total vehicle miles traveled by 2035. Increase low and zero emissions vehicles to 25% of city-related VMT by 2035.</p> <p>Strategies: Create ZEV siting plan, offer ZEV parking, construct ZEV charging stations, adopt ZEV parking requirements for new developments, adopt an ordinance requiring ZEV charging for major new developments.</p> <p>Points Deducted: City does not commit to converting majority of city fleet to ZEV.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	<p>Points Earned: Carlsbad's CAP Measure K "Promote Transportation Demand Management Strategies" has a goal of achieving a 10% increase in alternative mode use by workers in Carlsbad, for a total of 32% alternative mode use by 2035.</p> <p>Points Deducted: It does not specify which percentage mode shift is due to transit, biking and walking.</p>
	Smart Growth Strategies: 5 Points	3	<p>Points Earned: The CAP reiterates and quantifies the GHG reduction potential of General Plan strategies to "right-size" parking for new development to promote denser, transit-oriented development.</p> <p>Points Deducted: While it mentions smart growth principles in reference to the City's General Plan land use policies, including evaluating permits based on design/building features consistent with the CAP, accessibility of development to bikers/walkers, and pursuing funding through SANDAG's smart growth incentive program, no specific or measurable CAP implementation actions address smart growth or transit oriented development.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	<p>Points Earned: CAP Measure K contains actionable Transportation Demand Management strategies, including adopting a citywide transportation demand management (TDM) plan and adopting a TDM ordinance. CAP also reiterates and quantifies General Plan bicycling, transit, walking, and parking strategies.</p>
	Other Transportation Strategies: 5 Points	0	<p>Points Deducted: The CAP lists the above TDM plan and ordinance as the only strategies to achieve transportation related GHG reduction targets. CAP does not commit to implementing any other transportation strategies.</p>
Zero Waste	5 Points	0	<p>Points Deducted: The CAP does not have a zero waste goal.</p>
Trees	5 Points	3	<p>Points Earned: In its project-level mitigation measures, the CAP includes the option of committing to incorporate drought resistant native trees into landscapes and providing parking lot areas with 50% tree cover within 10 years of construction in order to meet the performance standard of reducing emissions to the required level.</p> <p>Points Deducted: The CAP does not have a citywide tree canopy goal.</p>
Total:	100	64	
Carlsbad Implementation			
Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	<p>Points Earned: The CAP Annual Report was published on the City website and presented to Council on September 18, 2018.</p>
	Report Includes Progress toward GHG Target: 5 points	5	<p>Points Earned: The City completed GHG inventories for 2012 and 2014, and produced a forecast for 2020 and 2035 CAP targets. The City will receive 2016 inventories and provide an updated forecast in the 2019 annual report based on updated methodologies through SANDAG's Regional Climate Action Planning Framework.</p>

Summary of Progress	Report Includes Summary of Progress in Implementing Actions: 5 points	5	Points Earned: A summary of actions offers a high-level overview of progress during the second year of implementation. One to two paragraphs describes action taken to address each emissions sector.
	Clarity, Readability: 5 points	5	Points Earned: The report succinctly but comprehensively reviews the content of the CAP to contextualize the reporting on progress made to date. Information on implementation is presented in a straightforward manner, and the scope of the report is strictly limited to information relevant to implementation of CAP measures, which enhances transparency and fosters accountability.
Progress Reported by Measure	15	15	Points Earned: The report includes Appendix A, "FY 17-18 CAP Implementation Activities by Measures and Actions". It is a comprehensive strategy-by-strategy report on actions and status.
Equity & Jobs	10	0	Points Deducted: The CAP does not contain a section on social equity or green jobs.
Energy	100% Clean Energy: 5 points	2	Points Earned: Carlsbad has initiated work to develop an ordinance requiring installation of solar photovoltaic panels on new homes. The City is also in the early stages of developing an ordinance requiring construction of solar pv panels on a portion of nonresidential surface parking or parking structures. Points Deducted: The CAP does not include a 100% clean energy goal.
	CCE: 5 points	5	Points Earned: Carlsbad joined Encinitas, Del Mar, and Oceanside to conduct a joint CCE feasibility study. The study is complete; city staff are currently evaluating the results and will present the findings to City Council for consideration in Q1 or Q2 of 2019.
	Energy Efficiency & Water Conservation: 6 points	6	Points Earned: The City completed draft ordinances for residential and non-residential buildings for energy conservation and water heating . These ordinances will go to City Council for adoption on February 26, 2019. The non-residential energy conservation ordinance would require all new non-residential projects and major renovations (adding more than 1,000sq/ft or permit value of more than \$100,000) to meet CALGreen energy standards. The residential energy conservation ordinance would require major renovations (more than \$60,000 permit value) to meet new conservation requirements for heating, ventilation, and cooling ducts, attic insulation, cool roof, water heating, and lighting. The residential and non-residential water heating ordinances will require non-gas water heaters on new construction.
	Zero Emissions Vehicles (ZEV): 4 points	2	Points Earned: The City has begun preparing a draft ordinance pertaining to electric vehicle charging station requirements for both residential and non-residential buildings. The non-residential EV ordinance would require new projects to include 10% (minimum one parking spot) as EV capable, and 50% of EV capable spaces (minimum one space) must be equipped with an electric vehicle charging station. The ordinances are expected to be presented to City Council by Q2 2019. Points Deducted: The CAP does not commit to converting the majority of its fleet to ZEVs.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	Points Earned: The City has prepared a draft ordinance for a Transportation Demand Management ordinance. Staff have conducted educational workshops on TDM and have continued building the TDM program, which includes the ordinance, website, and implementation manual for large employers within the city. The ordinance is expected to go to City Council for adoption in Q or Q2 of 2019. Points Deducted: The City's mode share targets do not specify the percentage of commuters who will travel by walking or biking, but TDM strategies seek a minimum 10% shift in total mode share for a total of 32% of transportation alternative to vehicles.
	Smart Growth Strategies: 5 Points	0	Points Deducted: CAP implementation actions do not address smart growth or transit-oriented development. New development projects are subject to a Climate Action Plan Consistency Checklist that focuses on energy efficiency strategies unrelated to reducing the impacts of sprawl development. Where those strategies impact CAP Report Card grading (EV strategies, mode shift, solar requirements, and water), their impact is graded in other sections.
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: Carlsbad is drafting a Sustainable Mobility Plan to help improve transportation-related safety, reduce emissions, increase travel choices and implement the Mobility Element of the city General Plan. The goals of the plan are to close travel network gaps, increase travel choices to work and play, and improve quality and access for vulnerable users. The plan is targeted for completion in early 2019.
	Other Transportation Strategies: 5 Points	0	Points Deducted: The CAP does not contain additional strategies to reduce GHG emissions from transportation.
Zero Waste	5 points	0	Points Deducted: The CAP does not contain a zero waste goal.

Trees	5 points	3	<p>Points Earned: The 50% tree cover option is currently available as a way for projects to meet the GHG performance standard. In 2018 the City voted to appropriate \$135,000 to update its 2003 Community Forest Management Plan.</p> <p>Points Deducted: So far, no projects have included the 50% tree cover option in their project design. The City does not currently have a community-wide tree canopy target that they are progressing toward.</p>
Total:	100	66	
Chula Vista CAP			
Category	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: Chula Vista adopted its Climate Action Plan on September 25, 2017.
Legally Binding	10 Points	0	Points Deducted: The CAP is not legally binding, CEQA analysis was not conducted, and the plan lacks a technical appendix showing how emissions reductions were calculated.
State GHG Targets	10 Points	2	<p>Points Earned: The targets extend to 2030.</p> <p>Points Deducted: The CAP uses per capita emissions reductions targets for 2030 rather than setting a target to ensure that overall emissions are reduced in line with state targets.</p>
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: Appendix A identifies department responsibility for leading on each action, and the CAP explains that the Climate Change Working Group will continue to be called on to assist with CAP implementation.
	Timeline and Cost Analysis: 5 Points	3	<p>Points Earned: Each strategy has an associated timeline and description of the funding source.</p> <p>Points Deducted: The costs of those strategies are not analyzed.</p>
	Annual Monitoring: 3 Points	2	<p>Points Earned: The CAP calls for a GHG inventory every two to three years once regional data issues are resolved, and for reporting on progress every two years.</p> <p>Points Deducted: Implementation reports are projected to occur every two years, not annually.</p>
Equity & Jobs	10 Points	1	<p>Points Earned: The CAP includes a measure to provide free home energy audits and community-wide social marketing campaigns about those audits targeting disadvantaged communities, among other populations.</p> <p>Points Deducted: The CAP lacks a section meaningfully addressing social equity or job creation.</p>
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP contains a target of providing 100% of electricity from renewable sources by 2035.
	CCE: 5 Points	5	Points Earned: Obj. 3.2, Strategy 2, refers to reaching 100% clean energy through Community Choice or another mechanism, and Implementation Action A states the City will conduct a CCA Feasibility Study.
	Energy Efficiency (EE) & Water Conservation: 6 Points	6	Points Earned: The CAP sets targets for water conservation, including retrofitting 1,000 homes per year with water-efficient devices (including landscaping), and installing 3,750 water reuse systems citywide by 2020 (6,000 by 2035). It sets targets for energy efficiency including retrofitting 13% of single family & multifamily homes and 10% of commercial Sqft to save 25% by 2020 (20% of both with 50% savings by 2035). The CAP contains EE and WC ordinances tied to targets such as the city having a Landscape Water Conservation Ordinance and a plan to develop a Residential and Commercial Energy Conservation ordinance for City Council consideration. Other strategies include education and outreach efforts, including monthly energy code trainings for building permit and inspection staff.
	Zero Emissions Vehicles (ZEV): 4 Points	2	<p>Points Earned: The City Operations Sustainability Plan includes a goal to transition 40% of fleet to hybrid or other alternative fuel technology by 2020. The city is partnering with SDG&E to build out an EV charging network.</p> <p>Points Deducted: The CAP does not commit to replacing city fleet with ZEVs, and its comprehensive citywide strategies to promote ZEVs are lacking.</p>

Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	Points Earned: The CAP contains overall alternative commute mode share targets of 7% by 2020 and 9% by 2035. Points Deducted: Mode share targets are not broken down into walking, biking, and transit targets. Those targets will be included in the upcoming Active Transportation Plan.
	Smart Growth Strategies: 5 Points	2	Points Earned: The CAP sets a target of reducing average VMT by 4% by 2020 and 5% by 2030, through strategies including encouraging density and mixed-use development in Smart Growth areas. Pursuing trolley grade separation along the I-5 corridor at E Street, F Street, & H Street is identified as an action to achieve that strategy as is implementation of the Urban Core Specific Plan. Points Deducted: It does not specify emissions reductions quantities from the above actions, nor does it specify which actions within the Specific Plan will be employed to reduce emissions.
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The CAP commits to combining the Bikeway and Pedestrian Master Plans into a single Active Transportation Master Plan.
	Other Transportation Strategies: 5 Points	3	Points Earned: The CAP describes strategies of completing traffic signal synchronization in connection with new Bus Rapid Transit (BRT) along East Palomar, updating traffic signal synchronization along Olympic, East H, Telegraph Canyon and Otay Lakes roadways, reviewing "last mile" transportation infrastructure (including technology-based solutions), proposing needed programs or policies to City Council for consideration (including facilitation of bike-sharing and car-sharing), and completing a Transportation Demand Management study in coordination with SANDAG. Points Deducted: Those strategies include study and consideration but few specific, quantifiable actions.
Zero Waste	5 Points	5	Points Earned: The CAP includes a target of 75% waste diversion from landfills by 2020 and 90% by 2035, and also commits to drafting a "Management of Organics" policy for City Council consideration that would support the use of local compost on City and private properties.
Trees	5 Points	5	Points Earned: The CAP sets a target to expand urban tree canopy cover to 15% by 2020 (25% by 2035), and calls for the Public Works department to develop an Urban Forestry Management Plan to guide shade tree plantings and maintenance.
Total:	100	61	
Chula Vista Implementation			
Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	Points Earned: The City of Chula Vista published its CAP Implementation update on November 28th, 2018 through the Climate Change Working Group, and has also published an Implementation Tracker.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	3	Points Earned: The Implementation Overview includes reporting on GHG reduction progress for pre-CAP actions, up to the most recent Community GHG Emissions Inventory in 2014. Points Deducted: The Implementation Overview provides limited reporting of progress toward GHG targets since the adoption of the 2017 CAP.
	Report Includes Summary of Progress in Implementing Actions: 5 points	5	Points Earned: The Implementation Overview includes a pie chart that shows the share of actions that are complete, ongoing, in progress, on hold, need work, or are in early development. It also shares highlights from each sector.
	Clarity, Readability: 5 points	5	Points Earned: Both the Implementation Plan and the concurrent Timeline are clear and easy to interpret, and leave a lay person with the broad strokes of Chula Vista's CAP progress.

Progress Reported by Measure	15	8	<p>Points Earned: The CAP Implementation Timeline for City Actions provides a clear overview of the timeline for each measure and uses the words or phrases such as "complete," "ongoing," and "in progress," to describe the status of each action.</p> <p>Points Deducted: The city has not reported in any detail in its Implementation Overview on the nature of progress on each measure.</p>
Equity & Jobs	10	0	<p>Points Deducted: The CAP does not meaningfully address or pursue a jobs or equity focus, and no additions related to jobs and equity were noted in the Implementation Update.</p>
Energy	100% Clean Energy: 5 points	5	<p>Points Earned: Chula Vista is funding a joint CCE feasibility study with La Mesa and likely Santee in 2019.</p>
	CCE: 5 points	5	<p>Points Earned: In the first year after passing its CAP, Chula Vista has announced it will conduct a joint feasibility study with the City of La Mesa, with funding from both cities already approved to conduct the study.</p>
	Energy Efficiency & Water Conservation: 6 points	2	<p>Points Earned: Many water conservation strategies pre-date the 2017 CAP and are included as ongoing efforts, including a Landscape Water Conservation Ordinance, free water evaluations for businesses, and free energy efficiency retrofit evaluations. City staff are working on a study for an ordinance that would require new commercial buildings to include rooftop solar.</p> <p>Points Deducted: Strategies such as water conservation efforts in existing buildings, evaluations of water reuse technologies, and developing promotional guidance to minimize cross contamination risk for indoor recycled water were delayed from Q2 2018 to Q2 2019 because the city has not yet identified funding.</p> <p>The following actions have been delayed: development of a Residential and Commercial Energy Conservation ordinance for Council consideration has been delayed from 2018 to 2019; implementation of a requirement of increased energy standards on projects that receive financing from the city via Notice of Funding Availability (NOFA), and local incentives or policies for building benchmarking and public disclosure.</p>
	Zero Emissions Vehicles (ZEV): 4 points	3	<p>Points Earned: In 2018 the City purchased 29 electric vehicles and 20 plug-in hybrid vehicles. Coupled with 125 vehicles fueled by biodiesel, approximately 30% of the City's fleet is either ZEV, electric hybrid, or alternative fuel, making a 40% target by 2020 achievable.</p> <p>Points Deducted: The City does not have a commitment to transitioning the fleet to zero-emissions vehicles. Alternative fuel vehicles still rely on fossil fuel; we recommend a wholesale commitment to a zero-emissions municipal fleet.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	2	<p>Points Earned: The completion of the South Bay Bus Rapid Transit line is a key mode shift measure, designed to induce transit-oriented development. The project is complete, but ridership statistics are not available for 2018. Additionally, the Active Transportation Master Plan, which should identify mode share targets for biking, walking, and transit, is targeted for completion in Q4 2019.</p> <p>Points Deducted: The City has not reported on progress toward its mode share targets, nor has the city set mode-specific targets. We recommend the city use the Active Transportation Master Plan development process as an opportunity to set more aggressive mode share targets and chart the course to meet them.</p>
	Smart Growth Strategies: 5 Points	1	<p>Points Earned: Chula Vista recently issued a joint RFI with MTS to identify developers to build transit-friendly development near the E Street Trolley Station.</p> <p>Points Deducted: Additional steps to implement the Urban Core Specific Plan, Palomar Gateway District Specific Plan, or other strategies to support smart growth, are not reported.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	<p>Points Earned: The work to combine the Bikeway and Pedestrian Master Plans into a comprehensive Active Transportation Master Plan is targeted for completion in Q4 2019.</p>
	Other Transportation Strategies: 5 Points	3	<p>Points Earned: In January 2019, City Council approved a one-year pilot program for dockless bikes and scooters. Plans to study additional transportation strategies including traffic signal synchronization are targeted for 2019 and beyond. The City also conducted a Transportation Demand Management study with SANDAG.</p> <p>Points Deducted: The specifics of progress in reviewing 'last mile' transportation infrastructure, including technology-based solutions, is not reported.</p>
Zero Waste	5 points	2	<p>Points Earned: Chula Vista created zero waste guidelines for civic events in Q2 2018. All other implementation strategies, including a Zero Waste Policy for City Council adoption, zero waste business certifications, guidelines for building deconstruction, and an organics management policy are only scheduled to begin development in 2019.</p> <p>Points Deducted: Several measures have been delayed, including developing a Zero Waste Policy for City Council consideration, creating Zero Waste guidelines for building deconstruction, and creating Zero Waste business certifications.</p>

Trees	5 points	1	Points Earned: Chula Vista adopted a "Shade Tree Policy" prior to the adoption of its CAP in 2017. Points Deducted: The Shade Tree Policy is limited in scope to new parking lots, plus new public and private streets. It can be waived by the Directors of Public Works and Development Services based on a finding of feasibility. The November 2018 Climate Change Working Group "CAP Implementation Update" does not include any provision for a stronger implementation of an urban tree canopy.
Total:	100	60	
Del Mar CAP			
Category	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: Del Mar's CAP was adopted June 6, 2016.
Legally Binding	10 Points	3	Points Earned: The CAP has a detailed technical appendix explaining GHG emissions calculations for each measure. Points Deducted: But the CAP is not legally binding, nor was a CEQA environmental analysis conducted on it.
State GHG Targets	10 Points	10	Points Earned: The CAP aims to reduce GHG emissions by 15% by 2020, and 50% by 2035. The City established these targets using a 2012 baseline GHG inventory to meet state targets.
Implementation and Monitoring	Implementation Roles: 2 Points	2	Points Earned: The implementation plan identifies departmental responsibility for overseeing or leading the implementation of individual mitigation measures. The CAP also calls for a Sustainability Advisory Board to monitor and advise City Council and staff on CAP implementation.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: The CAP includes an implementation matrix with a system of prioritization based on GHG reduction efficiency, cost effectiveness, level of city control/effort, ease of implementation, time required to implement and community input. Each strategy/action is assigned a Phase (1, 2 or 3) with a corresponding timeline. Staff time, resources and funding are factors in CAP prioritization timeline. Table 10 lists "Potential Funding Sources to Support GHG Reduction Measures." Implementation Matrix lists "Estimated Cost" and "City Effort" (each are categorized as low, medium or high) for each CAP measure.
	Annual Monitoring: 3 Points	2	Points Earned: The CAP states "[t]he City may report annually (or semiannually or other 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." The CAP states that with the assistance of SANDAG's Energy Roadmap Program, the City would update its GHG inventory prior to 2020 to evaluate progress toward meeting its GHG reduction goals. Points Deducted: The CAP does not require annual monitoring report.
Equity & Jobs	10 Points	6	Points Earned: In May 2018, the Council approved an update to the CAP to address social equity. The update states that implementation of the CAP should benefit all residents, including low-income residents, seniors and renters. The update identifies some specific actions the City can take to help ensure that but lacks a comprehensive framework to ensure all CAP actions are implemented equitably. Points Deducted: There is no quantifiable data tied to job creation strategies and the commitment to the creation of green jobs is minimal.
	100% Clean Energy: 5 Points	5	Points Earned: The CAP has a 100% clean energy goal by 2035.
	CCE: 5 Points	5	Points Earned: The CAP references exploring CCE.

Clean Energy	Energy Efficiency & Water Conservation: 6 Points	6	<p>Points Earned: The CAP sets energy efficiency targets for single-family, multifamily, & non-residential buildings including 20% energy reduction in 10% of single-family homes by 2020 and 30% energy reduction in 20% of single-family homes by 2035, 20% energy reduction in 10% of multi-family homes (approx. 80 homes) by 2020 and a 50% energy reduction in 20% of multi-family homes (approx. 160 homes) by 2035, and 30% energy reduction per square foot in 10% of non-residential square footage by 2020 and a 50% energy reduction per square foot in 10% of non-residential square footage by 2035. It sets targets for water conservation including a 20% reduction in water consumption in remodeled single-family homes by 2020 and a 40% reduction by 2035 and a reduction of water consumption by 20 gallons per capita per day by 2020, and 30 gallons per capita per day by 2035.</p> <p>Strategies for reaching these goals include implementing a Water and Energy Conservation Ordinance (WECO) to require water and energy efficiency upgrades applicable to existing homes at time of sale, facilitating the permit process for 25% of planning or building applications for solar projects by 2020 (beyond state requirements), maintaining a water waste reporting, public education, and enforcement program to repair leaks and decrease over-irrigation, promoting water agency efficiency rebate programs, promoting efficient lawn programs and update City's landscape ordinance to implement a lower maximum area water allowance (MAWA) to exceed state minimum requirements, and implementing PACE and PACE education, as well as working with SDG&E to develop targeted educational and marketing materials, working with SDG&E to enroll Del Mar's top 10 energy users in a benchmarking program.</p>
	Zero Emissions Vehicles (ZEV): 4 Points	3	<p>Points Earned: The CAP sets goals to increase preferential parking for clean vehicles, and increase percentage of VMT from electric vehicles (EVs) and other alternative fuel vehicles (AFVs) to 15% of VMT by 2020, and 30% by 2035. Strategies to reach these goals include supporting public and private sector provision of alternative fueling stations in Del Mar and adjacent cities, exploring grant funding for electric car chargers, setting aside 10% of on-street parking spots on Camino del Mar and in city-owned lots for high-efficiency and clean vehicles by 2020, dedicating stalls for EV parking and charging stations at city facilities, exploring the potential for replacing municipal fleet with EVs when feasible, advocating for expansion of an EV sharing fleet network to serve Del Mar, and exploring modifying Municipal Code parking standard requirements to incentivize stalls designed for micro-vehicles and to provide credit toward parking requirements for providing parking stalls for electric vehicles and charging station.</p> <p>Points Deducted: There is no commitment to replace the City fleet with ZEV.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	4	<p>Points Earned: There is a transit goal of achieving 4% mass transit ridership by 2020 and 8% by 2035, walking goals of 4% labor force walking to work by 2020 and 10% labor force walking to work by 2035, and bicycling goals of installing 2 bicycle lanes miles per square mile by 2020 and 2.1 bicycle lane miles per square mile by 2035 (the increase in percentage of commuters using bikes is assumed to be proportional to increase in bike lanes mile per square mile; resulting in 1% of labor force commuting by bike in 2020 and 1.1% in 2035).</p> <p>Points Deducted: The CAP does not have a biking mode share goal.</p>
	Smart Growth Strategies: 5 Points	0	<p>Points Deducted: While the CAP references SANDAG's "Smart Growth Incentive Program" in "Potential Funding to Support GHG Reduction Measures," it does not commit to pursuing smart growth funding and does not contain specific smart growth or transit-oriented design strategies.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	3	<p>Points Earned: The CAP calls for exploring a bicycle master plan for the City that analyzes bicycle paths with logical destinations within the city, connects to the regional bicycle path network, and then prioritizes the most effective bicycle path routes for implementation. It also calls for exploring development of a pedestrian master plan that would comprehensively review and plan for pedestrian improvements and identify mobility linkages to promote walkability and safety for pedestrians.</p> <p>Points Deducted: It does not commit to developing the above biking/walking plans.</p>
	Other Transportation Strategies: 5 Points	5	<p>Points Earned: The CAP calls for incorporating bus stops and transit system infrastructure as part of the Camino Del Mar streetscape project, incorporating a "Complete Streets" approach in designing streets, adopting a Complete Streets policy (either as stand alone policy or as part of Community Plan), installing at least 3 roundabouts by 2020, and advocating at regional transit agencies for increased transit and funding for bus enhancements.</p>
Zero Waste	5 Points	5	<p>Points Earned: The CAP contains a waste diversion goal of 80% by 2020 and 95% by 2035.</p>
Trees	5 Points	5	<p>Points Earned: The CAP sets goals to achieve 15% urban canopy cover by 2020 and 30% by 2035.</p>
Total:	100	79	
Del Mar Implementation			

Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	Points Earned: The City has published a document listing progress on CAP goals through 2018 on its website. The City has also developed and initiated a scope of work to develop a CAP tracking, monitoring and annual reporting tool under SANDAG's Energy Roadmap Program to provide more comprehensive monitoring reports starting in summer 2019.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	0	Points Deducted: The document contains no quantitative analysis (or estimates) of the GHG reductions achieved through steps taken to date to implement the CAP, nor are the overall GHG targets and baseline displayed.
	Report Includes Summary of Progress in Implementing Actions: 5 points	0	Points Deducted: No qualitative summary of progress is provided to indicate whether, overall, the City is taking the steps promised in a timely manner.
	Clarity, Readability: 5 points	5	Points Earned: The document is organized, easy to follow, specific, and is focused exclusively on progress toward CAP implementation.
Progress Reported by Measure	15	9	Points Earned: The report uses concise language and avoids unnecessary technical jargon and abbreviations. Report includes some specific information such as dates and names of departments/agencies. Points Deducted: The goal and measure numbers that correspond with each action are not listed, making side-by-side comparison with the CAP challenging. Not all measures are accounted for. No visual indicators are used to make a quick scan of progress possible. Progress is not quantified; only qualitative descriptions of progress are provided. Report lacks specific information such as dates and names of departments/agencies for several actions. However, the City has also developed and initiated a scope of work to develop a CAP tracking, monitoring and annual reporting tool under SANDAG's Energy Roadmap Program that will provide more of these specific details.
Equity & Jobs	10	3	Points Earned: The City developed and submitted a request under SDG&E's MSA Energy Efficiency Program to fund an outreach program to seniors and low-income residents of Del Mar to introduce subsidy programs, perform in home energy audits, and assist clients in applying for rebates and/or subsidies. The new Social Equity update to the CAP identifies specific actions the City can take to help low-income residents, seniors, and renters. Points Deducted: The CAP implementation doesn't include a social equity decision-making matrix or other mechanism to prioritize low-income communities in CAP implementation or to help low-income communities participate meaningfully in development and implementation of CAP programs. The City has not reported on the creation of green jobs.
	100% Clean Energy: 5 points	5	Points Earned: The City identifies CCE and the installation of solar on the new City Hall and other city buildings as the path to achieving 100% renewable energy. Regarding CCE, the City took the necessary steps in 2018 by funding and participating in a joint Community Choice Energy Feasibility Study with the cities of Carlsbad, Encinitas and Oceanside. A final draft of the study is undergoing internal review prior to being presented to City Council and the public for input in early 2019. The study's preliminary finding concludes that a north county coastal CCA is financially feasible even with the increase in PCIA charges authorized by the CPUC in November 2018. Regarding the installation of solar, the City completed the new Civic Center with an 80 kW solar array and 50 kW/hour battery storage system (funded in large part by a California Energy Commission grant). These sustainable features are projected to save the city \$27,000 per year in energy costs and reduce GHG production by about 300 metric tons. The grant includes a subcontract to the Center for Sustainable Energy to provide data monitoring and public outreach during the first year of operation.
	CCE: 5 points	5	Points Earned: The City funded and participated in a joint Community Choice Aggregation (CCA) Feasibility Study with the cities of Carlsbad, Encinitas and Oceanside. A final draft of the study is undergoing internal review prior to being presented to city councils and the public for input in early 2019. The study's preliminary finding concludes that a north county coastal CCA is financially feasible even with the increase in PCIA charges authorized by the CPUC in November 2018.

Energy	Energy Efficiency & Water Conservation: 6 points	4	<p>Points Earned: The City completed the new Civic Center with many sustainable features in May 2018. The 80 kW solar array and 50 kW/hour battery storage system (funded in large part by a California Energy Commission grant) began operation in October 2018, and is projected to save the City \$27,000 per year in energy costs and reduce GHG production by about 300 metric tons. The grant includes a subcontract to the Center for Sustainable Energy to provide data monitoring and public outreach during the first year of operation. The City adopted mandatory CalGreen Tier 1 building standards for all new commercial construction in Del Mar in June 2018.</p> <p>Points Deducted: Progress toward the residential and non-residential energy retrofits 2020 targets and on development of Water and Energy Conservation Ordinances, and toward the solar hot water heater installation target, is not documented.</p>
	Zero Emissions Vehicles (ZEV): 4 points	2	<p>Points Earned: The City installed five Level 2 electric vehicle charging stations in the Civic Center garage with free charging for the first six (6) months of operation to incentivize use of electric vehicles. The City and Sustainable Advisory Board have been working to designate on-street parking spaces for EVs or ZEVs that will be included in the Downtown Streetscape Project. The City just passed a resolution to incentivize commuting by EV by offering a discount for public EV charging stations (for local employees) and making them free to City employees.</p> <p>Points Deducted: Progress toward 2020 target of increasing the percentage of VMT from EVs and other alternative fuel vehicles to 15% of VMT is not reported. Progress on other strategies, such as setting aside 10% of on-street parking spots on Camino del Mar and in City-owned lots for high-efficiency and clean vehicles by 2020, and exploring the potential for replacing municipal fleet with EVs when feasible, is not reported.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	0	Points Deducted: Progress toward the transit and walking mode share goals is not reported. Progress on installation of bicycle lanes per square mile is not reported.
	Smart Growth Strategies: 5 Points	0	Points Deducted: The CAP does not include measurable, actionable smart growth strategies.
	Walking, Biking and/or Complete Streets Plans: 5 Points	3	<p>Points Earned: The City Council adopted a Complete Streets Policy in October 2017, with emphasis on improved bicycle and pedestrian circulation. The Downtown Streetscape Project will bring new sidewalks, paving, bike lanes, trees and landscaping to seven blocks of Camino del Mar between 9th and Plaza streets. The \$6.8 million project also includes major updates of street lighting and furnishings along Del Mar's main thoroughfare.</p> <p>Points Deducted: Progress in exploring a bicycle master plan and a pedestrian master plan is not reported.</p>
	Other Transportation Strategies: 5 Points	4	<p>Points Earned: The City plans to adopt a Shared Mobility Pilot Program ordinance to better regulate and encourage alternative forms of transportation. In 2018 the City participated in the development of a regional pilot bikeshare program with the cities of Solana Beach, Encinitas, Carlsbad, Oceanside, SANDAG, NCTD, and Camp Pendleton (anticipated program launch by summer 2019). One roundabout was installed in 2017; the City's 2020 goal is to install at least three.</p> <p>Points Deducted: Other Transportation Strategies mentioned in the CAP such as increasing the number of telecommuters and percentage of population with alternate work schedules is not reported.</p>
Zero Waste	5 points	4	<p>Points Earned: 2018 waste implementation efforts included the City banning Styrofoam products for take-out food and also producing a draft ordinance to ban the use of plastic straws and stirrers. The City is also prohibiting these items, as well as single-use plastic water bottles at all city facilities and city-sponsored events. The City also improved recycling compliance at Powerhouse and Seagrove Parks and along city beaches as well as worked with the Surfrider Foundation to encourage Del Mar restaurants to become certified Ocean Friendly Restaurants. Additionally, the City is also working with Waste Management to pursue a long-term organics recycling solution to comply with State requirements to reduce and/or divert organic waste and is also working with the Solana Center for Environmental Innovation to improve the City's organic recycling program in the near-term. Additionally, the City is working to improve the City's construction and debris diversion program, focusing on tracking and reporting of C&D diversion compliance. Finally, the City is working with Waste Management to expand the City's recycling education and outreach efforts, including the development of residential and commercial recycling guides and a recycling guide for seasonal renters.</p> <p>Points Deducted: The City hasn't reported on the waste diversion rate since the CAP was adopted, making it challenging to gauge actual progress. However, the City does plan to report on waste diversion when its CAP monitoring and reporting project with SANDAG is complete.</p>
Trees	5 points	0	Points Deducted: Urban tree planting was not in the 2018 work plan, but City Council will be re-evaluating its priorities in Feb/March and it may be added as a work item for fiscal year 2019-2020 beginning July 1, 2019. General progress toward the tree canopy coverage target and on development of an Urban Forestry Plan is not reported.
Total:	100	54	

Encinitas CAP			
Strategy	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: The CAP was adopted on January 17, 2018.
Legally Binding	10 Points	10	Points Earned: A CEQA analysis was performed, and the CAP will be a CEQA-qualified plan. The CAP has a technical appendix explaining emissions reduction calculations for each measure.
State GHG Targets	10 Points	10	Points Earned: The CAP targets are 13% below 2012 levels by 2020 and 41% by 2030, in line with state targets.
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: The CAP calls for a CAP program administrator whose role is to oversee implementation while also serving as the Outreach/Engagement Coordinator. The CAP implementation plan identifies, for each measure, the department responsible for implementation as well as the supporting department(s) when applicable.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: The CAP implementation plan identifies, for each measure, whether it is a short-, medium-, or long-term action, and both a start year and an anticipated completion year. For each measure, the City identifies the anticipated number of hours of staff time, the consultant costs, and other costs related to implementation.
	Annual Monitoring: 3 Points	3	Points Earned: The City will prepare annual monitoring reports starting in 2019. GHG inventories will be updated every two years and CAP updates will be prepared every five years.
Equity & Jobs	10 Points	8	Points Earned: The CAP includes a social equity section and commits to developing tracking and reporting metrics to determine progress and success. Points Deducted: While the CAP commits to reporting on green jobs and green businesses annually as part of the CAP monitoring report, it does not commit to reporting on job quality and the demographic and geographic distribution of workers; these pieces of data are important tools to answer questions about who is benefiting from opportunities related to the City's climate mitigation efforts.
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP contains a goal of achieving a 100% renewable electricity supply in homes and businesses by 2035.
	CCE: 5 Points	6	Points Earned: Community Choice Energy is identified as the key strategy to achieve 100% clean energy.
	Energy Efficiency & Water Conservation: 6 Points	6	Points Earned: The City will require all existing residential units that seek building permits for modifications, alterations, and additions to perform energy audits. New single-family homes, new commercial buildings, and commercial buildings larger than 10,000 square feet seeking to make modifications will be required to install solar water heaters or other efficiency technology, such as a technology system that uses renewable energy as the source for water heating. New commercial buildings and commercial building modifications (for buildings with an area larger than 10,000 square feet) will be required to meet the 2016 California Green Building Standards Code Non-Residential Tier 1 Voluntary Measures. Water rate increases will reduce water use by 5 gallons per capita per day. Note: The CAP lacks ordinances to reduce water use.
	Zero Emissions Vehicles (ZEV): 4 Points	4	Points Earned: The City will develop a municipal fleet replacement plan to convert gasoline-fueled cars and light-duty trucks to ZEVs and/or downsize to smaller, more fuel-efficient vehicles. The City will continue to monitor the technological feasibility of converting heavy duty trucks such as ambulances and fire trucks to ZEVs. The City will also install EV charging stations at municipal facilities.
Transportation &	Commuter Mode Shift Goals: 5 Points	3	Points Earned: The CAP commits to adding walking, biking, and transit mode share targets upon completion of the City's Active Transportation Plan. Points Deducted: The CAP does not currently include mode share targets.
	Smart Growth Strategies: 5 Points	2	Points Earned: The Downtown Encinitas and North 101 Corridor Specific Plans promote dense, infill development near transit. The City is currently working to update its Housing Element and anticipates inclusion of 1,286 new affordable units. Infill sites have been targeted as possible locations for that housing, with preference given for sites near transit. Points Deducted: The City lacks an overall VMT reduction target that can comprehensively guide land use decisions.

Transportation & Land Use	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The City is currently developing a city-wide active transportation plan. The CAP calls for the City to develop and implement a complete streets policy.
	Other Transportation Strategies: 5 Points	5	Points Earned: The CAP calls for the City to develop a program to support car sharing and bike sharing. The City will complete Safe Routes to Schools projects to decrease the need to drive students to school. They will develop and implement a City Bike Rack Program and will incentivize city employees commuting to work by sustainable modes of transportation. In addition, the City will adopt the National Association of City Transportation Officials Urban Bikeway Design Guide and use it as a policy in the Capital Improvement Program roadway projects. The City will also retime sixty traffic signals and install four roundabouts to improve traffic flow.
Zero Waste	5 Points	4	Points Earned: The City will implement a Zero Waste Program to reduce waste disposal from residents and businesses. They will also implement an Organic Waste Recycling Program, develop an education program for textile recycling, and support product stewardship and extended producer responsibility initiatives. Points Deducted: The City's target is to divert 80% of total solid waste generated rather than a goal between 90 and 100%.
Trees	5 Points	5	Points Earned: The City will develop and implement an Urban Tree Planting Program that prioritizes minimization of pruning and irrigation needs. The target for 2030 is 650 net new trees planted, or an increase from a 22% to a 22.16% canopy. Supporting measures include continuing turf management practices that specify top-dressing with compost to increase carbon sequestration at city parks, requiring trees to be planted at a ratio of one tree for every 5 parking spaces in new parking lots, presenting to Council an ordinance to require and/or incentivize additional tree planting on private property, and giving away tree seedlings during Arbor Day events.
Total:	100	93	
Encinitas Implementation			
Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	Points Earned: The City has published an interim CAP monitoring update on its CAP dashboard, despite the CAP only calling for a monitoring report every two years.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	0	Points Deducted: The document lacks a quantitative analysis (or estimates) of the GHG reductions achieved through steps taken to date to implement the CAP, nor are the overall GHG targets and baseline displayed.
	Report Includes Summary of Progress in Implementing Actions: 5 points	4	Points Earned: A one-paragraph summary of actions taken offers a high-level overview of progress. It reads in part, "As directed in the updated CAP, the City began implementing CAP actions in 2018, immediately after adoption of Council. In the last 10 months, all city actions and some supporting measures have been initiated." The report also includes a summary of major implementation highlights. Points Deducted: The summary should offer a high-level look at the percentage of city actions and supporting measures initiated and identify the percentage on schedule, behind, and completed.
	Clarity, Readability: 5 points	5	Points Earned: The document is organized, easy to follow, specific, and is focused exclusively on progress toward CAP implementation.
Progress Reported by Measure	15	12	Points Earned: Progress is quantified where appropriate. Report includes some key dates when actions were taken and names of some actors (City Council, departments, Boards, etc.) who took action. The report uses concise language and avoids unnecessary technical jargon and abbreviations. Points Deducted: The report does not identify many of the key actors who took action for each action initiated or completed. No visual indicators are used to make a quick scan of progress possible. Progress is not quantified; only qualitative descriptions of progress are provided.

Equity & Jobs	10	2	<p>Points Earned: In 2018, the City became a member of two regional green jobs organizations Cleantech San Diego and the San Diego Regional Green Business Network. It intends to leverage these memberships to further support jobs and businesses in our community that reduce greenhouse gas emissions. The City is actively pursuing changes in our Accessory Dwelling Unit policy which would support more affordable housing.</p> <p>Points Deducted: CAP implementation does not include a social equity decision-making matrix or other mechanism to prioritize low-income residents. A new Housing Element, when approved, will identify strategies to support affordable housing; however, the City does not currently have a valid Housing Element due to voters rejecting its adoption on the November ballot. The City has until April 11, 2019 to adopt a valid Housing Element.</p>
	100% Clean Energy: 5 points	4	<p>Points Earned: The City has initiated all actions to achieve 100% renewable energy supply for homes and businesses, including initiating a feasibility study for CCE, and working with EPIC to draft ordinances requiring commercial buildings and all new homes to install photovoltaic systems. The City has also initiated multiple supporting strategies.</p> <p>Points Deducted: The ordinances requiring commercial buildings and all new homes to install photovoltaic systems were supposed to be adopted in 2018; the City is slightly behind schedule.</p>
Energy	CCE: 5 points	5	<p>Points Earned: The City is one of four cities participating in a joint CCE feasibility study. The anticipated draft study is expected to go to Council in January 2019. Additionally, the City receives an extra point for its outstanding commitment to CCE, including: 1) The City becoming a member of CalCCA 2) The City being an active party to the Power Charge Indifference Adjustment proceeding at the California Public Utilities Commission with Mayor Blakespear attending in-person meetings to advocate the City's position. 3) Community Choice Energy being added to the City Council's legislative priorities on October 24, 2018. 4) The City Council signing various legislative letters in support of CCA.</p>
	Energy Efficiency & Water Conservation: 6 points	5	<p>Points Earned: The City has initiated the implementation of all actions under its Building Efficiency and Water Efficiency strategies and multiple supporting strategies. The City is working with a consultant to evaluate the cost effectiveness of solar water heaters for single family and commercial buildings, and is considering alternatives. A San Dieguito Water District water rate increase occurred on January 1, 2017 and the next water rate adjustment is scheduled for May 1, 2019.</p> <p>Points Deducted: The following ordinances were supposed to be adopted in 2018 (the City is slightly behind schedule): Require Energy Audits of Existing Residential Units, Require New Single-Family Homes to Install Solar Water Heaters Adopt Higher Energy Efficiency Standards for Commercial Buildings, Require Commercial Buildings to Install Solar Water Heaters.</p>
	Zero Emissions Vehicles (ZEV): 4 points	4	<p>Points Earned: City staff developed a preliminary draft of the Zero Emission Vehicle Fleet Conversion Plan in February 2018. To date, city fleet vehicle replacements have included the purchase of 2 all-electric vehicles, 2 hybrid electric plug-in vehicles, 15 hybrid gas/electric vehicles, 2 truck XLH™ Hybrid Electric Upfits. The City's light/medium duty fleet include a total of 48 vehicles. Of these vehicles, 43% are all-electric, plug-in or hybrid. Ten electric vehicle charging stations are currently being installed at the public works yard as part of SDG&E's Power Your Drive program to support city fleet electric vehicle charging. City staff is seeking rebates and incentives and requesting city budget adjustments to continue to fund the City's Zero Emission Fleet Vehicle transition by 2030.</p> <p>Note: The City has dedicated efforts to converting to renewable diesel for all diesel-fueled heavy-duty trucks, and now all City fleet diesel vehicles --pickups, dump trucks, fire trucks, and stationary generators-- are running on renewable diesel. Unfortunately, renewable diesel only reduces carbon dioxide emissions by about 4.2% compared to petroleum diesel. On the other hand, electric vehicles are a much more effective and means to reduce GHG emissions. Although the technology is still developing, varieties of heavy-duty electric vehicles are becoming available, and we highly recommend that cities allocate their resources towards converting all vehicles in these fleets to EVs as soon as possible.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	1	<p>Points Earned: The Active Transportation Plan was completed and adopted by Council on August 22, 2018. The City submitted a Caltrans Sustainable Communities Grant application in October for the first phase of implementation, called Encinitas Modal Alternatives Project (MAP). MAP will establish a prioritized list of mobility projects which will then be used to develop mode share targets.</p> <p>Points Deducted: The City still lacks mode share targets.</p>
	Smart Growth Strategies: 5 Points	0	<p>Points Deducted: The City does not currently have a valid Housing Element due to voters rejecting its adoption on the November ballot. The City has until April 11, 2019 to adopt a valid Housing Element. The City still lacks an overall VMT reduction target that can comprehensively guide land use decisions.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	<p>Points Earned: The Active Transportation Plan was completed and adopted by Council on August 22, 2018. In October of 2018, the Caltrans Sustainable Communities Grant application was submitted for the first phase of implementation called the Encinitas Modal Alternatives Project (MAP). The Encinitas MAP will build upon the comprehensive analysis of the ATP Encinitas CAP Implementation Progress Update and develop conceptual layouts and designs, cost estimates, and prioritization of the bike and pedestrian project list. Additionally, the City has installed over 4,000 linear feet of sidewalk throughout the city. Furthermore, the Council has approved the Leucadia 101 Streetscape which improve bike and pedestrian mobility. City Council updated the Public Roads Standard to include adherence to National Association of City Traffic Officials' guidelines, which included guidelines for sidewalks, urban bikeway design, and complete streets.</p>

	Other Transportation Strategies: 5 Points	5	Points Earned: The City is leading the North County Coastal partnership to explore bike sharing opportunities and deploy bikeshare in North County. The City encourages employees to use environmentally sustainable transportation options to get to and from work, including participation in Bike to Work Day, Rideshare Week, hosting employee workshops, offering employee bikeshare and various other activities. In addition, the city adopted the National Association of City Transportation Officials Urban Bikeway Design Guide to guide development of bike infrastructure projects. The city has approved a proposal to optimize signal timing citywide to help meet the target of retiming 60 traffic signals. Finally, the CAP calls for installation of four roundabouts; the Leucadia Streetscape Project, which is at 60% design and was approved by the Coastal Commission in November 2018, will include construction of four roundabouts.
Zero Waste	5 points	2	Points Earned: The City has launched the City Hall Compost Pilot Program, including building-wide composting and recycling training. The City has begun to implement an Organic Waste Recycling Program through the development of an education program for textile recycling, which will be on the website shortly. The city also funds waste diversion at Encinitas Unified School District schools, which has resulted in 80% reduction of lunchtime waste. Citywide, the waste diversion rate, including recycling and waste for 2017 was 33%. Points Deducted: With a target of 65% by 2020, Encinitas must significantly increase diversion to hit its 2020 target.
Trees	5 points	5	Points Earned: 65 new trees were planted in 2018. Additionally, the City Council voted to approve the Leucadia 101 streetscape, which will include the planting of 800 net new trees. Other supporting actions include the City continuing to discourage developers from removing mature trees when a property is developed or redeveloped (and if removal is unavoidable, trees must be replaced at a 1:1 ratio) and the City implementing a new parking lot ordinance requiring 1 tree for every 5 spaces. A Tree Planting Request Program is also currently being developed, which allows residents to request a tree be planted adjacent to their property in the City Right of Way. Additionally, the City is working with Urban Corps and North County Tree Stewards to get a grant for 250 trees to be planted at city parks. Lastly, a Downtown Street Infill Program was established to plant 220 vacant planting locations (with drought tolerant species to be selected).
Total:	100	69	

La Mesa CAP

Strategy	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: Adopted March 13, 2018
Legally Binding	10 Points	10	Points Earned: The CAP is mitigation for the City's General Plan, making it enforceable. The CAP has an Environmental Impact Report and a technical appendix explaining emissions reductions calculations for each measure.
State GHG Targets	10 Points	8	Points Earned: The CAP meets state targets. Points Deducted: The CAP uses per capita reductions instead of overall emissions reductions.
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: The CAP calls for consideration of CAP Administrator Role and the city has a CAP subcommittee to oversee implementation.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: CAP implementation matrix contains cost analysis and timeline of strategies, including GHG reduction potential.
	Annual Monitoring: 3 Points	3	Points Earned: The CAP calls for an annual monitoring program. The CAP also calls for updating the GHG inventories every two years and provides for possibility of CAP updates if needed.
Equity & Jobs	10 Points	0	Points Deducted: The CAP does not contain a social equity or jobs section.
	100% Clean Energy: 5 Points	5	Points Earned: The CAP includes a 100% clean energy target.
	CCE: 5 Points	5	Points Earned: The CAP calls for the City to take steps to develop a Community Choice program to achieve 100% clean energy by 2035.

Clean Energy	Energy Efficiency & Water Conservation: 6 Points	6	Points Earned: The CAP sets targets for energy efficiency for single-family, multifamily, and non-residential buildings, municipal buildings, and water conservation. The CAP contains an ordinance tied to water conservation targets. The CAP does not include an ordinance tied to energy efficiency.
	Zero Emissions Vehicles (ZEV): 4 Points	2	Points Earned: The CAP includes a commitment to increase alternative fuel vehicles and increase alternative vehicle fueling infrastructure. Points Deducted: The CAP does not commit to replace city fleet with ZEVs, does not commit to any concrete strategies to promote ZEVs, and does not include ZEV targets.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	2	Points Earned: Plan commits to including mode share goals once SANDAG provides baseline data. Points Deducted: The plan does not include mode share goals. The goal of increasing bike commuters by 0.3% from 2010 levels by 2035 is very low.
	Smart Growth Strategies: 5 Points	5	Points Earned: The CAP calls for implementation of General Plan policy encouraging infill development near transit stations, identification of areas near transit that could support population increase, and expanding mixed use zoning in smart growth areas. It includes a target of reducing Vehicle Miles Traveled by 6% by 2035 by combining a reduction in travel demand with a change to less GHG-emitting fuel sources.
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The City has a Sidewalk Master Plan, Bicycle and Alternative Transportation Plan, and an Urban Trails Mobility Action Plan. The CAP mentions but does not commit to developing a Transportation Demand Management program.
	Other Transportation Strategies: 5 Points	1	Points Earned: The City will work with the Chamber of Commerce and La Mesa Village Association to expand local knowledge about commuter benefit programs. Points Deducted: The City makes no additional specific commitments to actions that will directly reduce emissions.
Zero Waste	5 Points	0	Points Deducted: The CAP contains a waste diversion goal of only 75% by 2035.
Trees	5 Points	5	Points Earned: The CAP includes a goal of increasing the tree canopy from 18% to 33% by 2035 and includes working with regional partners on the development and implementation of an Urban Forestry Management and Reforestation Plan. The CAP also includes the adoption of tree protection and maintenance ordinances for both street trees and trees on private property.
Total:	100	74	
National City CAP			
Strategy	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: National City approved its Climate Action Plan in May 2011.
Legally Binding	10 Points	7	Points Earned: The CAP is mitigation for the City's General Plan, making it enforceable. Its environmental analysis is incorporated into the Comprehensive Land Use Update EIR. Points Deducted: It does not have a technical appendix explaining emissions calculations for each measure.
State GHG Targets	10 Points	2	Points Earned: The CAP is based on 2020 and 2030 planning horizon and meets state GHG target for 2020 with a 15% reduction goal below 2005 levels. Points Deducted: It does not meet the state target for 2030. It states that "[t]he City will strive to achieve additional reductions in GHG emissions by 2030." The EIR for the General Plan acknowledges that 2030 emissions under the CAP would be only 0.5% lower than 2005 levels.

Implementation & Monitoring	Implementation Roles: 2 Points	1	Points Earned: The CAP states that the Planning Division of the Development Services Department will be in charge of monitoring and implementing the CAP. Points Deducted: While the City's GP Environmental Justice section contains a number of policies to foster public participation in the GP implementation process, the CAP and GP do not call for a public taskforce to oversee CAP implementation.
	Timeline and Cost Analysis: 5 Points	3	Points Earned: The CAP has a timeline of strategies with system of prioritization. Points Deducted: While the CAP has an "Implementation Funding" section identifying several potential sources of funding, costs of CAP measures are not analyzed.
	Annual Monitoring: 3 Points	2	Points Earned: The CAP calls for a review every three years to evaluate implementation and achievement of measure reductions and to identify potential plan update needs. It also calls for GHG emissions inventory updates every three years. Points Deducted: There is no annual CAP monitoring requirement.
Equity & Jobs	10 Points	9	Points Earned: The City's General Plan (tied to the CAP) contains a Health and Environmental Justice element with a goal to identify public health risks and environmental justice concerns and improve living conditions to foster the physical health and wellbeing of residents. It includes a goal to apply environmental protection measures equally among geographic and socioeconomic sectors of the City (Policy HEJ-1.7). It prohibits establishment of new residential and other sensitive land uses near industrial land uses and within the Harbor District (except 8th Street Trolley stop) and sets buffers between existing residential uses and other sensitive land uses and industrial uses (LU-3.6). The "Career Training and Development" section calls for the City to "work with high school and college district to identify job training needs and develop programs/classes to meet those needs, explore funding opportunities to provide job training, work with COC to encourage employers to expand training opportunities, and work with COC to target/recruit employers." Points Deducted: There is no quantifiable data tied to job creation strategies.
Clean Energy	100% Clean Energy: 5 Points	0	Points Deducted: The CAP does not call for 100% Clean Energy.
	CCE: 5 Points	0	Points Deducted: The CAP does not reference CCE.
	Energy Efficiency & Water Conservation: 6 Points	3	Points Earned: The CAP sets strategies for energy efficiency, distributed generation, and water conservation, including adopting an energy financing program to encourage energy efficiency retrofits in existing buildings and to provide low- or no-cost weatherization improvements for low-income households, supporting SDG&E feed-in tariff or other policies that will facilitate increased, cost-effective installation of small-scale renewable energy systems like solar photovoltaics, encouraging local homebuilders to participate in the New Solar Homes Partnership to install solar photovoltaics on new homes, and adopting water efficiency principles similar to the Ahwahnee Water Principles for Resource Efficient Land Use for new and existing residential and commercial developments. The CAP states that GHG emissions reductions from the water and wastewater sector will be 5,993 MTCO _{2e} per year by 2020 and 5,993 MTCO _{2e} per year by 2030. (Note: we recommend framing this as a goal, and calculating a water reduction goal, as opposed to just a GHG target). Points Deducted: The CAP does not have a citywide energy reduction goal or a municipal energy reduction goal, nor does it call for a citywide energy efficiency ordinance.
	Zero Emissions Vehicles (ZEV): 4 Points	3	Points Earned: The CAP calls for streamlined permitting and design guidelines for EV charging stations. It calls for the City to continue to integrate alternative transportation fuels and vehicles into the government fleet and the fleets of contractors. It also identifies actions the City has already taken, including removing inefficient vehicles from its fleet and adding four hybrid vehicles to the City's fleet. Points Deducted: It does not commit to replace the majority of its fleet to ZEV.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	0	Points Deducted: The CAP does not contain a mode share or VMT reduction goal.
	Smart Growth Strategies: 5 Points	2	Points Earned: The CAP's two smart growth strategies are to foster land use intensity to reduce VMT and reducing parking requirements in smart growth areas. The CAP was adopted as part of the comprehensive land use update (General Plan), which established smart growth land use designations and policies for the entire city, including high density/intensity mixed uses along transportation corridors and activity/transit nodes/centers. The entire city was rezoned under these smart growth policies. Points Deducted: The CAP does not cite specific, actionable strategies to implement the broad smart growth principles it describes.
	Walking, Biking and/or Complete Streets Plans: 5 Points	2	Points Earned: The City has a Bicycle Master Plan. Points Deducted: The CAP does not include implementation of the Bicycle Master Plan as a strategy, nor does it commit to developing Complete Streets Plans or an Active Transportation Plan.

	Other Transportation Strategies: 5 Points	5	Points Earned: The CAP calls for supporting agencies to improve transit, implementing biking improvements, implementing strategies to prioritize HOVs, and encouraging telecommuting and alternative transportation commutes. Its traffic strategies include education, implementing traffic calming, and coordinating traffic signals.
Zero Waste	5 Points	0	Points Deducted: The CAP does not contain a zero waste goal.
Trees	5 Points	3	Points Earned: The CAP calls for developing and implementing a community-wide urban forestry management and reforestation program to significantly increase the carbon storage potential of trees and other vegetation in the community. Points Deducted: It does not have a citywide tree canopy goal.
Total:	100	52	
National City Implementation			
Annual Monitoring Report	Annual Monitoring Report published: 10 points	5	Points Earned: The City has a Master Activities list that tracks CAP implementation but does not have a formal monitoring program and has not published any annual reports on CAP progress.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	0	Points Deducted: The City is currently updating its GHG inventory but had not previously updated its GHG inventory since CAP adoption in 2011.
	Report Includes Summary of Progress in Implementing Actions: 5 points	0	Points Deducted: No qualitative summary of progress is provided to indicate whether, overall, the City is taking the steps promised in a timely manner.
	Clarity, Readability: 5 points	5	Points Earned: The document is organized and easy to follow. It is organized by strategy, and actions are listed chronologically.
Progress Reported by Measure	15	5	Points Earned: Some of the measures included in the Master Activities list correspond to CAP measures. Points Deducted: Progress on most of the CAP measures is not addressed.
Equity & Jobs	10	2	Points Earned: The City received cap-and-trade funding for the Westside Infill Transit Oriented Development project, an affordable housing development, in 2015. Points Deducted: The City has not been tracking implementation of the EJ Element of the General Plan.
	100% Clean Energy: 5 points	0	Points Deducted: The City does not have a 100% clean energy target.
	CCE: 5 points	0	Points Deducted: The CAP does not refer to CCE.

Energy	Energy Efficiency & Water Conservation: 6 points	3	<p>Points Earned: In 2014, the City adopted several PACE programs to help homeowners save energy and water. Additionally, in collaboration with the City of Chula Vista and SoBEAC, the City offers a Free Resources and Energy Business Evaluation (FREBE) program that provides businesses with on-site energy and water audits. Through the South Bay Energy Action Collaborative (SoBEAC), the City has offered staff training on green building and new Title 24 standards. Efforts towards more energy efficient city buildings include city offices being equipped with automatic shut-off devices for lights and HVACs that are programmed to turn off when not occupied or during non-working hours, as well as the City completing 20 municipal building audits, which provide recommendations and financing options for electric and water conservation. Other water conservation efforts include the City supporting the Sweetwater Authority's rebate program and working with the Chamber of Commerce to promote water conservation via the Chamber's Green Business Program. Additionally, the City is currently working with the Sweetwater Authority and County Water Authority to offer rebates for turf removal and rainwater barrels. The City has also replaced vegetation with mulch and other biodegradable materials to reduce water demand. Furthermore, capital improvement projects, like the A Avenue Green Street project, have installed infiltration basins to store rainwater to be recycled for irrigation. The City reports that \$5.4 million in energy conservation measures have been installed, including HVAC and controls upgrades, solar PV, interior lighting upgrades, exterior lighting upgrade, HVAC equipment replacement, bathroom fixture replacements, and irrigation controls upgrade.</p> <p>Points Deducted: The City's progress towards the majority of CAP energy efficiency and water conservation actions, such as adopting water efficiency principles similar to the Ahwahnee Water Principles for Resource Efficient Land Use or supporting policies that will facilitate increased, cost-effective installation of small-scale renewable energy systems, is not reported.</p>
	Zero Emissions Vehicles (ZEV): 4 points	2	<p>Points Earned: The City worked with the City of Chula Vista and the AmeriCorps Civic Spark Program in 2015 to develop permitting guidance for the installation of EV charging facilities. Three ZEVs are proposed to be purchased in 2020. SDGE plans to install more than 200 electric vehicle charging stations in National City, and the City Council approved the first eight stations in March, 2018.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	0	<p>Points Deducted: The CAP does not contain commuter mode shift goals.</p>
	Smart Growth Strategies: 5 Points	5	<p>Points Earned: National City was awarded \$8 million in 2018 through a competitive grant program meant to encourage smart growth, biking, walking and transit ridership. The CAP was adopted as part of the Comprehensive Land Use Update, which included an update of the General Plan and the Land Use (Zoning) Code. The update changed most commercial land use and zoning designations to higher intensity mixed-use designations to encourage smart growth and transit-oriented development. The City has also removed many permitting obstacles to encourage developers to build more density. In 2017 the City also adopted its updated its Downtown Specific Plan, which identifies the purpose of the document as "to provide a guiding policy document to support smart growth" and identifies appropriate development and improving mobility as key to achieving smart growth. The City also received cap-and-trade funding in 2015 for the Westside Infill Transit-Oriented Development project, a transit-oriented affordable housing development.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	2	<p>Points Earned: The City adopted a Bike Master Plan in 2011.</p> <p>Points Deducted: The CAP contains no commitment to a Pedestrian Master Plan or to a Complete Streets Plan. No information is available about implementation of the Bike Master Pla</p>
	Other Transportation Strategies: 5 Points	4	<p>Points Earned: National City has reduced travel lanes to allow for wider sidewalks, bicycle facilities, and traffic calming measures such as popouts, refuge islands and pedestrian-actuated flashing crosswalk signs. National City has implemented improvements to enhance bike and pedestrian safety, including the 4th Street Community Corridor Project and the 8th Street Safety Enhancements Project. The 2014 Coolidge Avenue Community Corridor Project enhances pedestrian safety, access, and mobility to encourage more children to walk to school. In 2015, the City completed the D Avenue Community Corridor and Roundabout Project to improve traffic flow and enhance pedestrian safety.</p> <p>Points Deducted: Information on City action to prioritize HOVs, to encourage telecommuting, and to support agencies to improve transit is not available.</p>
Zero Waste	5 points	0	<p>Points Deducted: The CAP does not contain a zero waste goal.</p>
Trees	5 points	3	<p>Points Earned: The City is currently in the process of implementing a CAL FIRE tree planting grant that will support the planting of 1700 trees citywide. In 2015, the City received a grant from CAL FIRE to conduct a city-wide tree inventory. National City has also been selected as one of 10 cities to participate in a statewide tree planting program called California Initiative to Reduce Carbon and Limit Emissions (CIRCLE); 150 trees of four different species were planted in November 2016.</p> <p>Points Deducted: The Urban Forest Management Plan called for in the CAP has not yet been adopted.</p>
Total:	100	36	

City of San Diego CAP			
Strategy	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: San Diego approved its CAP in a bipartisan, unanimous vote in December 2015.
Legally Binding	10 Points	10	Points Earned: The CAP is mitigation for San Diego's General Plan, making it enforceable. This position is supported by a May 17, 2016 memorandum of the San Diego City Attorney. The City released the Final Program EIR for the CAP in November 2015. The CAP has a 96 page, detailed technical appendix explaining calculations for GHG reduction measures.
State GHG Targets	10 Points	10	Points Earned: San Diego's CAP is based on a 2035 planning horizon and meets state GHG targets for 2020, 2030, and includes a 2035 goal consistent with meeting the state's 2050 goal.
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: The CAP calls for a Sustainability Program Manager to oversee implementation and monitoring of all CAP actions. Public advisory group EESTF advised on the development of the CAP. The Climate Action Plan Implementation Working Group was tasked with overseeing CAP implementation.
	Timeline and Cost Analysis: 5 Points	3	Points Earned: The CAP divides actions into 3 phases (early, mid-term, and longer term) associated with corresponding timeline. Points deducted: It does not assess costs/potential funding sources.
	Annual Monitoring: 3 Points	3	Points Earned: The CAP calls for an Annual Monitoring Report that will include specific actions, proposed outcomes and a timeline to track success in meeting 2020 and 2035 targets, as well as an annual community-wide GHG emissions inventory.
Equity & Jobs	10 Points	10	Points Earned: The CAP has a Social Equity and Job Creation section, which calls for the City to prioritize programs and actions to reduce emissions in disadvantaged communities that rank in the top 25% of CalEnviroScreen's ranking for San Diego region communities. The CAP states that programs should include performance goals and data tracking for the quality of jobs created and the demographic and geographic distribution of workers.
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP includes a citywide goal to achieve 100% clean energy by 2035.
	CCE: 5 Points	5	Points Earned: The CAP lists CCE as a possible strategy to achieve 100% clean energy.
	Energy Efficiency & Water Conservation: 6 Points	6	Points Earned: The CAP sets energy efficiency targets for residential and municipal buildings including the reduction of energy use by 15% per unit in 20% of housing units by 2020, and 50% by 2035, and the reduction of energy use at municipal facilities by 15% by 2020, and an additional 25% by 2035. It sets a water conservation target of reducing daily per capita water consumption by 4 gallons by 2020 and 9 gallons by 2035. CAP Strategies for reaching these goals include a Residential Energy Conservation and Disclosure Ordinance, City Municipal Energy Strategy and Implementation Plan, a Water Conservation and Disclosure Ordinance, an Outdoor Landscaping Ordinance, new water rates, a new water billing structure, expanding Property-Assessed Clean Energy (PACE) financing programs to further support residential and non-residential energy and water efficiency actions, and expanding incentive programs that further promote energy and water efficiency in residential and non-residential buildings.
	Zero Emissions Vehicles (ZEV): 4 Points	4	Points Earned: The CAP aims to increase the number of zero emissions vehicles in the municipal fleet to 50% by 2020 and 90% by 2035. It also calls for the City to consider an integrated transportation strategy that combines zero emissions vehicle deployment and infrastructure, and presenting an Electric Vehicle Charging Plan to City Council for consideration.
	Commuter Mode Shift Goals: 5 Points	5	Points Earned: The CAP sets a goal for 22% of commutes in the urban core to occur via transit, walking and biking share goal by 2020, and 50% by 2035 (25 % transit, 18% biking, and 7% walking).
	Smart Growth Strategies: 5 Points	5	Points Earned: Smart Growth Strategies include implementing General Plan Mobility Element and City of Villages Strategy in Transit Priority Areas (TPAs) to increase the use of transit, implementing pedestrian improvements in TPAs to increase commuter walking opportunities, and implementing transit-oriented development within TPAs.

Transportation & Land Use	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The CAP calls for implementing the Bicycle Master Plan to increase commuter biking opportunities. It also calls for using the existing Pedestrian Master Plan to identify gaps and opportunities for improvement.
	Other Transportation Strategies: 5 Points	5	Points Earned: The CAP calls for implementing Traffic Signal Master Plan, implementing Roundabouts Master Plan, implementing bike improvements and bike sharing, adopting city portions of SANDAG's forthcoming first mile/last mile initiative and incorporate Safe Routes to Transit strategies in Transit Priority Areas, implementing pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities, and implementing infrastructure improvements including "complete streets" to facilitate alternative transportation modes for all travel trips.
Zero Waste	5 Points	5	Points Earned: San Diego's CAP has a goal of 100% waste diversion by 2040.
Trees	5 Points	5	Points Earned: The CAP calls for 35% tree canopy, as well as hiring an Urban Forestry Program Manager, Urban Tree Canopy Assessment, and completing a Urban Forest Management Plan and Parks Master Plan.
Total:	100	98	
City of San Diego Implementation			
Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	Points Earned: The City released its third annual monitoring report on 10/25/18.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	5	Points Earned: A line graph based on a 2017 inventory shows current emissions compared with trend line representing the City's reduction targets.
	Report Includes Summary of Progress in Implementing Actions: 5 points	3	Points Earned: The report includes examples of progress in each strategy. Points Deducted: The report lacks a comprehensive, high-level summary of progress on scheduled CAP actions.
	Clarity, Readability: 5 points	5	Points Earned: The summary is accessible to a lay audience, and data is visualized to help readers understand the City's progress.
Progress Reported by Measure	15	9	Points Earned: The Annual Report Appendix includes quantitative reports of progress on most CAP strategies. Points Deducted: No shorthand visual or verbal indicators are used to make a quick scan of progress possible. Progress is quantified, but descriptions of progress by measure or by action are lacking. The progress reported by measure functions as a quantitative snapshot in time without indicating to the public whether or not the City is on track to implement the actions in the CAP.

Equity & Jobs	10	3	<p>Points Earned: The annual report identifies a 13% increase in clean-tech job in San Diego since 2010 and details the increase in number of jobs per sector. Transportation had the highest job growth out of the five CAP categories with an increase of 26.9% between 2010 and 2017.</p> <p>Regarding equity, in 2018 the city budgeted for one Equity Specialist in the Sustainability Department to ensure equitable implementation of the CAP. As of early 2019, the City is in the final stages of the hiring process to fill that position.</p> <p>Points Deducted: Progress towards equitable implementation of the CAP is not evaluated comprehensively either the Annual Report or the Appendix. The CAP Implementation Working Group no longer meets, limiting opportunities for public participation in the process of implementation (from both low-income communities of color and the public in general), and City outreach to high-scoring communities in CalEnviroScreen has been limited. Although one Equity Specialist will help ensure communities in the top third of CalEnviroScreen communities benefit from CAP implementation, the City will need more equity staff capacity to effectively advance equity in a city of San Diego's size and population. The Mayor and Council must support the Sustainability Department in its work to advance equity; we recommend adding staff capacity and creating an Equity Division in the Sustainability Department to fulfill the promise of social equity made in the CAP. Furthermore, Staff is still working on developing the methodology for reporting on social equity as related to implementation of the CAP, which is the same status as was reported in last year's CAP Report Card. Also the same status as last year, Staff is still in the early stages of establishing social equity criteria for CIP expenditures.</p>
Energy	100% Clean Energy: 5 points	5	<p>Points Earned: According to the Annual Report, "In 2018, the City will identify a pathway to reach 100 percent renewable electricity by 2035." In October 2018, Mayor Kevin Faulconer announced his support for Community Choice Energy (CCE) as San Diego's path forward to 100% renewable, clean energy, and in January 2019, the Environment Committee forwarded a resolution supporting its development to City Council. The City of San Diego's Point Loma Wastewater Treatment Plant (Point Loma WWTP) is self-sufficient with on-site renewable electricity production using biogas (captured methane from wastewater treatment) and hydropower. The excess renewable electricity generated at the Point Loma WWTP is exported back to the grid.</p>
	CCE: 5 points	5	<p>Points Earned: In October 2018, Mayor Kevin Faulconer announced his support for Community Choice Energy (CCE) as San Diego's path forward to 100% renewable, clean energy. Prior to the Mayor Faulconer's announcement, a feasibility study and business plan were developed. To remain on track to launch a Community Choice Energy program in 2021, the City must submit formation documents to the California Public Utilities Commission in 2019.</p>
	Energy Efficiency & Water Conservation: 6 points	4	<p>Points Earned: The City has drafted a Municipal Energy Strategy & Implementation Plan is slated for implementation in 2019, and has also created a specific position--Municipal Energy Strategy Program Manager--dedicated to implementation of the plan. The Outdoor Landscaping Ordinance has been implemented. An Energy Conservation & Disclosure Ordinance requires owners of commercial buildings of 50,000 square feet or more and owners of multi-family residential buildings with more than 17 units to perform annual energy use benchmarking assessments and to report results to the City as stipulated in AB 802 was introduced to City Council on January 8, 2019.</p> <p>Points Deducted: Action 1.1: Present to City Council for consideration a residential Energy Conservation and Disclosure Ordinance, has not been executed and is a Phase 1 Action. The Appendix reports a 30% reduction in energy use in the City from 2010-2017, but only a 1% reduction from 2016-2017. It also reports that the per capita water use in the City of San Diego has remained at a similar level since 2015.</p>
	Zero Emissions Vehicles (ZEV): 4 points	1	<p>Points Earned: The City's Fleet Division is currently working with the Center for Sustainable Energy on monitoring vehicles to create a fleet conversion plan. Currently the fleet includes 90 ZEVs.</p> <p>Points Deducted: The action, "Present to City Council for consideration an update to City Administrative Regulation 90.73 to increase the number of municipal zero emissions vehicles," is a Phase 1 action, due to be completed by the end of 2017. The City has fallen behind the CAP timeline in implementing this measure. Currently the fleet includes 90 ZEVs, the same number as in 2016. The municipal fleet has roughly 4,100 vehicles, meaning approximately 2.2% of the fleet are ZEVs. The CAP commits the City to ZEVs comprising 50% of the municipal fleet by 2020 and 90% by 2035.</p>
Transportation &	Commuter Mode Shift Goals: 5 Points	2	<p>Points Earned: The City has begun construction on Phase I of the downtown cycle track network included in the Downtown Mobility Plan. In FY 18 the City completed 41 miles of new and improved bicycle facilities. In 2017, the City constructed 6,800 linear feet of sidewalk, approximately 12 city blocks.</p> <p>Points Deducted: The City does not yet have a mobility monitoring program to track pedestrian and bicycle mode share. The Transportation Master Plan, which is needed to chart the course toward the mode share targets, has not been developed. The 2018 Annual Report Appendix says that 31.4 miles of bike lanes were added or improved in 2017, but there is no discussion of how those improvements contribute to the protected, connected bicycle network needed to move the needle on bicycle mode share. Mode share analyses on the Community Plan Updates completed since the adoption of the CAP have shown that those plans will not contribute to mode share consistent with the CAP targets.</p>
	Smart Growth Strategies: 5 Points	2	<p>Points Earned: The City's Community Plan Updates are supposed to help reduce GHG emissions by implementing the City of Villages strategy, establishing mixed-use villages connected by high-quality transit. Analyses of Community Plan Updates undertaken since CAP adoption show that the plans contribute to some degree to CAP implementation through land use decisions.</p> <p>Points Deducted: The Community Plan Updates completed after CAP adoption, while reducing GHG emissions compared to previously adopted plans, fall short of fully conforming to the CAP. The City's analyses of the North Park and Uptown plans found that 58% of residents would drive to work in 2035, and in Greater Golden Hill, that number rises to 64%. The City's analysis of the Midway-Pacific Highway Community Plan Update projected driving commute mode share in 2035 at 89%, and the number for the Old Town update was very similar. The target for the percent of residents driving to work in Transit Priority Areas citywide in 2035 is 50%. These Community Plan Updates were carried out in neighborhoods very close to the urban center, where the greatest opportunity lies to increase the number of commuters taking transit, walking, or biking.</p>

Transportation & Land Use	Walking, Biking and/or Complete Streets Plans: 5 Points	2	<p>Points Earned: The Bicycle Master Plan Strategic Implementation Plan was adopted in July 2018 to organize and prioritize implementation of the Bicycle Master Plan. The City has committed to developing a Transportation Master Plan as a road map to meet transportation mode share targets, which will be implemented by the creation of the new Mobility Advisory Board.</p> <p>Points Deducted: Data on sidewalk construction shows that more miles of sidewalk were constructed in the two years before CAP implementation than in the years since (8 miles in FY 16, 5 miles in FY 17, 6 miles in FY 18, versus 10 FY 14 and 30 miles in FY 15.). The City has not committed to timelines for implementing the Bicycle Master Plan, which is a significant concern given the aggressive mode share targets the city has adopted; the SIP referenced above does not include project costs or timelines, which the Independent Budget Analyst has cited as one factor that makes long-range, programmatic planning for CAP implementation challenging. Progress and a forecasted completion date for the Transportation Master Plan has not been made public.</p>
	Other Transportation Strategies: 5 Points	3	<p>Points Earned: The Mayor's Office sent a letter to SANDAG requesting that the Regional Transportation Plan update meet the mode share goals of the CAP. Additionally, Mayor Faulconer advocated for a new SANDAG Executive Director who would prioritize meeting GHG goals. Additionally, two roundabouts have been added since CAP adoption, and none were added in 2017 (with a goal of 15 by 2020). 60 traffic signals were retimed in 2016, and 70 traffic signals were retimed in 2017 (with a goal of 200 by 2020). The City has implemented a bike sharing program with Discover Bike. A new mobility board has been created by the City of San Diego combining two previously existing bicycle advisory and parking advisory boards under the same roof, which will aim to provide safe choices to move around San Diego that facilitate CAP goals.</p> <p>Points Deducted: Information on other strategies cited in the CAP, such as pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities, infrastructure improvements including "complete streets," and incorporation of Safe Routes to Transit strategies in Transit Priority Areas, is not readily available to the public.</p>
Zero Waste	5 points	3	<p>Points Earned: The waste diversion rate increased from 64% in 2015 to 66% in 2016, and remained at 66% for 2017; however the amount of waste disposed increased by 3%. The City passed an ordinance banning styrofoam and placing restrictions on single-use plastics.</p> <p>The following are efforts that were reported on in the 2017 Report Card: The City received a \$3 million grant to improve composting operations and food recovery. The new Resource Recovery Center at Miramar Landfill is expected to open in 2020. Currently, 74% of landfill gases are being captured, and 98-99% of methane is being captured and utilized from wastewater. Additional steps the Environmental Services Department is taking to reach the 75% waste diversion target by 2020 include: adding minimum waste diversion requirements to the City's non-exclusive solid waste collection franchise agreements with private haulers, which increase annually thru 2020; increasing the Construction and Demolition Debris Deposit Ordinance diversion requirement to 65% for each project; providing enhanced technical assistance; increasing education and outreach including recycling options in public spaces; increased staffing to support the program and policies; and increased recycling in city facilities.</p> <p>Points Deducted: Progress in the last 12 months towards Action 4.1, "Enact the City's Zero Waste Plan, and implement landfill gas collection operational procedures in compliance with the California Air Resources Board's Landfill Methane Capture regulations" has not been reported on.</p>
Trees	5 points	2	<p>Points Earned: A city forester was hired to oversee the citywide Urban Forestry Program in Sept 2017. In 2017, the City planted 307 trees, funded by the FY 2018 budget as a one-time expense for tree-planting. Another 500 trees were planted, with a grant from CalFire. The Urban Forestry Program Five-Year Plan laid out steps to implement the Climate Action Plan; it was forwarded by the Mayor and approved by City Council in January 2017. The Urban Tree Canopy Assessment map and some summary data are posted in the City's map gallery, documenting the city's tree canopy cover as 13%. The City has completed an inventory of 70,000 street trees and received a grant from CalFire in 2018 to inventory another 250,000 trees. Tree size, species, condition and other information are recorded, useful for tree maintenance planning and calculation of carbon sequestration.</p> <p>Points Deducted: The City has not yet invested sufficiently in staff resources to fully implement the tree canopy target in the CAP. The Annual Report and Appendix do not provide an estimate of how many trees are needed to meet the 2020 goal, as the City has not completed the analysis of LiDAR remote sensing data for the Urban Tree Canopy Assessment. As there are only three professional staff, an additional seven employees will be required to implement the Five-Year Plan and significantly increase the tree canopy coverage. Hiring four FTEs in FY 2020 would be a reasonable step forward.</p>
Total:	100	64	
Solana Beach CAP			
Strategy	Points Possible	Points Earned 2018	2018 Description of Points
CAP Adopted	10 Points	10	Points Earned: Solana Beach adopted its CAP in July, 2017.

Legally Binding	10 Points	6	Points Earned: The CAP has technical document accounting for GHG reductions within each strategy and explanations for calculations. Furthermore, implementation and maintenance of the CAP is a policy in the General Land Use Element. Points Deducted: The CAP is neither mitigation for the General Plan, nor is it CEQA-qualified, so it is not legally binding.
State GHG Targets	10 Points	10	Points Earned: GHG reduction targets extend to 2035 and are based on state targets of AB 32, SB 32, Executive Order B-30-15 and S-3-05.
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: An implementation plan currently in development will assign implementation roles to city departments.
	Timeline and Cost Analysis: 5 Points	3	Points Earned: The CAP implementation plan will categorize measures as taking low, medium, or high amounts of effort to implement, based on GHG efficiency, cost-effectiveness, amount of city control over the outcome, ease of implementation, time required to implement, and community input. The CAP identifies potential funding sources, but the implementation plan will identify specific costs for each measure.
	Annual Monitoring: 3 Points	2	Points Earned: City staff, in coordination with Council, will monitor progress and prepare reports every two years, and the City will update the GHG inventory every 2 years starting in 2016. Points Deducted: Monitoring will be every other year, not annually.
Equity & Jobs	10 Points	0	Points Deducted: The CAP contains no section on social equity or green jobs.
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP goal is to achieve 100 percent renewable electricity supply from this measure by 2035.
	CCE: 5 Points	6	Points Earned: CCE is identified as the method to achieve 100% renewable energy by 2035. The City earns a bonus point in this category for committing unequivocally to launching a CCE program and being the first in the region to make that clear commitment.
	Energy Efficiency & Water Conservation: 6 Points	6	Points Earned: The City will achieve a 15 percent energy use reduction from programs for single-family and multi-family homes, reduce potable water use 10% by 2035, and capture 100% of methane in wastewater treatment facilities. The CAP calls for a Zero Net Energy policy for municipally owned buildings, as well as an energy efficiency and reduction plan for municipal facilities. Ordinances promoting energy efficiency and water conservation that the City will adopt include a Residential Energy Conservation and Disclosure Ordinance, a Water Conservation and Disclosure Ordinance, and a Commercial Energy Conservation and Disclosure Ordinance.
	Zero Emissions Vehicles (ZEV): 4 Points	2	Points Earned: The CAP sets a goal to increase the percentage of VMT by electric vehicles and alternative fuel vehicles (AFVs) to 30% of total VMT by 2035, and explores grant funding for EV chargers. The plan includes a policy for increased preferred parking for electric vehicles and alternative fuel vehicles. The CAP aims to reduce gasoline consumption of the municipal fleet by 50% by 2035 by converting to EVs and AFVs. Points Deducted: It does not commit to converting the majority of municipal fleet vehicles to ZEVs and does not express a preference for ZEVs over AFVs, which still burn fossil fuels.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	Points Earned: The CAP contains a goal of 5% pedestrian mode share and 10% transit mode share. Points Deducted: While the CAP contains a goal to increase the number of bike lane miles from 10 to 13 by 2019, and to approximately 18 by 2035, it does not contain a bicycle mode share target.
	Smart Growth Strategies: 5 Points	5	Points Earned: The City's General Plan expects new development in the downtown area, accommodating mixed-use residential buildings, compact, walkable areas, and connections to the city's transportation systems. Measure T-3 calls for a reduction in average daily VMT by 1 mile through implementation of General Plan policies that call for higher-density and mixed-use neighborhoods with complete streets to provide infrastructure for vehicles, bicycles, and pedestrians, allowing a shift from single-occupancy vehicles.
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The CAP calls for the implementation of the General Plan Circulation Element and development and implementation of a Pedestrian Master Plan that would comprehensively review and plan for pedestrian improvements and identify mobility linkages to promote walkability and safety for pedestrians. In addition, the City will continue to update and implement the City's Bicycle Transportation Plan, which identifies ideal bicycle routes to optimal destinations in the city, connects the regional bicycle path network, and prioritizes effective bicycle path routes for implementation. Finally, the City will adopt and implement the Comprehensive Active Transportation Strategy that provides the foundation for improved bicycle and pedestrian facilities within the city and connections to adjacent jurisdictions and greater regional networks over the next 15 years.
	Other Transportation Strategies: 5 Points	5	Points Earned: The City sets a goal of increasing vanpooling to 20% of its resident and employer labor force and will consider modifying the City's municipal parking code to incentivize provisions for parking stalls for carpool vehicles. The City also identifies telecommuting as a strategy and sets a goal of 10% of labor force telecommuting 2 days a week, which the City will accomplish by working with local businesses and conducting education outreach on SANDAG's iCommute program.
Zero Waste	5 Points	5	Points Earned: The CAP target is to achieve 90% waste diversion by 2035

Trees	5 Points	5	Points Earned: The City sets a goal to sequester carbon by achieving 30% (2,107 acres) tree canopy cover by 2035 with an Urban Tree Planting Program. The Program would include a requirement for new development to plant trees to help achieve the canopy target.
Total:	100	80	
Solana Beach Implementation			
Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	Points Earned: The City has published an interim CAP monitoring update on its website, despite the CAP only requiring the first annual monitoring report be published at the end of the 2019 fiscal year.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	5	Points Earned: The monitoring report shows the City's progress toward emissions targets graphically and verbally using approximations of GHG reductions from the implementation of the CCE program.
	Report Includes Summary of Progress in Implementing Actions: 5 points	5	Points Earned: The monitoring report provides a brief, clear, comprehensive summary of progress on CAP actions, reporting that the City has made progress on 14 of the 25 measures identified in the CAP.
	Clarity, Readability: 5 points	5	Points Earned: The document is organized, easy to follow, specific, and is focused exclusively on progress toward CAP implementation.
Progress Reported by Measure	15	12	Points Earned: Progress towards the number of actions initiated versus the total number of actions for each measure are displayed on a graph. The report uses concise language and avoids unnecessary technical jargon and abbreviations. Points Deducted: Report lacks specific information such as dates and names of departments/agencies.
Equity & Jobs	10	1	Points Earned: The approval of the Solana Highlands Project includes 32 new senior low-income housing units near transit. Implementation of CCE increases the demand for green jobs and results in lower electricity bills that can significantly benefit low-income residents. Customers who qualified for medical baseline exemption rates through SDGE now receive a further 3% decrease in their rates through the CCE. Points Deducted: CAP implementation lacks a social equity decision-making matrix or other mechanism to prioritize vulnerable populations. The CAP contains no section on social equity or jobs.
	100% Clean Energy: 5 points	5	Points Earned: The City is implementing 100% clean energy and is on track to meet its goal with the successful implementation of its Community Choice Energy program, Solana Energy Alliance (SEA), which is able to offer residents 100% clean energy. Other City efforts toward clean energy include continuing to offer PACE programs, installation of solar photovoltaic systems in schools, and installation of solar charging at a skatepark.
	CCE: 5 points	9	Points Earned: Solana Beach is the first and currently the only city in the County to implement a CCA program, the Solana Energy Alliance (SEA). While another formal emissions inventory will not be completed until later in 2019, estimates show that the implementation of a Community Choice Energy program in its first year has helped the City meet an astounding 1/3 of its electricity reduction goals, and about 22 percent of its total reduction goals. The City earns two extra points for being the first City in the region to implement a CCE program, and for reducing GHG emissions so dramatically in the first year. We acknowledge that launching the CCE program absorbed significant staff resources that might have been allocating to implementing other actions. Solana Beach received 2 extra points for successfully launching its CCE program, and an additional 2 extra points for being the first city in the region to launch a CCE program.

Energy	Energy Efficiency & Water Conservation: 6 points	5	<p>Points Earned: The City has implemented a Solana Beach City app to help residents report water waste, leaks and over-irrigation. The city also maintains a stormwater hotline to receive reports on water leaks and/or overwatering. The City has created handout materials for processing and permitting greywater systems and have posted them on the city website. Furthermore, the city has processed 20 water efficient landscape plan reviews and inspections for compliance with the City's Water Efficient Landscape Ordinance, and posted information regarding plants for drought tolerant landscapes in the City website. The City has also installed LED lighting at its skatepark. The City has also approved the Solana 101 Project and the Solana Highlands Project, two new housing projects that will provide many energy and water efficient features.</p> <p>Points Deducted: Progress towards the development of ordinances for energy efficient measures such as requiring installation of solar water heaters for new homes and major remodel/renovation projects and requiring non-natural gas appliances in new residential development is not reported on.</p>
	Zero Emissions Vehicles (ZEV): 4 points	1	<p>Points Earned: The City has continued ongoing collaboration with SANDAG and other North Coastal Cities through the North County Energy Advisory Coalition (NCEAC) to identify opportunities to promote EV charging infrastructure in the region. The City has also continued an employee Commuter Incentive Program that rewards employees who carpool or take alternative modes of transportation to work, including driving zero emission vehicles. In addition, Solana Beach has encouraged commercial and mixed-use development projects to install/convert regular parking spaces to EV spaces during project approval stage and has collaborated with SDG&E to promote the Power Your Drive to local condominium properties in the city. Finally, the City has recently purchased a hybrid vehicle for Staff use.</p> <p>Points Deducted: The City does not commit to converting the majority of municipal fleet vehicles to ZEVs and does not express a preference for ZEVs over AFVs, which still burn fossil fuels.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	1	<p>Points Earned: The City completed Phase 1 of the Lomas Santa Fe Corridor Study to identify improvements that may be constructed to improve the character, safety, walkability, bikeability and circulation along the Lomas Santa Fe corridor, and secured a Sustainable Transportation Planning Grant for the study. In addition, Solana Beach is working with other North Coastal Cities to develop and launch a bike share program, with the goal to launch by the summer 2019, and adopted a Shared Mobility Ordinance 495 to facilitate the program. Furthermore, the City entered into a school crossing guard agreement in partnership with Solana Beach School District to promote walking to school. Finally, the City has also continued an employee Commuter Incentive Program that rewards employees who take alternative modes of transportation to work.</p> <p>Points Deducted: While the CAP contains a goal to increase the number of bike lane miles from 10 to 13 by 2019, and to approximately 18 by 2035, it does not contain a bicycle mode share target. There is no reporting on how the city is working toward its transit mode share target and no monitoring at all of pedestrian mode share or transit mode share.</p>
	Smart Growth Strategies: 5 Points	0	<p>Points Earned: The City approved the Solana Highlands Project, a new apartment building which will include 62 net units, 32 of which will be affordable, near transit. The City also approved the Solana 101 Project, a mixed-use project near transit with 25 multi-family residential units.</p> <p>Points Deducted: Progress towards Measure T-3 has not been reported. T-3 calls for a reduction in average daily VMT by 1 mile through implementation of General Plan policies that call for higher-density and mixed-use neighborhoods with complete streets to provide infrastructure for vehicles, bicycles, and pedestrians, allowing a shift from single-occupancy vehicles.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	4	<p>Points Earned: The City has continued implementation of the City Comprehensive Active Transportation Strategy (CATS) to incorporate alternative modes of transportation into City projects and infrastructure. The City also completed Phase 1 of the Lomas Santa Fe Corridor Study, which identifies improvements that may be constructed to improve the character, safety, walkability, bikeability and circulation along the Lomas Santa Fe corridor.</p> <p>Points Deducted: The City has not initiated efforts towards the development and implementation of a Pedestrian Master Plan that would comprehensively review and plan for pedestrian improvements and identify mobility linkages to promote walkability and safety for pedestrians. In addition, the City has not started working on the City's Bicycle Transportation Plan, which identifies ideal bicycle routes to optimal destinations in the City, connects the regional bicycle path network, and prioritizes effective bicycle path routes for implementation.</p>
	Other Transportation Strategies: 5 Points	3	<p>Points Earned: The City has continued an employee Commuter Incentive Program that rewards employees who carpool or take alternative modes of transportation to work, including driving zero emission vehicles as defined by CARB's Clean Vehicle Rebate Project.</p> <p>Points Deducted: Progress towards its goal of increasing vanpooling to 20% of its resident and employer labor force is not reported on. The City has also not begun working towards its goal of 10% of labor force telecommuting two days a week, which the City will accomplish by working with local businesses and conducting education outreach on SANDAG's iCommute program.</p>
Zero Waste	5 points	5	<p>Points Earned: The City adopted an ordinance prohibiting the use of polystyrene take-out containers. The City is also currently working with EDCO to promote the development of their Anaerobic Digester for organics as well as to develop and launch an Organics Diversion Program. The City is working with the Regional Solid Waste Association (RSWA) to develop and launch a regional food waste prevention plan.</p>
Trees	5 points	0	<p>Points Deducted: The City has not initiated efforts towards meeting its goal of 30% tree canopy (the City is currently at 22%), which includes implementation of the Urban Tree Planting Program.</p>
Total:	100	71	

Climate Action Plan (CAP) Grading Criteria

Out of 100 points, 50 points are assigned to CAP structural elements, and 50 points are assigned to key emissions reductions strategies we recommend for inclusion in every CAP based upon feasibility and effectiveness.

Points	CAP Structural Elements (50 PTS)
<p>CAP Adopted</p> 	<p>10 pts.</p> <p>What: CAP has been adopted by the municipality (draft CAPs and actions not tied to a CAP are not graded).</p> <p>Why: The first step toward taking bold action to fight climate change is adopting a comprehensive plan to reduce emissions.</p>
<p>Legally Binding</p> 	<p>10 pts.</p> <p>What: CAP and its GHG targets, as a whole, are legally binding. CAP should also undergo CEQA environmental analysis. It should have a Technical Appendix with substantial evidence explaining GHG emission calculations for each measure. *Note: Grades are based on our best determination using available information, and are not an official legal opinion.</p> <p>Why: Legally binding CAPs must be implemented, meet their GHG targets, and cannot be ignored. CEQA environmental analysis allows for stakeholder involvement and transparency in assessing a CAP's environmental impact. A detailed technical appendix shows how the GHG targets in the CAP were calculated. Substantial evidence supporting GHG calculations is also required under CEQA when a CAP is mitigation for a city's General Plan.</p>

State GHG Targets



10 pts.

What: A CAP's GHG goals should extend to at least 2030 and meet state GHG targets. CA's goals are: 1990 GHG levels by 2020 (AB 32); 40% below 1990 levels by 2030 (EO B-30-15 and SB 32); 80% below 1990 levels by 2050 (EOS-3-05)

Why: State GHG targets set consistent, collective goals based on what the best available climate science indicates is necessary to avoid the worst impacts of climate change. These targets are widely acknowledged to be the significance threshold for CAPs used for CEQA tiering.

Implementation & Monitoring



10 pts.

Roles (2 pts) -

What: Designated implementation coordinator & public taskforce.

Why: Ensures one or more parties are responsible for CAP implementation. Creating a public taskforce allows for stakeholder involvement in an open, transparent process.

Timeline and Cost Analysis (5 pts) -

What: Detailed timeline with a system to prioritize implementation of each strategy, as well as cost analysis for each strategy

Why: Allows the public to track if a city is on a path to meet its targets and helps local governments set sufficient budgeting and staffing levels at the appropriate times.

Annual Monitoring (3 pts) -

What: Commit to publishing CAP implementation progress report annually and a GHG inventory at least every 3 years.

Why: Allows local governments and the public to gauge progress made toward implementing CAP strategies, determine if a local government is on track to meet GHG targets, and assess if adjustments are needed.

Equity & Jobs



10 pts.

What: Prioritize low-income communities of color to be the first to benefit from CAP strategies, such as sustainable transportation infrastructure and infill development. CAPs should also include a green jobs section that provides data quantifying both job quality and demographic and geographic distribution of workers. That section should commit to leveraging existing skilled training and apprenticeship infrastructure to create and sustain middle-class career ladders.

Why: Low-income communities of color are hit first and worst by climate change through higher air pollution and other negative health impacts, and have less resources to protect against a hotter and drier San Diego. These communities also face some of the highest underemployment and unemployment rates. The green economy should provide good-paying, middle class jobs that lift-up working families.

Points Emissions Reduction Strategies (50 PTS)

20 pts.

100% Clean Energy (5 pts) -
What: Commit to reaching 100% clean energy by specified date.

Why: 100% clean energy is the national-leading standard. Its inclusion in CAPs is likely necessary to meet California's GHG targets. Energy is

Clean Energy



typically a city's 2nd largest source of GHG emissions, and energy policy is well within the purview of local government.

Community Choice Energy (CCE) (5 pts) -

What: Include CCE as a key clean energy strategy.

Why: CCE is one of the most effective ways to reduce GHG emissions, achieve 100% clean energy, and foster local control of energy decisions. CCE allows municipalities to provide clean energy for families and businesses at a competitive cost compared to a monopoly utility. It also allows families to have choice in their electricity provider, and brings in significant revenue to the participating municipality. *New This Year:* Cities may receive 1 bonus point for committing to CCE as the strategy to achieve 100% clean energy, rather than referring to it as one of a menu of options.

Energy & Water Efficiency (6 pts) -

What: CAP should include the following (1 pt. each): (1) citywide energy reduction goal, (2) municipal energy reduction goal, (3) citywide energy efficiency ordinance, (4) citywide water conservation goal, (5) citywide water conservation ordinance, (6) related incentives and/or financing assistance.

Why: The cheapest energy and water is that which is never used. It is also the number one job creator in the clean energy economy. Water conservation is also a climate adaptation strategy as fresh water becomes increasingly scarce in Southern California's changing climate.

ZEVs - Zero Emission Vehicles (4 pts) -

What: Strategies to promote ZEVs and convert municipal vehicle fleet to Zero Emission Vehicles (ZEV).

**Transportation
& Land Use**



20 pts.

Why: ZEVs powered by clean energy accomplish clean energy goals and reduce vehicle-related GHG emissions. Municipalities can show leadership by powering their vehicle fleets on 100% clean energy.

Commuter Mode Shift Goals (5 pts) -

What: Quantifiable goals to shift commutes to transit, walking, and biking.

Why: Shifting away from reliance on cars as the primary mode of transportation reduces GHG emissions and has co-benefits of improved public health, safety, and air quality. Mode shift goals also help municipalities plan and budget to facilitate a shift away from car-centric growth, as well as advocate for assistance for better transit infrastructure.

Smart Growth (5 pts) -

What: Actionable strategies to support transit oriented development (TOD), smart growth, and affordable housing.

Why: Smart land use policies are essential to support commuters' ability to choose non-car transportation. Dense development should be located near transit, walking, and biking infrastructure. Affordable urban housing enables people to use non-car transportation, rather than depending on a car for daily commutes.

Biking & Walking Plans (5 pts) -

What: Commitment to developing comprehensive biking and walking plans and/or complete streets plan, as opposed to disparate strategies.

Why: Comprehensive plans are the most cohesive way to create robust policies supporting biking and walking, achieve GHG reduction targets, and meet a community's transportation needs.

Other Transportation Strategies (5 pts) -

What: Commitment at least 5 of these: minimum street design criteria to foster non-car transportation; multimodal improvements; prioritizing HOV's over SOV's; traffic calming; safe routes to schools; transit-first resolution; advocating for non-car transportation at regional transit agencies; Vision Zero; other Transportation Demand Management measures.

Why: Committing to specific transportation best practices increases transparency and accountability for achieving GHG reduction targets.

Zero Waste



10 pts.

What: Commit to Zero Waste by specified date.

Why: Waste decaying in landfills emits methane, a potent GHG. Waste typically generates 3% to 11% of municipal GHG emissions.

Trees



10 pts.

What: Quantifiable goal for increasing tree canopy by planting drought-resistant, climate-friendly trees.

Why: Trees provide shade, while filtering the air and absorbing carbon.

CAP Implementation Grading Criteria

A Note About Scoring: implementation is scored cumulatively, so actions from the time of CAP adoption through the present year are considered. Expectations of progress grow as the number of years a CAP has been adopted increases. If a CAP has detailed timelines or implementation phases, and a given action is slated to be implemented starting *after* the current year, no points will be deducted if the city has not yet begun implementing it. If, however, the CAP does not include detailed timelines or phases and an action is entirely omitted from the city’s reporting, then points will be deducted.

Points	Key CAP Strategies (50 PTS)
<p>Annual Monitoring Report Published</p> 	<p>10 pts.</p> <p>What: City has made a monitoring report available to the public tracking progress toward CAP targets.</p> <p>Why: Allows local governments and the public to gauge progress made toward implementing CAP strategies, determine if a local government is on track to meet GHG targets, and assess if adjustments are needed.</p>
<p>Summary of Progress</p> 	<p>15 pts.</p> <p>Report Includes Progress toward GHG Target (5 pts) - What: Includes a quantitative measure of progress toward GHG targets based on the most recent available data.</p> <p>Why: GHG reductions are the ultimate measure of whether cities are on track to meet their targets.</p> <p>Report Includes Progress toward implementing Actions (5 pts) - What: Summarizes the progress toward implementing CAP measures, for example with statements such as “55% of Phase 2 Actions are in progress, 20% are completed, and 25% have not been initiated,” or, “85% of actions are on track to be implemented in line with the CAP timeline,” or through a summary graphic that conveys similar information.</p>

		<p>Why: A brief summary of progress on CAP actions supports public accountability, increases transparency, and allows a side-by-side look at the correlation between GHG reductions and the status of CAP actions.</p> <p>Clarity, Readability (5 pts) - What: Data is visualized clearly and legibly. Writing is clear, concise, and accessible to a lay audience. Summary is an unbiased account of action taken and progress made</p> <p>Why: Meaningful public participation requires access to well-communicated information about CAP implementation.</p>
<p>Progress Reported by Measure</p> 	<p>15 pts.</p>	<p>What: Progress on each action or measure in the CAP is described with clarity and specificity. Progress is quantified whenever possible, and the units of measure in status descriptions match the units in performance metrics.</p> <p>Why: Detailed reporting ensures local governments and the public can gauge progress accurately and enables informed decision-making regarding implementation in subsequent years.</p>
<p>CAP Strategies</p>	<p>60 pts.</p>	<p>The point values for progress on CAP strategies are the same as the point values for inclusion of those strategies in the CAP: Equity & Jobs (10), Energy (20), Transportation & Land Use (20), Zero Waste (5), and Trees (5).</p>