



4TH EDITION

San Diego Region  
CLIMATE ACTION PLAN  
**REPORT CARD**

## SUMMARY

In 2019, Cities in the San Diego region made great progress toward achieving 100% clean energy through Community Choice Energy programs. However, **no cities in the region earned the gold medal for climate action, due to failure to make substantial progress towards reducing the largest source of emissions: Transportation.** In fact, transportation emissions are increasing and making it nearly impossible to reach our climate goals. Many cities in the region also lacked substantial progress on zero waste, shade trees, and equity.

Furthermore, the latest reports from climate scientists, including the UN IPCC report, Global Warming of 1.5 °C, and an article published in Nature, “Emissions: world has four times the work or one-third of the time”, tells us that our Climate Action Plan (CAP) goals, not long ago perceived to be extremely ambitious, are now inadequate to meet the scale and scope of the climate crisis. In order to secure a safe and livable future, the UN IPCC report says cities must rapidly mobilize to achieve Zero Carbon.

But how do we get there? This report details how well cities in the San Diego region are implementing tried and true strategies to reduce emissions, as well as recommends new steps to achieve a fossil free future. These steps include:

- COMMIT TO ZERO CARBON CLIMATE ACTION PLANS
- MAKE ZERO CARBON STATE LAW
- CREATE A REGIONAL CLIMATE AUTHORITY
- CHART THE REGIONAL PATH TO ZERO CARBON
- ELECTRIFY EVERYTHING
- BUILD WORLD-CLASS TRANSIT
- REJECT SPRAWL. BUILD HOUSING NEAR JOBS AND TRANSIT

In the 4th Edition Report Card, three cities earned a silver medal, five cities earned a bronze, and two earned a participation score. The remaining nine jurisdictions are either updating CAPs, in the process of developing a CAP, have no commitment to adopting a CAP, or have adopted a fatally flawed CAP.

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Climate Action Campaign and partners gathering in support of Community Choice Energy on the steps of San Diego City Hall.

## ABOUT CLIMATE ACTION CAMPAIGN

**Climate Action Campaign** is the leading climate watchdog in San Diego and Orange County. Our mission is simple: stop the climate crisis. Our purpose is to protect the people and places we love from the ravages of a warming world brought on by climate change.

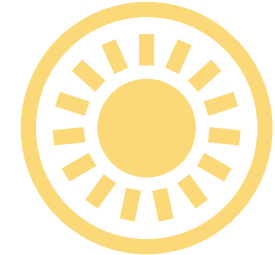
This report card highlights our Five Fights—key climate policy areas we encourage every municipality to address with quantifiable, enforceable strategies, as part of a comprehensive climate plan: 100% Clean Energy; Bikeable, Walkable Neighborhoods; World-Class Transit; Shade Trees; and Zero Waste, all implemented through a social equity lens.

## WHY BOLD ACTIONS MATTER NOW

In 2018, the UN Intergovernmental Panel on Climate Change (IPCC) released a landmark report, Global Warming of 1.5°, warning that if we are to avoid the worst impacts of the climate crisis—including extreme weather, loss of biodiversity, shortages of food and water, and poverty for hundreds of millions of people—we must rapidly mobilize to slash emissions in half by 2030, achieve zero emissions by 2045 - 2050, and negative emissions thereafter.

The report states that low-income nations and disadvantaged populations will suffer the most from these devastating impacts.

The report also says that the urgent and unprecedented changes required to meet this goal are affordable and feasible, and it is only a matter of political will to implement them.





## WHAT IS A CLIMATE ACTION PLAN?

Climate Action Plans (CAPs) are comprehensive tools 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 their target levels. CAPs take into consideration how state and federal policies will impact local efforts to reach emissions reductions targets.

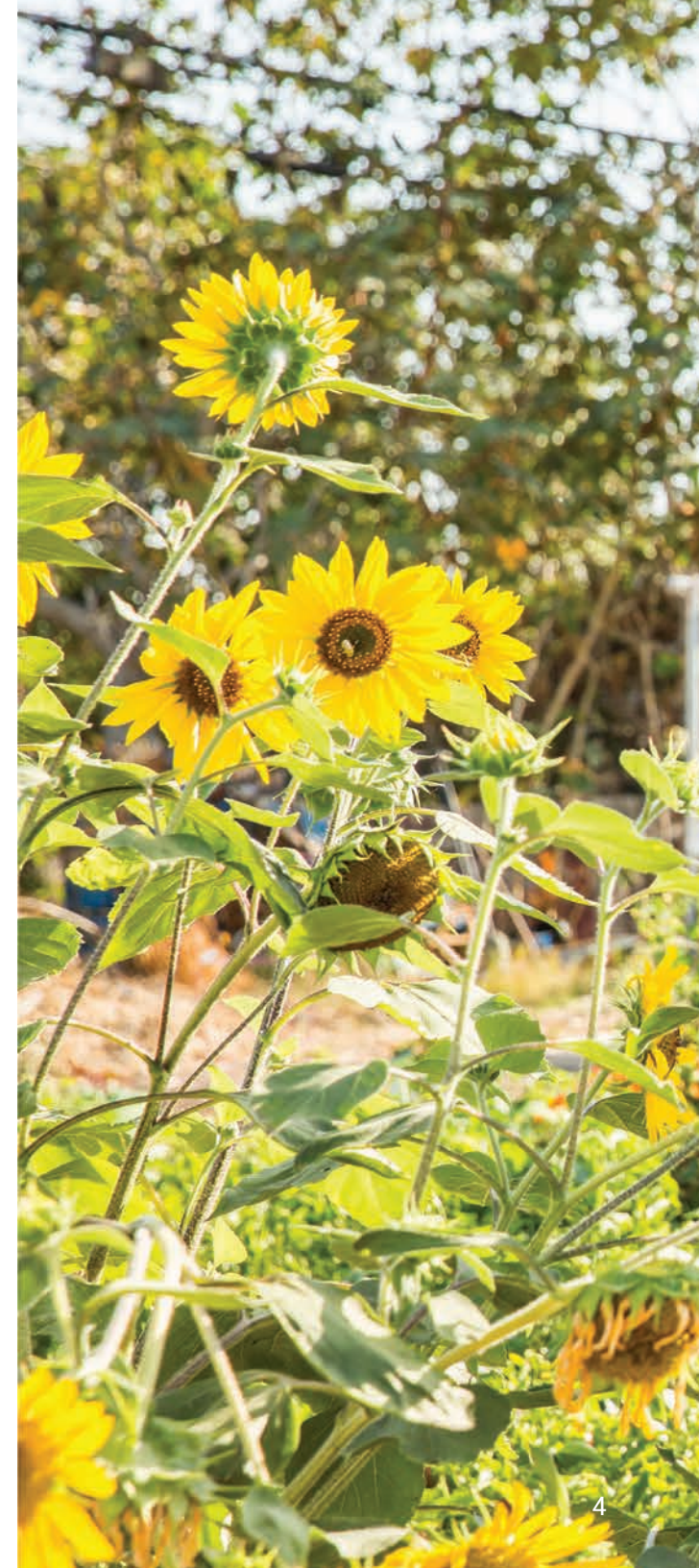
In charting the path from current emissions levels to the target, there are many strategies to choose from. Typically, CAPs focus on strategies that help reduce emissions from a few key categories: energy, transportation and land use, water, solid waste, and wastewater. CAPs generally also lay out plans 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 Climate Action Plan Report Card offers an assessment of the San Diego 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 and protect our region's future with Climate Action Plans (CAPs) that include ambitious emissions reductions targets and best practices gleaned from models in the region. We also hope to arm residents in the community with a tool that increases transparency and enables them to hold their local governments accountable to reducing the pollution that causes climate change.

The scores on pages 12-13 evaluate both the climate planning and implementing actions undertaken by cities across the region.







Robert Tambuzi, Diane Moss (Executive Director of Project New Village), and Kamaal Martin pose in Project New Village's Mt. Hope Community Garden. Photo Credit: San Diego Food System Alliance.



## CLIMATE SCORES



**NO CITIES**



**CITY OF SAN DIEGO (88)**

**ENCINITAS (85)**

**LA MESA (81)**



**SOLANA BEACH (73)**

**DEL MAR (70)**

**CHULA VISTA (64)**

**IMPERIAL BEACH (63)**

**CARLSBAD (62)**

**Participation Acknowledgement:** Oceanside (55), National City (34)

**CAP Updates In Progress:** Escondido, San Marcos, Vista

**No Adopted CAP: Development In Progress:** Coronado, Lemon Grove

**No Commitment to Developing a CAP:** Poway

**Fatally Flawed CAPs:** County of San Diego, El Cajon, Santee

Final climate scores are rounded up to the nearest whole number.



## REGIONAL PROGRESS TOWARD CLIMATE STRATEGIES

**ON TRACK**

 **100% CLEAN ENERGY**

**BEHIND**

 **ZERO WASTE**  
 **SHADE TREES**  
 **SOCIAL EQUITY**

**OFF TRACK**

 **BIKE, WALK, AND TRANSIT**

## SPECIAL RECOGNITION

### **CARLSBAD - 1ST IN ELECTRIFYING CALIFORNIA**

Carlsbad was the first city in California to adopt Electrification Reach Codes requiring heat pump water heaters or solar thermal water heating in new residential construction as part of their Climate Action Plan (CAP) update.

### **CITY OF SAN DIEGO - GROUNDBREAKING EQUITY INDEX AND LEADING SAN DIEGO COMMUNITY POWER**

San Diego completed a first-in-the-nation Climate Equity Index to ensure equitable implementation of its CAP, and also took bold leadership in the establishment of SDCP.

### **CLEAN ENERGY ALLIANCE - MORE CHOICE FOR NORTH COUNTY**

In 2019, the Clean Energy Alliance (CEA) was established by North County coastal cities Carlsbad, Del Mar and Solana Beach, giving their residents a choice in who provides their energy and a pathway to achieve their clean energy goals. CEA will begin providing clean energy to residents in 2021.



# 2019

## San Diego's Climate Equity INDEX REPORT

## SPECIAL RECOGNITION

### **ENCINITAS - EMBODYING REGIONAL UNITY**

Through bold leadership at SDCP and SANDAG, Encinitas is setting the example for regional unity in the face of the climate crisis by embracing collaboration and working to find consensus on challenging and controversial climate issues.

### **IMPERIAL BEACH - PUTTING ENVIRONMENTAL JUSTICE FRONT AND CENTER**

Imperial Beach embraced a commitment to Environmental Justice in climate solutions by including an Environmental Justice section in their CAP that will guide the city in prioritizing working class communities of color disproportionately burdened by environmental pollution.

### **LA MESA - IMPLEMENTATION LEADERS**

Since adopting their CAP in 2018, La Mesa has been a leader in putting its CAP into action, reporting that 24 of the 25 CAP measures are in progress. La Mesa's progress demonstrates the pace necessary to achieve climate goals.

### **SAN DIEGO COMMUNITY POWER - HEADING TO A 100% CLEAN ENERGY FUTURE**

SDCP will launch in 2021 as the second largest CCE program in the state, with member cities Chula Vista, Encinitas, Imperial Beach, La Mesa, and City of San Diego committed to achieving 100% clean energy by 2035.

### **SUSTAINABILITY STAFF - HARDWORKING CLIMATE LEADERS**

From Oceanside to Imperial Beach, and most cities in between, hardworking city staff are moving the needle in their local governments to make our region climate-safe and climate-ready for generations to come.

THE REGION  
IS MAKING  
LARGE STRIDES  
TOWARDS  
100% CLEAN  
ENERGY WITH  
COMMUNITY  
CHOICE





## RECOMMENDATIONS

We must achieve Zero Carbon as a region. To be consistent with the landmark UN IPCC Special Report, Global Warming of 1.5C, our region must rapidly mobilize to achieve Zero Carbon by 2045 or sooner in order to avoid the catastrophic effects of the climate crisis.

## HOW DO WE ACHIEVE ZERO CARBON?

**COMMIT TO ZERO CARBON CLIMATE ACTION PLANS:** While our region can be proud of the local Climate Action Plans we have developed in most cities, they are not ambitious enough to meet the scope and scale of the crisis. Cities must update their CAPs as soon as possible to move from 50% GHG reductions to commit to Zero Carbon by 2045 or sooner. Fortunately, the city of San Diego and other cities are in the process of updating their plans.

**MAKE ZERO CARBON STATE LAW:** While California has set an aspirational goal to achieve carbon neutrality by 2045 (EO-B-55-18), this goal has not been codified into law. This means our local governments are not planning for carbon neutrality.

In order to require cities to develop a roadmap for Zero Carbon in their long-term planning documents such as CAPs, General Plans, and other land use and transportation documents, California must pass a law to achieve Zero Carbon. Hawaii and New York State have already adopted carbon neutrality commitments, and California must join these states in aligning climate laws with climate science.

**CREATE A REGIONAL CLIMATE AUTHORITY:** Cities in our region are coming together to establish regional Community Choice Energy (CCE) programs to take back local control of our energy future. We need regional collaboration on a broader scale to achieve overall climate goals. A regional climate authority would dissolve silos and ensure cities strategize and plan for how to reach regional and state climate goals together, hold each other accountable, share ideas, collaborate on projects, secure funding, and ensure equitable implementation of climate strategies across the region.

**CHART THE PATH TO ZERO CARBON:** A zero emission future means we have clean air, clean water, better health, sustainable jobs, and a livable planet. Through collaboration with research institutions, non-profit organizations, and community members, we must identify the strategies and path forward necessary to zero out emissions and achieve an equitable and prosperous Zero Carbon region.

**ELECTRIFY EVERYTHING:** As the third largest source of GHG emissions in the region, it is critical that cities adopt strategies to transition off natural gas and electrify buildings and transportation as soon as possible. Until now, cities have largely avoided this strategy, but with access to clean electricity through the adoption of CCE programs, the shift to electrification has become an obvious and urgent strategy.

**WE MUST  
ACHIEVE  
ZERO  
CARBON  
AS A REGION**



**BUILD WORLD-CLASS TRANSIT:** Transportation is the largest source of emissions in the region, and cities in our region are struggling to offer real transportation choices that reduce our dependence on cars. SANDAG and MTS board members, along with elected officials throughout our region, must adopt a regional transportation vision and help pass revenue measures that align with a Zero Carbon future.

**REJECT SPRAWL. BUILD HOUSING NEAR JOBS AND TRANSIT:** Santee and the County of San Diego have fatally flawed Climate Action Plans by approving large sprawl developments that will dramatically increase fire risk and pollution from vehicle trips. In order to meet housing and climate goals, local governments must embrace affordable infill development near jobs and transit.

**GET SERIOUS:** El Cajon, Poway, Santee, and the County refuse to adopt climate strategies that match the scope and scale of our crisis. In order to achieve a Zero Carbon future, local governments must adopt strategies that comply with the law and lead to rapid decarbonization.

# OUR REGION MUST BUILD WORLD-CLASS TRANSIT





## CAP HIGHLIGHTS: BY THE NUMBERS

INCLUDE MODE  
SHARE TARGETS



5

Carlsbad  
Chula Vista  
Del Mar  
San Diego  
Solana Beach

CALL FOR  
ZERO WASTE



5

Chula Vista  
Del Mar  
San Diego  
Solana Beach  
Oceanside

ARE LEGALLY  
BINDING



6

Carlsbad  
Encinitas  
La Mesa  
National City  
San Diego  
Oceanside

ADDRESS SOCIAL  
EQUITY &  
GREEN JOBS



5

Del Mar  
Encinitas  
Imperial Beach  
National City  
San Diego

INCLUDE A  
TREE CANOPY  
TARGET



6

Chula Vista  
Del Mar  
Encinitas  
La Mesa  
San Diego  
Solana Beach

COMMIT TO  
100% CLEAN  
ENERGY



7

Chula Vista  
Del Mar  
Encinitas  
Imperial Beach  
La Mesa  
San Diego  
Solana Beach



## SUMMARY OF CLIMATE SCORES

	Carlsbad	Chula Vista	Del Mar	Encinitas	Imperial Beach	La Mesa	National City	Oceanside	San Diego	Solana Beach
CAP SCORE	57	63	77	92	63	80	40	55	98	80
IMPLEMENTATION SCORE	67	64	62	78	N/A	81	27	N/A	78	66
AVERAGE SCORE	62	64	70	85	63	81	34	55	88	73

CAP	Carlsbad	Chula Vista	Del Mar	Encinitas	Imperial Beach	La Mesa	National City	Oceanside	San Diego	Solana Beach
CAP ADOPTED 3PTS	3	3	3	3	3	3	3	3	3	3
LEGALLY BINDING 10PTS	10	0	3	10	0	10	7	10	10	6
STATE GHG TARGETS 10PTS	10	2	10	10	10	8	2	5	10	10
IMPLEMENTATION & MONITORING 10PTS	9	7	9	10	7	10	6	9	8	7
EQUITY & JOBS 10PTS	0	1	6	8	5	0	9	0	10	0
CLEAN ENERGY 25PTS	9	25	25	25	22	25	3	9	25	25
TRANSPORTATION 22PTS	13	15	11	17	8	16	7	10	22	19
ZERO WASTE 5PTS	0	5	5	4	4	3	0	5	5	5
TREES 5PTS	3	5	5	5	4	5	3	4	5	5
TOTALS 100PTS	57	63	77	92	63	80	40	55	98	80

## SUMMARY OF CAP SCORES

Full Credit



Partial Credit



Zero Credit



IMPLEMENTATION	Carlsbad	Chula Vista	Del Mar	Encinitas	La Mesa	National City	San Diego	Solana Beach
ANNUAL MONITORING 8PTS	8	5	8	8	8	3	8	8
EXECUTIVE SUMMARY 10PTS	6	5	8	10	9	5	9	8
PROGRESS REPORTED BY MEASURE 15PTS	15	8	10	15	13	0	11	10
EQUITY & JOBS 10PTS	0	4	3	5	3	2	10	2
CLEAN ENERGY 25PTS	26	24	20	22	26	2	26	24
TRANSPORTATION 22PTS	10	12	7	9	13	10	8	9
ZERO WASTE 5PTS	0	3	5	4	4	0	3	4
TREES 5PTS	2	3	1	5	5	5	3	1
TOTALS 100PTS	67	64	62	78	81	27	78	66

## SUMMARY OF IMPLEMENTATION SCORES

Full Credit



Partial Credit



Zero Credit







Photo Credit: Sullivan Solar Power

## WHAT IS COMMUNITY CHOICE ENERGY?

**Community Choice Energy (CCE)** programs allow local governments to form nonprofit agencies that purchase power on behalf of their residents, businesses, and institutions, while still receiving transmission and distribution service from their existing utility. In California, there are 20 CCE programs covering over 160 cities and counties, providing over 10 million Californians a real choice in who serves their electricity.

There are numerous benefits of CCE programs, including lower electricity bills, higher rates of renewable energy, and opportunities to invest local dollars that would have otherwise gone to shareholders toward initiatives and programs designed to increase clean energy, meet climate goals, and support the local economy. Many communities in the region are exploring CCE or developing their own programs. The more community control we have over our energy system, the more climate resilient it will be.

For example, launching in 2021, San Diego Community Power (SDCP) is projected to save families and businesses a combined \$1.2 billion on their energy bills, build over 1,000 megawatts of new local, clean energy projects to reach its self-mandated 100% clean energy goal by 2035, cut local GHG emissions by 1.9 metric tons, and reinvest \$1.5 billion toward clean energy programs and initiatives over 10 years. SDCP will also have a keen focus on building an equitable and sustainable 21st century workforce, exemplifying the very best of what CCE programs can achieve.

# LOWER ELECTRICITY BILLS HIGHER RATES OF RENEWABLE ENERGY

# SOCIAL EQUITY IN CAP IMPLEMENTATION

Equitable CAP Implementation addresses patterns of underinvestment, centers communities of concern, and proactively plans for long-term health, economic opportunity, 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.”<sup>1</sup>

<sup>1</sup>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/>



Students and faculty working in the Chula Vista High School Garden. Photo Credit: San Diego Food System Alliance





# CITY OF CARLSBAD



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).

For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- In 2019, Carlsbad established the Clean Energy Alliance (CEA) Community Choice Energy (CCE) program with Del Mar and Solana Beach. CEA will provide clean energy to residents in 2021.
- In 2019, the City adopted energy ordinances that exceed the minimum state standards (reach codes) related to energy efficiency, renewable energy, alternative water heating, and electric vehicle charging infrastructure.

## KEY RECOMMENDATIONS

- Carlsbad should update its Climate Action Plan (CAP) to include a 100% clean energy target.
- The City should update its CAP to include a social equity section that articulates how the CAP will prioritize populations most vulnerable to the impacts of climate change.
- The City should commit to and implement strategies to build affordable housing near jobs and transit.
- Carlsbad should work with its partners at CEA to develop strong equity and workforce policies for the CCE program.



# CITY OF CHULA VISTA



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

## WHAT'S GOING WELL

- In 2019, Chula Vista established San Diego Community Power (SDCP) with Encinitas, Imperial Beach, La Mesa and San Diego. SDCP is the only Community Choice Energy (CCE) program with worker protections, equity provisions, and 100% clean energy by 2035. SDCP will provide clean energy to residents in 2021.
- In 2019, the City began the process to build more affordable homes near transit.

## KEY RECOMMENDATIONS

- Chula Vista should integrate mode share targets for biking, walking, and transit into its Active Transportation Plan and begin tracking mode share targets.
- The City should update the Climate Action Plan (CAP) to include a social equity section that articulates how the CAP will prioritize populations most vulnerable to the impacts of climate change.
- The City should complete the Urban Forestry Management Plan so that the City can meet its urban tree canopy target.

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.





# CITY OF DEL MAR



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- In 2019, Del Mar established the Clean Energy Alliance (CEA) Community Choice Energy (CCE) program with Carlsbad and Solana Beach. CEA will provide clean energy to residents in 2021.
- In 2019, the City adopted a number of ordinances to reduce waste from new construction and single use plastics.

## KEY RECOMMENDATIONS

- Del Mar should adopt a legally-binding Climate Action Plan (CAP).
- Del Mar should work with its partners at the CEA to develop strong equity and workforce policies for the CCE program.
- The City should commit to and implement smart growth strategies, including affordable housing near transit.



# CITY OF ENCINITAS



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- In 2019, Encinitas established San Diego Community Power (SDCP) with Chula Vista, Imperial Beach, La Mesa and San Diego. SDCP is the only Community Choice Energy (CCE) program in the region with worker protections, equity provisions, and a commitment to 100% clean energy by 2035. SDCP will provide clean energy to residents in 2021.
- Encinitas is one of the two cities in the region with a gold-standard Climate Action Plan (CAP).

## KEY RECOMMENDATIONS

- The City should pass the energy ordinances planned for in the CAP, originally scheduled for 2018, and now planned for 2020.
- Encinitas should follow through on plans to update the CAP in 2020 to include mode share targets for biking, walking, and transit and land use goals to reduce vehicle miles travelled (VMT).
- Encinitas should commit to and implement smart growth strategies, including building affordable housing near jobs and transit.



# CITY OF IMPERIAL BEACH



**CAP  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- Imperial Beach adopted a Climate Action Plan (CAP) that includes an Environmental Justice section and commits to protected bike lanes when possible.
- Shortly after adopting its CAP in 2019, Imperial Beach joined the City of San Diego, La Mesa, Chula Vista, and Encinitas in establishing a Community Choice Energy (CCE) program, San Diego Community Power (SDCP). SDCP is the only CCE program with worker protections, equity provisions, and a commitment to 100% clean energy by 2035. SDCP will provide clean energy to residents in 2021.

## KEY RECOMMENDATIONS

- Imperial Beach should adopt a legally binding CAP.
- The City should update the CAP to include mode share targets for biking, walking, and transit, as well as goals to reduce vehicle miles travelled (VMT) through smart growth strategies.
- The CAP should be updated to include energy and water efficiency strategies.



# CITY OF LA MESA



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).

For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- In 2019, La Mesa established San Diego Community Power (SDCP) with Encinitas, Imperial Beach, La Mesa and San Diego. SDCP is the only Community Choice Energy (CCE) program with worker protections, equity provisions, and a commitment to 100% clean energy by 2035. SDCP will provide clean energy to residents in 2021.
- 18 months since adopting its Climate Action Plan (CAP), La Mesa demonstrated a significant commitment to implementing the strategies in the CAP, reporting that 24 of the 25 CAP measures are in progress. La Mesa's progress demonstrates the pace necessary to achieve climate goals.

## KEY RECOMMENDATIONS

- La Mesa should update the CAP to include mode share targets for biking, walking, and transit, as well as a committing to tracking and reporting on mode share progress.
- The City should update the CAP to include a social equity section that articulates how the CAP will prioritize populations most vulnerable to the impacts of climate change.
- La Mesa should implement and report progress on the City's Sidewalk Master Plan, Bicycle and Alternative Transportation Plan, and the Urban Trails Mobility Action Plan.





# CITY OF NATIONAL CITY



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

## WHAT'S GOING WELL

- National City is considering two key smart growth projects that will address both low-income housing needs and transportation emissions reduction goals.
- In 2017, the City secured grant funding to plant 1,700 trees, and began planting those trees in 2018.

## KEY RECOMMENDATIONS

- National City should update the Climate Action Plan (CAP) to include a 100% clean energy target and participate in a Community Choice Energy (CCE) program.
- The City should update its CAP to meet the state requirements for 2030 greenhouse gas (GHG) reductions.
- National City should update CAP with targets to reduce vehicle miles travelled (VMT) and encourage mode shift.

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.



# CITY OF OCEANSIDE



**CAP  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- In 2019, Oceanside passed a legally binding Climate Action Plan (CAP).
- The City completed a joint Community Choice Energy (CCE) feasibility study with Carlsbad, Del Mar, and Encinitas in 2019, which confirmed the viability for Oceanside to participate in CCE.

## KEY RECOMMENDATIONS

- The City should update its CAP to include a 100% clean energy goal and join a CCE program.
- The City's CAP should include more mode share targets and strategies for biking, walking, and transit.
- The City should update its CAP to include a social equity section that articulates how the CAP will prioritize populations most vulnerable to the impacts of climate change.



# CITY OF SAN DIEGO



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- San Diego has a gold-standard Climate Action Plan (CAP) that has led the region and the state in committing to 100% clean energy.
- In 2019, San Diego dedicated significant staff resources to coordinating the establishment of San Diego Community Power (SDCP) with Encinitas, Imperial Beach, La Mesa and San Diego. SDCP is the only Community Choice Energy (CCE) program with worker protections, equity provisions, and a commitment to 100% clean energy by 2035.
- In 2019, San Diego committed significant efforts to social equity in CAP implementation by hiring a Climate Equity specialist and creating a Social Equity Index that identifies which communities should benefit first from CAP investments.

## KEY RECOMMENDATIONS

- In order to avoid the piecemeal approach to funding the implementation of the CAP, the City should produce a 5-Year CAP Outlook that informs the Council on the cost of implementing the CAP in the next 5 years.
- In order to achieve the ambitious mode share targets for biking, walking, and transit, the City should begin tracking mode share, update the Mobility Action Plan to meaningfully chart the course to achieve the mode share targets, and support plans for smart growth.
- In addition to the quantitative progress made, the City's CAP Annual Monitoring Report should report on the actions the City has taken to implement the CAP.
- The City should plan for long-term funding and staffing necessary to implement the tree canopy target.



# CITY OF SOLANA BEACH



**CAP  
SCORE**



**IMPLEMENTATION  
SCORE**

Final Climate scores represents an average of CAP score (50%) & Implementation score (50%).  
For more detailed recommendations and a breakdown of scores, please see Appendix.

## WHAT'S GOING WELL

- In 2017, Solana Beach was the first City to launch a Community Choice Energy (CCE) program, called Solana Clean Energy, which dramatically slashed emissions for the City and inspired other cities in the region to commit to CCE. In 2019, Solana Beach established the Clean Energy Alliance (CEA) CCE program with Carlsbad and Del Mar in 2019.
- Solana Beach has passed multiple ordinances to ban single-use plastics and styrofoam.

## KEY RECOMMENDATIONS

- Solana Beach should update its CAP to include mode share targets for biking, walking, and transit.
- The City should update its CAP to include a social equity section that articulates how the CAP will prioritize populations most vulnerable to the impacts of climate change.
- The City should begin implementing its strategies to increase energy efficiency in residential and commercial buildings. Solana Beach should work with its partners at CEA to develop strong equity and workforce policies for the CCE program.



# CAP UPDATES IN PROGRESS

## ESCONDIDO

Escondido adopted its legally-binding Climate Action Plan (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 (CCE) as a key strategy to achieve it, adding citywide and municipal energy and water conservation targets with accompanying ordinances, including strategies to promote Zero Emission Vehicles (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, protect public health, and stimulate the local economy.

In January 2019, the City Council directed staff to develop an aggressive CAP that would make the City a climate leader in the region.

To achieve that goal, the City should preserve elements of the CAP that align with climate planning best practices, including naming a CAP Implementation Administrator and Greenhouse Gas Reduction Team, including a detailed timeline of strategies along with a cost analysis for each strategy, calling for greenhouse gas (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.

In addition, the goalposts have moved since Escondido's first CAP was adopted, and the state has now set a target through Executive Order B-55-18 of carbon neutrality by 2045. The CAP Update should set a Zero Carbon target aligned with that goal.

*A Draft CAP is expected to be released in March 2020.*

## CAP UPDATES IN PROGRESS

### SAN MARCOS

On the 2017 CAP Report Card, San Marcos earned a score of 70/100 for its legally binding Climate Action Plan (CAP) and just 6/100 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 vehicle miles travelled (VMT) reduction target. The CAP lacked a 100% clean energy target. Although its 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. To stay in line with the state's carbon neutrality goal, Executive Order B-55-18, we recommend that its CAP update establish a Zero Carbon target. To get there, the CAP should include a 100% clean energy target with Community Choice Energy (CCE) as a key strategy to achieve it. San Marcos' CAP should also include a zero waste target, mode share targets for biking, walking, and transit, an urban tree canopy target, and a commitment to social equity. The City should also commit to annual monitoring reports.

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.

In 2019, the City conducted three public workshops on its CAP update, and a detailed public outreach and engagement summary is posted on the City's website. The City has also updated its greenhouse gas (GHG) inventory with a baseline year of 2012 and GHG projections for future years, which is also available online.

*The City is expecting to release the updated CAP in 2020.*

### VISTA

Vista's Climate Action Plan (CAP) update kicked off in June 2017, with the Energy Policy Initiatives Center (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 expressed support for 100% clean energy and Community Choice Energy (CCE). Similarly, in August 2018, the City Council held a CAP workshop and heard from several dozen community members about strategies they want to see in the CAP, including offering CCE and making streets safer for biking and walking.

A Draft CAP was released in late 2019, which included CCE with a 90% clean energy target. It does not contain a 100% clean energy target, a zero waste target, mode share targets for biking, walking, and transit, and a commitment to social equity. We recommend setting those targets in the Final CAP, as well as an overall Zero Carbon target in line with the State's goal, Executive Order B-55-18.

## 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 the development of a Climate Action Plan (CAP).

The City is currently developing a greenhouse gas (GHG) inventory and will then establish GHG reduction targets and measures with a global consulting firm, ICF. The City anticipates adoption of the CAP in 2021.

Coronado's CAP should include a 100% clean energy target, a zero waste target, mode share targets for biking, walking, and transit, an urban tree canopy target, and a commitment to social equity. The City should also commit to annual monitoring reports.

Coronado has also initiated efforts to develop a Sea Level Rise Vulnerability and Adaptation Plan that they aim to complete in 2022.

In addition, the state has now set a target through Executive Order B-55-18 of carbon neutrality by 2045. The CAP should set a Zero Carbon target aligned with that goal.

Due to the scale and urgency of the climate crisis, we urge the City of Coronado to move swiftly in completing and implementing their CAP.

### **LEMON GROVE**

The City of Lemon Grove released a Draft Climate Action Plan (CAP) in February 2020. The City is working with Energy Policy Initiatives Center (EPIC) as its consultant and just finished conducting public outreach to provide an opportunity for the community to learn about what the CAP means and offer input on the plan.

The Draft CAP includes strategies to require all-electric new residential construction, electrify the municipal vehicle fleet, increase the percentage of students who walk or bike to school, reduce parking requirements, and increase the share of transit commuters to eight percent. We recommend more aggressive mode share targets for biking, walking, and transit.

The Draft CAP includes only a 75% clean energy target; we recommend increasing that target to 100% clean energy with a Community Choice Energy (CCE) program, as a key strategy to keep pace with other cities in the region and maximize emissions reductions. It also sets an 80% waste diversion rate, falling short of a zero waste goal. The City should also include annual monitoring reports and include a detailed timeline for each strategy. We recommend the City's CAP be legally binding and include a commitment to social equity.

In addition, the state has now set a target through Executive Order B-55-18 of carbon neutrality by 2045. Lemon Grove's CAP should set a Zero Carbon target aligned with that goal.

## NO COMMITMENT

### **POWAY**

Poway does not have a Climate Action Plan (CAP) and has not committed to comprehensively planning to reduce emissions. It continues to be the only local government in the County with no commitment to developing a CAP.



# FATALLY FLAWED CLIMATE ACTION PLANS

## COUNTY OF SAN DIEGO

The County of San Diego adopted a fatally flawed Climate Action Plan (CAP) in February 2018. Its CAP fails to address the region's largest source of emissions: on-road transportation. It also supports continued sprawl development by allowing unlimited out-of-county carbon offsets.

The Sierra Club and other environmental organizations including Climate Action Campaign filed a lawsuit challenging the County's plan, and in December 2018 a judge ruled against the County, rejecting the CAP. 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.

In November of 2019, California State Attorney General Xavier Becerra filed an amicus brief to the Fourth Appellate District in support of the lawsuit. The amicus brief states that the County's flawed offset measures "will impede the ability of the region and state to reach their long-term climate objectives." The State Attorney General recognizes that the offsets undermine the progress of the entire region by allowing unchecked sprawl development that would undo efforts 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.

*Because of its flawed nature, we have not evaluated the County CAP.*

## EL CAJON

El Cajon approved a fatally flawed Climate Action Plan (CAP) in July 2019. Though the City intends for the CAP to be a qualified greenhouse gas (GHG) reduction plan under the California Environmental Quality Act (CEQA), the El Cajon CAP includes several unenforceable measures, does not provide substantial evidence of how emissions reduction targets will be met, and therefore does not comply with state law.

As a result, Climate Action Campaign filed a lawsuit in August 2019 against the City of El Cajon to ensure the City ultimately adopts a CAP that protects the health and safety of El Cajon families by including enforceable measures to reduce emissions in line with state targets. No jurisdiction can be allowed to circumnavigate state law by approving a flawed CAP and avoid meaningful action in the face of the climate crisis. The lawsuit is pending in District Court.

*Because of its flawed nature, we have not evaluated the El Cajon CAP.*

## SANTEE

The City of Santee approved a fatally flawed Climate Action Plan (CAP) in January 2020. Shortly after adoption, the Center for Biological Diversity, Preserve Wild Santee, and Climate Action Campaign filed a lawsuit against the City of El Santee to ensure the City ultimately adopts a CAP that protects the health and safety of Santee families.

While Santee's CAP includes laudable goals and strategies to reduce emissions and meet state mandates, the CAP includes a "land use buffer" of 2,000 units in its emissions projections, meaning it assumes a massive sprawl development project called Fanita Ranch will be built. Additionally, the CAP's Consistency Checklist streamlines projects that either conform with the General Plan or fall within the land use buffer in the CAP, meaning the Santee CAP is designed to permit sprawl projects. Sprawl projects undermine state, regional, and city emissions reductions targets by dramatically increasing transportation emissions, rendering Santee's CAP null and void.

*Because of the flawed nature of the CAP, we have not evaluated the Santee CAP.*

## LIST OF ABBREVIATIONS

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**ADU** Accessory Dwelling Unit

**AFV** Alternative Fuel Vehicle

**AB** Assembly Bill

**BAU** Business-As-Usual

**CalGreen** California Green Building Standards

**CAC** Climate Action Campaign

**CAP** Climate Action Plan

**CARB** California Air Resources Board

**CCE** Community Choice Energy

**CEA** Clean Energy Alliance

**CEQA** California Environmental Quality Act

**CO2** Carbon Dioxide

**EO** Executive Order

**EPIC** Energy Policy Initiatives Center

**EV** Electric Vehicle

**GHG** Greenhouse Gas

**HERO** Home Energy Renovation Opportunity Program

**LED** Light-Emitting Diode

**MW** Megawatt

**MWh** Megawatt-Hour

**MTCO2e** Metric Tons of Carbon Dioxide Equivalent

**MTS** San Diego Metropolitan Transit System

**PACE** Property Assessed Clean Energy

**RTP** Regional Transportation Plan

**SANDAG** San Diego Association of Governments

**SB** Senate Bill

**SDCP** San Diego Community Power

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

**State** State of California

**TDM** Transportation Demand Management

**VM** Vehicle Miles Traveled

**ZEV** Zero-Emissions Vehicle

## TERM DEFINITIONS

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### **Annual Monitoring Report**

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

### **California Environmental Quality Act**

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

### **Climate Action Plan**

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

### **Complete Streets Policy**

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

### **General Plan**

General Plans provide a vision for future growth and development. A General Plan identifies the community's land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development.

### **Global Climate Change**

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

### **Greenhouse Gases**

A greenhouse gas is a type of gas that causes heat to be trapped in the atmosphere, resulting in warming effects for the Earth.

### **Greenhouse Gas inventory**

A greenhouse gas inventory provides a snapshot of emissions generated by community and municipal activities in a given year and provides a baseline from which emissions trends are projected.

### **Implementation Strategy**

An implementation strategy determines the priority of strategies based on a variety of factors including cost, staff resources needed, ease of implementation, and timeframe.

### **Mode Share**

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



**Greenhouse Gas Inventory**

Greenhouse gas inventories are a type of emission inventory that are developed for a variety of reasons. Policy makers use inventories to develop strategies and policies for emissions reductions and to track the progress of those policies.

**Reach Code**

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

**Reduction Targets**

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

**Reduction Strategies and Measures**

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

**San Diego Forward: The Regional Plan**

Every four years, SANDAG prepares a Regional Plan in collaboration with the 18 cities and County of San Diego, along with regional, State, and federal partners. The Regional Plan identifies the transportation needs and improvements that would support future regional growth.

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# APPENDIX



# CLIMATE ACTION PLAN (CAP) GRADING CRITERIA

## POINTS

## CAP STRUCTURAL ELEMENTS



CAP ADOPTED  
3PTS

**What:** CAP has been adopted by the municipality (draft CAPs and actions not tied to a CAP are not graded).

**Why:** The first step toward taking bold action to fight climate change is adopting a comprehensive plan to reduce emissions.



LEGALLY BINDING  
10PTS

**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.

**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.



## 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.

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## 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.

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## 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

### **100% Clean Energy | 10 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 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) | 10 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 | 5 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.



## CLEAN ENERGY 25 PTS





**TRANSPORTATION  
& LAND USE  
22PTS**

***ZEVs - Zero Emission Vehicles | 2 pts***

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

**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 | 7 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 | 6 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 | 2 pts***

**What:** Commitment to 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  
5PTS

**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  
5PTS

**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



ANNUAL  
MONITORING  
REPORT PUBLISHED  
8PTS

**What:** City has made a monitoring report available to the public tracking progress toward CAP targets.

**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.



## SUMMARY OF PROGRESS 10PTS

### ***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.

**Why:** GHG reductions are the ultimate measure of whether cities are on track to meet their targets.

### ***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.

**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.



## PROGRESS REPORTED BY MEASURE 15PTS

**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.

**Why:** Detailed reporting ensures local governments and the public can gauge progress accurately and enables informed decision-making regarding implementation in subsequent years.



## CAP STRATEGIES 67PTS

**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 (25), Transportation & Land Use (22), Zero Waste (5), and Trees (5).**

# CITY OF CARLSBAD CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> Carlsbad approved its Climate Action Plan on Sept. 22, 2015.
 LEGALLY BINDING	10 /10	<b>Points Earned:</b> 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 /10	<b>Points Earned:</b> 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

1 /2

**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 /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 /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

0 /10

**Points Deducted:** The CAP does not contain a social equity or jobs section.

100% Clean Energy

0 /10

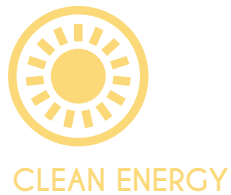
**Points Deducted:** While the CAP does have a goal to supply 5% of homes with renewable energy beyond the renewable energy currently on the grid, it does not contain an overall citywide clean energy percentage target.

CCE

4 /10

**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 & Water Conservation

5 /5

**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)

2 /2

**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.

**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.

**Points Deducted:** City does not commit to converting majority of city fleet to ZEV.

#### Commuter Mode Shift Goals

3 /7

**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.

**Points Deducted:** It does not specify which percentage mode shift is due to transit, biking and walking.

#### Smart Growth Strategies

3 /6

**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.

**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.

#### Walking, Biking and/or Complete Streets Plans

5 /5

**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.

#### Other Transportation Strategies

0 /2

**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.



ZERO WASTE

0 /5

**Points Deducted:** The CAP does not have a zero waste goal.



TREES

3 /5

**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.

**Points Deducted:** The CAP does not have a citywide tree canopy goal.

TOTAL

57 /100

## CAP IMPLEMENTATION



ANNUAL MONITORING  
REPORT PUBLISHED

8 /8

**Points Earned:** The CAP Annual Report was published on the City website in August 2019.





## SUMMARY OF PROGRESS

Report Includes Progress toward GHG Target

2 /5

**Points Earned:** Since the time of the report, the City has received the 2016 GHG inventory from SANDAG, and will make the information available to the public in Q2 of 2020. Carlsbad is also in the process of updating their CAP, including recalculations of VMT and GHG emissions, and will also provide this update to the public in 2020

**Points Deducted:** The CAP Annual Monitoring Report lacks an executive summary that shows the city's progress toward emissions targets graphically and verbally using data from the most recent available GHG inventory.

*Note:* The most recent available GHG inventory is over three years old, as the City had not yet received the 2016 GHG inventory from SANDAG at the time of the report.

Progress Toward Implementing Actions

4 /5

**Points Earned:** The CAP Annual Monitoring Report executive summary provides a clear qualitative summary on each CAP emission sector.

**Points Deducted:** The CAP Annual Monitoring Report lacks an executive summary that provides a comprehensive snapshot of progress on all actions. The comprehensive snapshot should include the percentage of actions in progress, completed, not yet started, and/or behind schedule.



## PROGRESS REPORTED BY MEASURE

15 /15

**Points Earned:** The Annual Report includes both qualitative descriptions of progress made by sector, and an Appendix that reports actions taken by measure. Appendix A is a comprehensive and easily digested report on each CAP action and status, including dates when key actions were taken and names of departments/agencies who took them. Appendix A could be improved by quantifying progress made in implementing each CAP action.



## EQUITY & JOBS

0 /10

**Points Deducted:** The CAP does not contain a section on social equity or green jobs.



100% Clean Energy

10 /10

**Points Earned:** Residential PV installations currently exceed the target, and non-residential PV installations meet the target. In March 2019, Carlsbad passed ordinances requiring both new and existing non-residential buildings to install PV systems to offset a portion of their energy use.

**Points Deducted:** The CAP does not include a 100% clean energy goal.

**Bonus point:** Carlsbad was the first city in California to adopt Electrification Reach Codes requiring heat pump water heaters or solar thermal water heating in new residential construction as part of their Climate Action Plan (CAP) update.

CCE

10 /10

**Points Earned:** In October 2019, Carlsbad approved community choice energy, and has since joined Del Mar and Solana Beach in a joint powers authority, the Clean Energy Alliance.

Energy Efficiency & Water Conservation

6 /5

**Points Earned:** In March 2019, Carlsbad adopted two ordinances relating to energy efficiency and water conservation. These ordinances require new buildings to install solar thermal water heating or electric heat pump water heaters for water heating needs, and require specified energy efficiency measures in all new and certain existing nonresidential buildings undergoing major renovations. The City also installed replacement LED lighting in three city buildings/areas.

**Bonus point:** Carlsbad adopted energy efficiency reach codes.



## TRANSPORTATION & LAND USE

### Zero Emissions Vehicles (ZEV)

2 /2

**Points Earned:** The city's fleet replaced 12 combustion engine vehicles with plug-in hybrids. Carlsbad assessed EV charging gaps and identified opportunities for EV charging stations in the city, installed 20 EV charging stations through the Electrify America Program, and adopted an ordinance requiring all new buildings and large-scale remodels of existing buildings to install EV charging infrastructure.

**Points Deducted:** The CAP does not commit to converting the majority of its fleet to ZEVs.

### Commuter Mode Shift Goals

3 /7

**Points Earned:** In August 2019, Carlsbad launched the Carlsbad Connector, an on-demand shuttle service that transports commuters between the Carlsbad Poinsettia COASTER Station and workplaces in Carlsbad, in an effort to increase COASTER ridership. Additionally, 6.02 miles of bikeways were added to the bike system and improvements were made to pedestrian pathways during the reporting period.

**Points Deducted:** The monitoring report does not indicate whether the City is tracking mode shift, or whether it is on track to meet mode shift goals.

### Smart Growth Strategies

0 /6

**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 /5

**Points Earned:** In March 2019, Carlsbad approved a TDM plan and ordinance, and later selected a consultant to evaluate and monitor. The TDM seeks a minimum 10% increase in non-single occupancy mode share among commuters by 2035. Carlsbad also continues to work on 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 Plan is expected to go to City Council in April 2020.

### Other Transportation Strategies

0 /2

**Points Deducted:** The CAP does not contain additional strategies to reduce GHG emissions from transportation.



ZERO WASTE

0 /5

**Points Deducted:** The CAP does not contain a zero waste goal and the City does not report on any actions to reduce waste.

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TREES

2 /5

**Points Earned:** In 2019, Carlsbad updated its Community Forest Management Plan. The updated plan includes a goal of adding an average of 500 trees per year to city-owned or controlled properties through 2025.

**Points Deducted:** The CAP does not have a tree canopy target, and no progress on increased tree canopy through project-level mitigation is indicated in the monitoring report.




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TOTAL

67 /100



# CITY OF CHULA VISTA CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> Chula Vista adopted its Climate Action Plan on September 25, 2017.
 LEGALLY BINDING	0 /10	<b>Points Deducted:</b> 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	2 /10	<b>Points Earned:</b> The targets extend to 2030. <b>Points Deducted:</b> 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.



## IMPLEMENTATION & MONITORING

### Implementation Roles

2 /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

3 /5

**Points Earned:** Each strategy has an associated timeline and description of the funding source.

**Points Deducted:** The costs of those strategies are not analyzed.

### Annual Monitoring

2 /3

**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.

**Points Deducted:** Implementation reports are projected to occur every two years, not annually.



## EQUITY & JOBS

1 /10

**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.

**Points Deducted:** The CAP lacks a section meaningfully addressing social equity or job creation.



100% Clean Energy

10 /10

**Points Earned:** The CAP contains a target of providing 100% of electricity from renewable sources by 2035.

CCE

10 /10

**Points Earned:** Obj. 3.2, Strategy 2, refers to reaching 100% clean energy through CCE or another mechanism, and Implementation Action A states the City will conduct a CCA Feasibility Study.

Energy Efficiency & Water Conservation

5 /5

**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)

1 /2

**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.

**Points Deducted:** The CAP does not commit to replacing city fleet with ZEVs, and its comprehensive citywide strategies to promote ZEVs are lacking.

#### Commuter Mode Shift Goals

5 /7

**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

3 /6

**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 /5

**Points Earned:** The CAP commits to combining the Bikeway and Pedestrian Master Plans into a single Active Transportation Master Plan.

#### Other Transportation Strategies

1 /2

**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 /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 /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

63 /100

## CAP IMPLEMENTATION



## ANNUAL MONITORING REPORT PUBLISHED

5 /8

**Points Earned:** The City of Chula Vista created a series of spreadsheets that document some specific updates on CAP measures, programs, and strategies.

**Points Deducted:** The City has not published the series of spreadsheets, but anticipates releasing them to the public with a two-page summary document in Q1 of this year.





## SUMMARY OF PROGRESS

Report Includes Progress toward GHG Target

4 /5

**Points Earned:** The documentation includes a thorough analysis of GHG inventory and analysis from 2016.

**Points Deducted:** The documentation is part of a comprehensive monitoring report.

Progress Toward Implementing Actions

1 /5

**Points Earned:** The spreadsheets identify the actions in progress, completed, not yet started, and/or behind schedule.

**Points Earned:** The series of spreadsheets do not include an executive summary that provides a comprehensive snapshot of progress on all actions.



## PROGRESS REPORTED BY MEASURE

8 /15

**Points Earned:** The series of spreadsheets reports on each CAP action and status in the order they appear in the CAP. The spreadsheets also report on when actions were taken, and if actions are on-going, completed, or in progress.

**Points Deducted:** The descriptions of progress on measures are vague, lacking key dates and names of department/agencies that took action, as well as omitting status updates on certain CAP actions. The reporting by measure also lacks quantitative reporting.

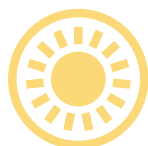


## EQUITY & JOBS

4 /10

**Points Earned:** Chula Vista helped establish San Diego Community Power, which built in strong worker protections and equity provisions and is the only Community Choice Energy program in the region to codify these measures and principles in their foundational documents. The City is also taking advantage of various state programs to improve energy and water efficiency for residents and businesses.

**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 report.



## CLEAN ENERGY

100% Clean Energy

10 /10

**Points Earned:** The City joined San Diego Community Power, the region's largest Community Choice Energy program launching in 2021, which has an express commitment to achieving 100 percent clean energy by 2035.

CCE

11 /10

**Points Earned:** Chula Vista joined in a Joint Powers Authority (JPA) to establish San Diego Community Power (SDCP) with Encinitas, Imperial Beach, La Mesa, and San Diego.

**Bonus Point:** SDCP includes a commitment to 100 percent clean energy by 2035.

Energy Efficiency & Water Conservation

3 /5

**Points Earned:** The City has provided over 3,000 energy evaluations at no cost to residents and businesses since 2016, adopted a "cool roofs" building code to increase energy efficiency, and has taken advantage of state programs to encourage other energy savings. Many energy and water conservation strategies are outlined as ongoing or completed efforts, including a Landscape Water Conservation Ordinance, free water evaluations for businesses, free energy efficiency retrofit evaluations, PACE programs, and a new cool roofs requirement. Chula Vista required outdoor LED lights on new commercial projects a year before they were required by the state.

**Points Deducted:** The City is relying a lot on state mandates and programs to move conservation efforts forward. Community solar projects are currently on hold, primarily due to SDG&E restrictions.



## TRANSPORTATION & LAND USE

Zero Emissions Vehicles (ZEV)

1 /2

**Points Earned:** The City purchased an alternative fuel vehicle (AFV) street sweeper in 2018, and is seeking an AFV tow truck. Chula Vista also applied for SANDAG and Caltrans planning grants to implement a Neighborhood Electric Vehicle Program in Otay Ranch. Chula Vista has over 40 BEV or PHEVs in their fleet, added in the last three years, and 123 charging ports were installed at 3 City facilities for fleet charging and employee commuting.

**Points Deducted:** The documentation does not include meaningful updates on fleet electrification. The City does not have a commitment to transitioning the fleet to zero-emissions vehicles. AFVs and PHEVs still rely on fossil fuels; we recommend a wholesale commitment to a zero-emissions municipal fleet.



## TRANSPORTATION & LAND USE

### Commuter Mode Shift Goals

2 /7

**Points Earned:** The City completed numerous bike infrastructure and complete streets projects and policies in 2019, including Bikes and Broadway and F Street Promenade Study. The City is currently underway with four-mile long corridor improvements project "Bike Lanes on Broadway" and will complete work in 2020 due to utility delays. The first phase of the F Street Promenade improvements to underground electrical utilities is underway with SDG&E and will be completed by end of year 2021. Improvement plans for bike paths, new sidewalks and road diet are at 30% completion stage now.

**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. Data on the recently opened South Bay Rapid Transit route would also be helpful in measuring mode shift.

### Smart Growth Strategies

5 /6

**Points Earned:** Chula Vista issued a joint RFP with MTS to redevelop the old public works yard, the City is looking to develop affordable housing near the E Street and H Street trolley stations, and the F Street Promenade Master Plan was completed.

**Points Deducted:** Planned trolley grade separations along the I-5 corridor are on hold. Additional progress on other smart growth initiatives are not reported.

### Walking, Biking and/or Complete Streets Plans

3 /5

**Points Earned:** The City completed the Bikes on Broadway project in 2019, and staff completed workshops on the Active Transportation Master Plan, making progress on local mobility planning. A draft is expected to go before council in early 2020.

**Points Deducted:** The City is still working on combining the Bikeway and Pedestrian Master Plans into a single Active Transportation Master Plan.

### Other Transportation Strategies

1 /2

**Points Earned:** The City continues to pursue bike-share opportunities.

**Points Deducted:** There is no measurable progress on the specifics in reviewing last mile transportation infrastructure, including technology-based solutions. The status of the proposed one-year pilot program for dockless scooters ended early this year when the City's micro mobility partner exited the market.



ZERO WASTE

3 /5

**Points Earned:** Chula Vista is moving forward with organic management programs, drafted its first Zero Waste Plan, developed Zero Waste event guidelines, and is developing a Zero Waste Business Certification program as part of their Construction and Demolition waste recycling program.

**Points Deducted:** Several measures are moving slowly, showing limited progress from last year's monitoring report.



TREES

3 /5




**Points Earned:** Chula Vista adopted a "Shade Tree Policy" prior to the adoption of its CAP in 2017. The City claims 48% of trees citywide have been inventoried, and 358 trees were planted in 2019.

**Points Deducted:** The Urban Forestry Management Plan is delayed and not expected to be completed by 2025. The Shade Tree Policy is limited in scope to new parking lots, plus new public and private streets. 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

64 /100

# CITY OF DEL MAR CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> Del Mar's CAP was adopted June 6, 2016.
 LEGALLY BINDING	3 /10	<b>Points Earned:</b> The CAP has a detailed technical appendix explaining GHG emissions calculations for each measure.  <b>Points Deducted:</b> The CAP is not legally binding, nor was a CEQA environmental analysis conducted on it.
 STATE GHG TARGETS	10 /10	<b>Points Earned:</b> 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 & MONITORING

### Implementation Roles

2 /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 /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

2 /3

**Points Earned:** The CAP states that the "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

6 /10

**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.

**Points Deducted:** The CAP 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. There is no quantifiable data tied to job creation strategies and the commitment to the creation of green jobs is minimal.



100% Clean Energy

10 /10

**Points Earned:** The CAP has a 100% clean energy goal by 2035.

CCE

10 /10

**Points Earned:** The CAP references exploring CCE.

Energy Efficiency & Water Conservation

5 /5

**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 multifamily homes (approx. 80 homes) by 2020 and a 50% energy reduction in 20% of multifamily 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.

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, implementing PACE and PACE education, and 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.



#### Zero Emissions Vehicles (ZEV)

1 /2

**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.

**Points Deducted:** There is no commitment to replace the City fleet with ZEV.

#### Commuter Mode Shift Goals

5 /7

**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 miles of bicycle lanes by 2020, and 2.1 miles of bicycle lanes 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).

**Points Deducted:** The CAP does not have a cycling mode share goal.

#### Smart Growth Strategies

0 /6

**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.

#### Walking, Biking and/or Complete Streets Plans

3 /5

**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.

**Points Deducted:** It does not commit to developing the above biking/walking plans

Other Transportation Strategies

2 /2

**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.



ZERO WASTE

5 /5

**Points Earned:** The CAP contains a waste diversion goal of 80% by 2020 and 95% by 2035.



TREES

5 /5

**Points Earned:** The CAP sets goals to achieve 15% urban canopy cover by 2020 and 30% by 2035.

TOTAL

77 /100

## CAP IMPLEMENTATION



ANNUAL MONITORING  
REPORT PUBLISHED

8 /8

**Points Earned:** The City published a 2019 Annual Progress Report.



## SUMMARY OF PROGRESS

Report Includes Progress toward GHG Target

5 /5

**Points Earned:** A graph based on a 2016 inventory shows current emissions compared with a trend line representing the City's reduction targets in the CAP Annual Progress Report. The executive summary also summarizes progress towards GHGs: "Del Mar achieved its 2020 GHG emissions target of 47,477 MTCO<sub>2</sub>e ahead of schedule and has reduced emissions from the baseline 2012 year by over 12,355 MTCO<sub>2</sub>e."

Progress Toward Implementing Actions

3 /5

**Points Earned:** The CAP Annual Progress Report contains a list of "City Action Highlights" from 2019 and uses visual indicators to make a quick scan of progress possible.

**Points Deducted:** Although the CAP Annual Progress Report includes a list of the highlights, it does not provide a comprehensive snapshot of progress on all actions and fails to quantify overall progress. The summary should indicate the number or percentage of actions not started, the number or percentage in progress but facing obstacles or behind schedule, the number or percentage in progress and on schedule, and the number or percentage completed.



## PROGRESS REPORTED BY MEASURE

10 /15

**Points Earned:** The annual report provides qualitative progress on sectors in both a high-level "2019 CAP Action Highlights" section, and a more detailed spreadsheet that follows with all CAP actions to date. The report uses concise language and avoids unnecessary technical jargon and includes the dates for actions taken. 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.

**Points Deducted:** The actions taken are not numbered to indicate the goals and strategies within the CAP they refer to, making side-by-side comparison with the CAP challenging. The report also omits the status on some strategies within the CAP. Progress is not quantified; only qualitative descriptions of progress are provided. The report lacks the names of departments/agencies for several actions.





## EQUITY & JOBS

3 /10

**Points Earned:** The City developed and implemented 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.

**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

9 /10

**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 step in 2019 by finalizing a joint Community Choice Energy Feasibility Study with the cities of Carlsbad, Encinitas and Oceanside. The study's findings concluded that Del Mar's participation in a CCA program is financially feasible even with the increase in PCIA charges authorized by the CPUC in November 2018. The City conducted monitoring and public outreach with the Center for Sustainable Energy during the first year of operation of its Civic Center PV system.

**Points Deducted:** The City does not identify any other specific strategies related to reaching their 100% clean energy goal.



## CLEAN ENERGY

### CCE

10 /10

**Points Earned:** In 2019, the City joined in a Joint Powers Authority (JPA) to form the Clean Energy Alliance (CEA) with North County coastal cities Carlsbad and Solana Beach.

### Energy Efficiency & Water Conservation

1 /5

**Points Earned:** The City, along with the Center for Sustainable Energy, provided data monitoring and public outreach during the first year of operation of the Civic Center PV system in 2019.

**Points Deducted:** Progress on the residential and non-residential energy retrofit ordinances, development of Water and Energy Conservation ordinances, and toward the solar hot water heater installation targets, is not documented.



## TRANSPORTATION & LAND USE

### Zero Emissions Vehicles (ZEV)

1 /2

**Points Earned:** The City designated five on-street parking spaces for EVs or ZEVs in the Downtown Streetscape Project, and reviewed SDG&E's medium and heavy-duty EV charging infrastructure program. The City explored SDG&E's Medium-Duty and Heavy-Duty EV Charging Infrastructure Program, assessing feasibility for the City's fleet.

**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 progress for replacing the municipal fleet with EVs when feasible, is not reported.

### Commuter Mode Shift Goals

2 /7

**Points Earned:** The City installed 14 new bike racks, safer pedestrian and bicycle access through expanded bike lanes with a minimum width of five feet, and increased pedestrian signage and crosswalks.

**Points Deducted:** Progress toward the transit and walking mode share goals is not reported. Bicycle lanes are neither Class I or IV facilities, which are optimal for increasing bike ridership and mode shift.

### Smart Growth Strategies

0 /6

**Points Deducted:** The CAP does not include measurable, actionable smart growth strategies.

### Walking, Biking and/or Complete Streets Plans

3 /5

**Points Earned:** The City completed the Downtown Streetscape Project in 2019, which will bring new sidewalks, paving, bike lanes, trees, and landscaping to seven blocks of Camino Del Mar between 9th and Plaza Streets. The City reports that six miles, 25% of Del Mar roads, are bicycle lanes.

**Points Deducted:** Progress towards exploring a bicycle master plan, a pedestrian master plan, or a complete streets plan is not reported on.

### Other Transportation Strategies

1 /2

**Points Earned:** The City continues to participate in the development of a regional pilot bikeshare program with the cities of Solana Beach, Encinitas, Carlsbad, Oceanside, and other agencies. Note that the original anticipated launch of the bike share program was Summer 2019.

**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. No progress on the City's other planned roundabouts



## ZERO WASTE

5 /5

**Points Earned:** In 2018, 59% of Del Mar Waste was diverted community-wide. (The CAP contains a waste diversion goal of 80% by 2020 and 95% by 2035.) The City adopted a Construction and Demolition Recycling Ordinance requiring 65% of waste generated during construction be diverted from landfills. The City also adopted an ordinance to prohibit the usage of plastic straws and stirrers, and the distribution of paper and biodegradable or reusable straws. Del Mar hosted a composting workshop to encourage food waste diversion, introduced an organics composting pilot program with the Solana Center that diverted 3,600 lbs. of food waste, conducted "Less to Landfill" audits at Del Mar restaurants to assess food waste diversion needs, and expanded its food waste diversion education and outreach efforts to include multifamily residential and commercial properties on it's Go Green Del Mar portion of the City's website.

**Points Deducted:** Progress towards "advocate to the agencies that own and operate the landfills serving Del Mar to encourage increased methane capture at the landfills" is not reported on.



## TREES

1 /5


**Points Earned:** The City's Sustainability Advisory Board Urban Tree Subcommittee drafted recommendations for adopting urban forestry best practices. The City compiled a list of grant opportunities for the City to fund future urban tree canopy growth.

**Points Deducted:** The City reports limited progress towards achieving the urban tree canopy goals and on development of an urban forest implementation and management plan. The City does not provide an updated urban tree canopy coverage percentage.

## TOTAL

62 /100

# CITY OF ENCINITAS CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> The CAP was adopted on January 17, 2018.
 LEGALLY BINDING	10 /10	<b>Points Earned:</b> 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 /10	<b>Points Earned:</b> The CAP targets are 13% below 2012 levels by 2020 and 41% by 2030, in line with state targets.



## IMPLEMENTATION & MONITORING

### Implementation Roles

2 /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 /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 /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

8 /10

**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.



100% Clean Energy

10 /10

**Points Earned:** The CAP contains a goal of achieving a 100% renewable electricity supply in homes and businesses by 2035.

CCE

10 /10

**Points Earned:** Community Choice Energy is identified as the key strategy to achieve 100% clean energy.

Energy Efficiency & Water Conservation

5 /5

**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)

2 /2

**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.

#### Commuter Mode Shift Goals

5 /7

**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

3 /6

**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.

#### Walking, Biking and/or Complete Streets Plans

5 /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

2 /2

**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

4 /5

**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 /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

92 /100

## CAP IMPLEMENTATION



## ANNUAL MONITORING REPORT PUBLISHED

8 /8

**Points Earned:** The City has published its first Annual Monitoring Report, made publically available in January 2020.



## SUMMARY OF PROGRESS

Report Includes Progress  
toward GHG Target

5 /5

Progress Toward  
Implementing Actions

5 /5

**Points Earned:** A bar graph shows 2016 GHG emissions compared to 2012 baseline emissions.

**Points Earned:** A high-level summary of actions in the CAP Annual Monitoring Report indicates that of the 19 City actions, four have been completed, fourteen are in progress, and one is awaiting resources. The report also includes a summary of major implementation highlights. Beyond the one action that is awaiting resources, the summary does not include information on whether "in progress" actions are on track or behind schedule, which should be included in future Annual Monitoring Reports.



## PROGRESS REPORTED BY MEASURE

15 /15

**Points Earned:** The CAP Annual Monitoring Report reports progress by measure in a way that is clear and simple. Qualitative descriptions are supplemented with graphs that compare quantitative progress made with 2020 and 2030 goals. Visual status icons are used to make a quick scan of progress. Progress is quantified where appropriate, and units of measure in status descriptions match units of measure in performance metrics. Reporting includes some key dates when actions were taken and names of some actors (City Council, departments, Boards, etc.) who took action.

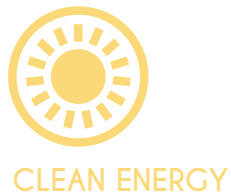


## EQUITY & JOBS

5 /10

**Points Earned:** Encinitas expects that CAP implementation will foster job growth, especially in the energy sector. Through their decision to form a CCE program in 2019, the City expects to deliver cost savings and jobs creation in the region in coming years. In 2019, the City approved a new Housing Element, which addresses affordable housing needs through up-zoning, launching a Permit-Ready Accessory Dwelling Unit Program to streamline ADU approval, and continuing to operate a Section 8 Rental Assistance Program. Encinitas helped establish San Diego Community Power, which built in strong worker protections and equity provisions, the only Community Choice Energy program in the region to codify these measures and principles in their foundational documents.

**Points Deducted:** CAP implementation does not include a social equity decision-making matrix or other mechanism to prioritize low-income residents. The Annual Report does not include tracking and reporting metrics on equity or jobs that would help determine progress and success.



#### 100% Clean Energy

9 /10

**Points Earned:** The City is pursuing a 100% clean energy goal. Residential solar capacity has reached 2020 targets, and ordinances requiring commercial buildings and new homes to install photovoltaic systems have been drafted. In 2019, the City also hired a consultant to install photovoltaic systems on municipal buildings, increasing solar capacity by 600kW. Additionally, in August 2019, City Council adopted Ordinance No. 2019-06, prohibiting the use or operation of any leaf blower powered by a gasoline combustion engine (two-stroke or four-stroke) within City limits.

**Points Deducted:** The ordinances requiring commercial buildings and all new homes to install photovoltaic systems were supposed to be adopted in 2018; the City remains behind schedule.

#### CCE

10 /10

**Points Earned:** In August 2019, Encinitas approved Community Choice Energy, and has joined San Diego, Chula Vista, La Mesa, and Imperial Beach in a joint powers authority, SDCP.

**Bonus Point:** SDCP includes a commitment to 100% clean energy by 2035.

#### Energy Efficiency & Water Conservation

3 /5

**Points Earned:** The City has initiated the implementation of all actions under its Building Efficiency and Water Efficiency strategies, including multiple supporting strategies. Water usage has reached 2020 targets, and a San Dieguito Water District water rate increase occurred on May 1, 2019, with another rate adjustment scheduled for May 1, 2020.

**Points Deducted:** The following ordinances were supposed to be adopted in 2018 (the City remains 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. These ordinances are now expected to be adopted and take effect in 2020.



#### Zero Emissions Vehicles (ZEV)

2 /2

**Points Earned:** In November 2019, Encinitas adopted ordinances requiring new residential and commercial developments to install EV Charging Stations at 5% and 8%, respectively, of the total number of parking spaces. To date, the City's municipal fleet includes 4 EVs, 3 plug-in hybrids, and 9 hybrid vehicles. In accordance with the 2018 ZEV Fleet Conversion Plan, EVs are selected as replacement vehicles for the light-duty fleet whenever possible. As noted in the 3rd edition report card, varieties of heavy-duty electric vehicles are becoming available, and we highly recommend that cities allocate their resources towards converting all vehicles in their fleets to EVs as soon as possible.

#### Commuter Mode Shift Goals

1 /7

**Points Earned:** The City is committed to updating the CAP with targets to reduce VMT and encourage mode shift, which will be included in the CAP Update scheduled for November 2020. Additional information will be provided in the City's Annual Report.

**Points Deducted:** The City still lacks mode share targets, and mode share is not being tracked.

#### Smart Growth Strategies

2 /6

**Points Earned:** Encinitas passed a number of important ordinances and programs in 2019 to support the development of Accessory Dwelling Units, earning an award from the League of California Cities. These new homes alleviate the housing crisis, and may result in reductions in greenhouse gas emissions when built in walkable, bikeable, transit accessible communities.

**Points Deducted:** The City still lacks an overall VMT reduction target that can comprehensively guide land use decisions.

*Note:* Although Encinitas adopted a Housing Element in 2019, the City and state Department of Housing and Community Development are in conversations regarding the Housing Element's compliance with state law.

#### Walking, Biking and/or Complete Streets Plans

2 /5

**Points Earned:** The Active Transportation Plan was completed and adopted by Council on August 22, 2018. The Annual Report indicates a 10-year timeline for implementation of this plan, including incorporation of major projects into the City's Capital Improvements Plan. One proposal of the ATP included in the Annual Report is the installation of over 80 miles of new bike lanes, and the City plans to provide more details in a forthcoming report.

**Points Deducted:** The Annual Report lacks further information on implementation progress.



Other Transportation Strategies

2 /2

**Points Earned:** In 2019, the city earned a grant to add traffic signal modifications that will improve traffic efficiency. Additionally, though slightly behind schedule, designs are in development for five new roundabouts.



ZERO WASTE

4 /5

**Points Earned:** The City is implementing several strategies to divert waste from the landfill, including zero waste education efforts, a compost bin subsidy program, and supporting regional efforts for the development of a large-scale anaerobic digestion facility.

**Points Deducted:** The City does not have a zero waste goal.



TREES




5 /5

**Points Earned:** The City's Public Works and Parks and Recreation Departments have an established Urban Forest Management Program (UFMP) which closely follows the City's UFMP Administrative Manual. In 2018, the City hired a City Arborist to support the UFMP and oversee the care of the City's trees. The City tracks the number of net new City trees added to the City's tree inventory each year. Between 2013 and 2018, the City planted a total of 662 net new trees, averaging about 94 net new trees planted per year.

TOTAL

78 /100

# CITY OF IMPERIAL BEACH CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> Imperial Beach adopted its CAP on July 17, 2019.
 LEGALLY BINDING	0 /10	<b>Points Deducted:</b> The CAP is not legally binding.
 STATE GHG TARGETS	10 /10	<b>Points Earned:</b> The CAP aligns with the state's climate targets under SB 32.



## IMPLEMENTATION & MONITORING

### Implementation Roles

1 /2

**Points Earned:** After adoption, the City identified the departments responsible for overseeing or leading implementation of individual mitigation measures.

**Points Deducted:** The CAP does not call for a public implementation task force. The CAP does not call for a dedicated CAP coordinator or staff.

### Timeline and Cost Analysis

3 /5

**Points Earned:** The CAP divides actions into 3 phases (near-term, mid-term, and long-term). The CAP also includes a "Measure Cost Overview" that includes a "relative cost-effectiveness ranking."

**Points Deducted:** The CAP but does not correspond the 3 phases with a specific timeline or any specific years. The cost analysis does not assess costs/potential funding sources.

### Annual Monitoring

3 /3

**Points Earned:** The CAP stipulates that the City will complete a regular biennial monitoring report in 2020 and every two years thereafter, and during interim years the City will provide an informal update on CAP progress which will summarize aspects such as implementation progress, investments, and other notable information.

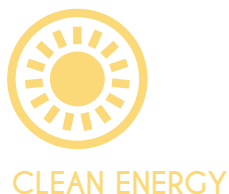


## EQUITY & JOBS

5 /10

**Points Earned:** The CAP states that the biennial monitoring report will report on geographic distribution of measure investments and benefits in the community, which will enable the City to identify any steps needed to ensure that low-income and disadvantaged communities are benefitting from CAP implementation. It also calls for the City to adopt a standard definition for disadvantaged communities within the city to track the distribution of CAP investments. This standard definition will be included no later than the 2022 biennial report.

**Points Deducted:** The CAP does not include a green jobs commitment.



100% Clean Energy

10 /10

**Points Earned:** The CAP states a goal to increase the share of renewables of grid-supplied renewable power to 75% by 2030, while striving for 100%. The CAP also states that "Imperial Beach will identify options to meet the 75% target that can also be expanded upon to potentially achieve 100% grid supplied renewable power before 2030. The City will take all necessary steps to accomplish this 100% goal by 2030." Although the CAP lacks a firm commitment to 100% clean energy, city staff did work as quickly as possible to achieve the 100% clean energy target by quickly joining the San Diego Community Power JPA in San Diego after CAP adoption. The CAP also includes a goal to increase solar PV on certain new and redeveloped commercial projects

CCE

12 /10

**Points Earned:** The CAP calls for evaluating and joining a CCE program.

**Bonus Points:** SDCP includes a commitment to 100 percent clean energy by 2035. The City proactively and quickly joined SDCP after adopting its CAP.

Energy Efficiency & Water Conservation

0 /5

**Points Deducted:** The CAP does not address energy efficiency and water conservation.



## TRANSPORTATION & LAND USE

### Zero Emissions Vehicles (ZEV)

1 /2

**Points Earned:** The CAP aims to replace the municipal fleet with plug-in hybrid electric vehicles (PHEVs) and EVs by 2030, when feasible. The CAP also calls for obtaining 10 electric bikes to be added to the municipal fleet for short-intracity trips. The CAP also includes a measure to "support, encourage, and incentivize the installation of 100 EVCSs at private and public facilities throughout the City by 2030".

**Points Deducted:** The CAP does not commit to transitioning the municipal fleet to ZEVs exclusively. PHEVs are not emissions free vehicles.

### Commuter Mode Shift Goals

3 /7

**Points Earned:** The CAP calls for 11 miles of class 2 bike lanes or better by 2030, and states that the City should prioritize Class IV bicycle lanes wherever it is feasible. The CAP also commits to reducing VMT through new MTS 925 Rapid Bus Route.

**Points Deducted:** The CAP does not include mode shift goals for biking, walking, or transit.

### Smart Growth Strategies

0 /6

**Points Deducted:** The CAP does not address smart growth.

### Walking, Biking and/or Complete Streets Plans

3 /5

**Points Earned:** The CAP calls for 11 miles of class 2 bike lanes or better by 2030, and states that the City should prioritize Class IV bicycle lanes wherever it is feasible.

**Points Deducted:** The CAP does not reference creating walking, biking, and/or complete streets plans.

### Other Transportation Strategies

1 /2

**Points Earned:** The CAP includes a supporting measure to collaborate with SANDAG to ensure the Regional Transportation Plan includes transit investments that improve transit service and connectivity.

**Points Deducted:** This supporting measure is not quantifiable.



## ZERO WASTE

4 /5

**Points Earned:** The CAP has a waste diversion goal of 80% by 2030, and an aspirational goal to achieve zero waste by 2050.

**Points Deducted:** The CAP does not commit to zero waste during the CAP horizon timeline of 2030.



## TREES

4 /5

**Points Earned:** The CAP includes a tree planting target of 866 trees planted citywide by 2030. The City will also identify and pursue opportunities to enhance and conserve habitat within City boundaries, the Tijuana Estuary, and along the San Diego Bay in collaboration with the partnering agencies to sequester carbon.

**Points Deducted:** The tree planting target is not expressed as canopy coverage. A goal of 866 trees planted by 2030 does not take advantage of the potential to sequester carbon through trees and Imperial Beach should consider a more aggressive goal.

## TOTAL

63 /100



# CITY OF LA MESA CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> La Mesa's CAP was adopted March 13, 2018.
 LEGALLY BINDING	10 /10	<b>Points Earned:</b> 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	8 /10	<b>Points Earned:</b> The CAP meets state targets.  <b>Points Deducted:</b> The CAP uses per capita reductions instead of overall emissions reductions.



## IMPLEMENTATION & MONITORING

Implementation Roles

2 /2

**Points Earned:** The CAP calls for consideration of a CAP Administrator Role and the city has a CAP subcommittee to oversee implementation.

Timeline and Cost Analysis

5 /5

**Points Earned:** The CAP implementation matrix contains a cost analysis and timeline of strategies, including GHG reduction potential.

Annual Monitoring

3 /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

0 /10

**Points Deducted:** The CAP does not contain a social equity or jobs section.



## CLEAN ENERGY

100% Clean Energy

10 /10

**Points Earned:** The CAP includes a 100% clean energy target.

CCE

10 /10

**Points Earned:** The CAP calls for the City to take steps to develop a CCE program to achieve 100% clean energy by 2035.

Energy Efficiency & Water Conservation

5 /5

**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)

1 /2

**Points Earned:** The CAP includes a commitment to increase AFVs and increase alternative vehicle fueling infrastructure.

**Points Deducted:** The CAP does not commit to replacing the City fleet with ZEVs, does not commit to any concrete strategies to promote ZEVs, and does not include ZEV targets.

#### Commuter Mode Shift Goals

2 /7

**Points Earned:** The CAP 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

6 /6

**Points Earned:** The CAP calls for implementation of the 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 VMT 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 /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

2 /2

**Points Earned:** The CAP includes a strategy to support community-wide use of AFVs through expansion of alternative vehicle refueling infrastructure. The CAP also commits to implementing a bicycle program to advance community-wide "bikeability" through safety programs, bicycle tune-up clinics, and partnerships with bicycle advocacy groups, local schools, and cycling clubs.



ZERO WASTE

3 /5

**Points Earned:** The CAP includes a Food Scrap and Waste Diversion strategy, as well as a Construction and Demolition Waste Diversion Program.

**Points Deducted:** The CAP contains a waste diversion goal of only 75% by 2035.



TREES

5 /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

80 /100

## CAP IMPLEMENTATION



ANNUAL MONITORING  
REPORT PUBLISHED

8 /8

**Points Earned:** The City released its first Annual Report in February 2020.



## SUMMARY OF PROGRESS

Report Includes Progress toward GHG Target

5 /5

Progress Toward Implementing Actions

4 /5

**Points Earned:** A line graph based on a 2016 inventory shows the most recent GHG emissions inventory compared with a trend line representing the City's reduction targets.

**Points Earned:** The Annual Report includes a summary page for each CAP strategy that provides a brief and clear summary of progress on key CAP strategies. The Annual Report executive summary also mentions that 24 out of the 25 actions are in progress.

**Points Deducted:** The Annual Report lacks a high-level summary that describes overall progress on actions compared to CAP goals. The summary should indicate the number or percentage of actions not started, the number or percentage in progress but facing obstacles or behind schedule, the number or percentage in progress and on schedule, and the number or percentage completed.



## PROGRESS REPORTED BY MEASURE

13 /15

**Points Earned:** The Annual Report Appendix is a comprehensive and easily digested report that details each CAP action and status in the order they appear in the CAP. For most actions, the Appendix mentions when actions were taken. The City also identifies the progress of each action by indicating and color-coding as "On Track" or "Ahead."

**Points Deducted:** In the Appendix, for some actions, the units of measure in performance metrics don't match units of measure for 2020 and 2035 CAP goals. In the Appendix, for some actions, reporting lacks key information such as dates and names of departments/agencies that took action.



## EQUITY & JOBS

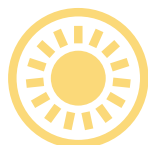
3 /10

**Points Earned:** La Mesa helped establish SDCP, which built in strong worker protections and equity provisions and is the only CCE program in the region to codify these measures and principles in their foundational documents.

**Points Deducted:** The CAP does not contain a social equity or jobs section.

100% Clean Energy

10 /10



CLEAN ENERGY

CCE

11 /10

**Points Earned:** In September 2019, La Mesa City Council approved CCE through a regional program in partnership with Chula Vista, Encinitas, Imperial Beach, and San Diego that commits to serve customers with 100% renewable electricity by 2035. The regional program, called SDCP, will begin serving customers in 2021. The CAP estimates that the CCE program will reduce 37,240 MT of CO<sub>2</sub>e/yr.

**Solar Energy:** In 2019, a total of 517 PV permits were issued. Collectively, the 517 systems added 3.0 MW of renewable energy generation capacity within the City. (The CAP commits to 6.4 MW solar capacity installed community-wide since 2010 by 2020, and 12.9 MW solar capacity installed community-wide since 2010 by 2035). The City also completed a high-level assessment of solar potential for municipal facilities, and is now exploring opportunities to complete a more thorough analysis to prioritize installations. Additionally, the City continues to expedite permit review for roof-mounted solar installations of 10kW or less on one and two-family dwellings, and also keeps the website updated with information and resources on solar programs and incentives to encourage increased adoption of distributed renewable energy.

**Solar Hot Water Installations:** In 2019, 2 solar hot water heating systems were installed, totaling 2,461 therms saved. Between 2018 and 2019, 14 solar hot water heating systems were installed, totaling 7,100 therms saved. (The CAP goal is 5,100 therms/yr saved from solar thermal installs since 2010 by 2020, and 6,300 therms/yr saved from solar thermal installs since 2010 by 2035). The City website was updated with information and resources on solar hot water heating programs. Additionally, solar hot water heating opportunities were evaluated at municipal facilities as part of the municipal energy efficiency evaluation. The La Mesa municipal pool was identified as the primary location where the technology would be most beneficial. A cost analysis was completed for the site, but due to a longer payback period for the project and the pending improvements to McArthur Park and the municipal pool, the project was deemed not viable at this time. Municipal pool facilities constructed as part of the McArthur Park improvements will include an evaluation of solar hot water heating.

**Zero Net Energy Buildings:** In October 2019, Council adopted the 2019 Green Building Code, which defines zero net energy building requirements. These standards are being enforced as of January 2020.

**Points Earned:** In September 2019, La Mesa City Council approved CCE through a regional program in partnership with Chula Vista, Encinitas, Imperial Beach, and San Diego. The regional program, SDCP, will begin serving customers in 2021. SDCP's founding documents commit the agency to serve customers with 100% renewable electricity by 2035.

**Bonus Point:** SDCP includes a commitment to 100% clean energy by 2035.



## Energy Efficiency & Water Conservation

5 /5



CLEAN ENERGY

**Points Earned:** Residential and Commercial Energy Use: In September 2019, the City launched the DIY Energy and Sustainability Toolkit. The DIY Toolkit gives residents the tools and resources they need to complete an at home DIY energy audit. The toolkit contains no-cost giveaways including showerheads, LED light bulbs, and weather stripping, and teaches users the importance of energy, water, and waste efficiency. Forty-six residents utilized the DIY Toolkit between the September 2019 launch and December 2019, and the City will continue offering the program in 2020. Additionally, the City website was updated to include information and resources to encourage energy conservation efforts and promote rebate and incentive programs.

The City continued participation in six PACE programs: HERO, Figtree, CaliforniaFIRST, Ygrene, California Statewide Communities Development Authority Open PACE, and the California Municipal Finance Authority. PACE Programs provide property owners and businesses with financing options for energy efficiency, renewable energy, and water conservation upgrades. The City continues to promote PACE programs on the website and building counter.

**Municipal Energy Use:** The City reported that electricity consumption in municipal facilities remained flat between 2016 and 2018 at 4,026 MWh, but that natural gas consumption in municipal facilities decreased approximately 8% between 2016 to 2018, to 38,248 therms. In 2019, the City upgraded 1,800 lighting fixtures in municipal facilities to energy efficient LEDs, which reduced the energy consumption of these fixtures by 50%. In 2018, the City initiated a benchmarking program to monitor energy and water use at all City facilities to enable the City to manage energy and water use and track savings over time. Additionally, in October 2018, the City partnered with SANDAG to evaluate City facilities for energy efficiency upgrade opportunities. The City Reports that relevant City facilities have been evaluated and implementation planning is currently underway.

**Reducing Energy Consumption in the City's traffic signals, street lights, and park lighting:** In 2011, all City-maintained street lights were retrofitted to high-efficiency induction street lights. In FY 19, 140 fixtures were retrofitted from induction to LED. All City-owned street and park lighting were benchmarked in the City's asset management database to track outages, upgrades, and other efficiency opportunities. Additionally, parking lot lighting was evaluated as part of the municipal facility energy evaluation, and energy efficient recommendations were made and are being evaluated for implementation. The City also reports that draft lighting standards have been developed by the City's Public Works Department to streamline bids and ensure energy efficiency efforts are being prioritized in projects. (The CAP commits to Retrofit all City-owned traffic and street lights to energy efficient alternatives by 2020, and reduce public lighting energy consumption by 50% from 2005 levels by 2035.)

**Reducing Residential and Commercial Water Use:** In 2016 community-wide potable water consumption decreased to 89 gallons per capita per day. (The CAP 2020 goal is to achieve water use levels of 103 gallons per capita per day, and the 2035 goal is to achieve water use levels of 89 gallons per capita per day.) The City updated the website with information and resources on water conservation opportunities. Helix Water District continues to offer numerous programs and educational programs to La Mesa residents and businesses, and the City makes efforts to cross-promoted via social media and other mediums where feasible. Additionally, the City reports that 14,000 square feet of turf was converted to water wise landscaping in 2018 and 2019 through participation in Helix Water District turf replacement program. City Building staff continue to promote water conservation measures, and additional resources have been made available on the City's website for residents and businesses.

**Reducing Municipal Water Use:** In 2018, municipal water consumption increased by 24% compared to 2017, which was attributed to an especially dry year with minimal rain. In 2019, the City continued benchmarking municipal water use, and transitioned to an online database to monitor data.



#### Zero Emissions Vehicles (ZEV)

1 /2

**Points Earned:** As of 2019, the City has four hybrid vehicles in its fleet. The City partnered with the Clean Cities Coalition to complete a vehicle replacement strategy. The study identifies the vehicles within the City's fleet that are top candidates for replacement with an AFV, which will inform future vehicle procurement. The City also partnered with SDG&E to install 10 Power Your Drive EV charging stations at City Hall that are available for workplace and fleet charging. Additionally, in 2019 the City transitioned its diesel fleet to renewable diesel. The City reports that the change to renewable diesel will reduce GHG emission from the City's diesel fleet by approximately 65%. (The CAP commits to 220 gallons of gasoline/yr. saved from passenger vehicle replacement and 340 gallons of gasoline/yr. saved from light-duty truck replacement in 2020 and 2035.)

The CAP commits to developing EV infrastructure. In 2019, the City had a total of 28 public EV charging stations and 10 workplaces chargers. In 2019, the City issued nine EV charging station permits. The City's website was also updated with information on EV incentives and resources.

**Points Deducted:** The CAP does not commit to replacing the City fleet exclusively with ZEVs.

#### Commuter Mode Shift Goals

2 /7

**Points Earned:** In 2019, the City added 5.05 miles of Class II bike lanes and added 2.08 miles of sidewalk. More specifically, as part of the roadway improvements in West La Mesa (a \$2M grant award), the City added 2.8 miles of new Class II bike lane, and 2 miles of new Class III bike lanes. Additional pedestrian safety measures were added to promote safe walking conditions along University Avenue including bulb-outs, safer pedestrian crosswalks, and additional lighting. Additional infrastructure improvements completed include: improvements to Jr. High Drive, North Spring Street Phase I, sidewalks and bike lanes over North Spring Street Bridge, North Spring Street Phase II (in design), sidewalks along Nebo Drive, and a compliant rail-pedestrian crossing at Spring Street. Additionally, traffic safety improvements were made at three signalized intersections: 1) La Mesa Blvd and Glen Street 2) Center Drive and Entrance #6 to Grossmont Center 3) Amaya Drive and Amaya Court (by Trolley Station). Improvements included key pedestrian equipment upgrades, protected turning movements, and video detection for improved operations.

**Points Deducted:** The CAP does not have mode share targets, and the City is not reporting on mode share progress.

## Smart Growth Strategies

5 /6

**Points Earned:** In 2019, the City was awarded a \$149,000 Caltrans Sustainable Communities grant to conduct a feasibility study for transit oriented development at the Spring Street and Amaya Drive trolley stations, which will begin in 2020. Additionally, in 2019 the City submitted a \$310,000 SB2 Planning Grant application for two projects: creation of an ADU Guidebook to facilitate the permitting and construction of new ADUs, and development of objective design guidelines to provide a ministerial alternative to the Design Review process. Additionally, the City adopted ordinances providing for the development of ADUs and junior accessory dwelling units (JADUs), and 55 ADUs were permitted in 2019. Furthermore, the City partnered with the SDSU Sage Project to evaluate highest and best use development alternatives on key opportunity sites within the City.

**Points Deducted:** The City does not report on its progress towards its CAP goal to reduce VMT per capita by 6% compared to 2010 levels (25.1 daily VMT per capita in 2010).



## TRANSPORTATION & LAND USE

## Walking, Biking and/or Complete Streets Plans

3 /5

**Points Earned:** The City was awarded a \$169,000 grant from SANDAG to develop a Street Design Manual. The project will establish standards and streamline future street improvements with bike and pedestrian-friendly opportunities. The City launched the development of the Manual in 2019 and expects to have a final document by the end of 2020. The City was also awarded a \$64,800 grant from Caltrans to develop a Local Roadway Safety Plan. This Plan will identify and improve roadway safety for all modes of transportation in La Mesa.

In 2019, the City also worked on a Transportation Demand Management program by partnering with SANDAG's iCommute program to bring additional programs and information to City staff to encourage alternative commuting solutions. City staff completed a commuter survey in October 2018 that identifies employee commuting patterns and helped inform 2019 and 2020 educational programming. Additionally, the City and iCommute hosted a Trip Planning Event in 2019 to connect employees to free resources and iCommute programs. The City website was also updated with information and resources about SANDAG's iCommute program to make residents aware of the free programs and incentives available through iCommute.

**Points Deducted:** Although the City reports that 5.05 miles of Class II bike lanes and 2.08 miles of sidewalk were added in 2019, the City does not report on whether or not these additions are not part of the City's Sidewalk Master Plan, Bicycle and Alternative Transportation Plan, or Urban Trails Mobility Action Plan, and progress in general on these three plans is not reported on.

## Other Transportation Strategies

2 /2

**Points Earned:** The City is promoting and participating in multiple educational programs to promote safety and enjoyment for biking and walking which include the Safe Routes to School program, the La Mesa Walks! events, and a grant for \$25,000 to promote biking and walking safety. For the Safe Routes to School program, the City continued its work at six elementary schools and one middle school to educate students and parents on safe biking and walking habits as a way to commute to and from school. For the La Mesa Walks program, the City led 43 community walks totaling 101 miles around La Mesa, which was used as a forum to educate residents of City projects, programs and events while also promoting walking as a fun means of transportation. The \$25,000 grant was awarded to the La Mesa Police Department from the California Office of Traffic Safety, and will be used to fund a year-long program for bicycle training classes and education on safe biking and walking practices.



ZERO WASTE

4 /5

**Points Earned:** In 2018, 42% of the waste generated by La Mesa residents was diverted from the landfill. (The CAP commits to 12,500 tons, or less, of solid waste disposed in landfills (75% waste diversion) by 2035.)

**Foods scraps and Yard Waste Diversion:** In 2019, City Council approved organics recycling, which will launch in 2021, once EDCO's anaerobic digester facility is operational. (The CAP commits to households and businesses diverting 5% of food scraps and compostable paper and 85% of yard waste by 2020.) The City partnered with SDSU Sage program to crowdsource ideas from students on strategies to educate and engage La Mesa residents on these new services. Students have completed surveys, prepared reports, videos, and other tools the City will leverage as it begins to roll out the program in 2020. The City also continues to offer a backyard composting voucher program, which offers La Mesa residents a half off voucher for a backyard compost bin. In 2019, the City issued 62 vouchers to La Mesa residents. Furthermore, the City and EDCO continue to conduct education and outreach to the public and large waste generators, with EDCO conducting 47 site visits in 2018 to educate multi-family complexes and businesses on best management practices. Additionally, the City and the San Diego Food Systems Alliance completed a Food Waste Recovery Map to map and visualize waste patterns in La Mesa.

**Regarding construction and demolition waste diversion:** In 2018, the City's C&D diversion rate was 71%. (The CAP commits to projects diverting 75% of construction and demolition waste by 2020.) These rates are due to the City continuing to implement the 75% C&D diversion ordinance for applicable projects. In 2019, the City launched an evaluation process of the C&D program to identify strategies to strengthen the program and increase diversion rates.

**Points Deducted:** The City does not have a zero waste goal.



TREES

5 /5

**Points Earned:** In 2019, the City was awarded a \$385,000 grant from CAL FIRE to fund the development of a Community Forestry Plan. The Plan will guide municipal policies and efforts for the next 40 years to ensure the growth of a healthy urban forest. In 2019, funded by CAL FIRE, West Coast Arborists, Sporting San Diego, and the City partnered to plant and maintain 200 new trees in Harry Griffen Park. (The CAP goal is 250 new shade trees planted in the community between 2010 to 2020, and 1,575 new shade trees planted between 2010 to 2035.)




The City reports that through La Mesa's CAL FIRE grant, the City will plant 300 new trees in the right of way across the City in 2020 in partnership with Urban Corps of San Diego County. Also through the CAL FIRE grant, the City is evaluating the City's tree canopy to better understand future opportunities for enhanced growth. Finally in 2019, the City, West Coast Arborists, and Sporting San Diego hosted an educational tree workshop to educate residents on tree care and best management practices. Going forward, the City plans to work with Tree San Diego and other community partners to provide education and outreach to the public on key urban forestry concepts.

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TOTAL

81 /100

# CITY OF NATIONAL CITY CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<p><b>Points Earned:</b> National City approved its Climate Action Plan in May 2011.</p>
 LEGALLY BINDING	7 /10	<p><b>Points Earned:</b> 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.</p> <p><b>Points Deducted:</b> It does not have a technical appendix explaining emissions calculations for each measure.</p>
 STATE GHG TARGETS	2 /10	<p><b>Points Earned:</b> 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.</p> <p><b>Points Deducted:</b> It does not commit to replace the majority of its fleet to ZEV.</p>



## IMPLEMENTATION & MONITORING

### Implementation Roles

1 /2

**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 General Plan do not call for a public taskforce to oversee CAP implementation.

### Timeline and Cost Analysis

3 /5

**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

2 /3

**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

9 /10

**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.





100% Clean Energy

0 /10

**Points Deducted:** The CAP does not call for 100% Clean Energy.

CCE

0 /10

**Points Earned:** The CAP does not reference CCE.

Energy Efficiency & Water Conservation

3 /5

**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<sub>2</sub>e per year by 2020 and 5,993 MTCO<sub>2</sub>e 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.



## TRANSPORTATION & LAND USE

### Zero Emissions Vehicles (ZEV)

1 /2

**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.

### Commuter Mode Shift Goals

0 /7

**Points Deducted:** The CAP does not contain a mode share or VMT reduction goal.

### Smart Growth Strategies

2 /6

**Points Earned:** The CAP's two smart growth strategies are to foster land use density 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

2 /5

**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

2 /2

**Points Earned:** The CAP calls for supporting agencies to improve transit, implementing biking improvements, implementing strategies to prioritize high-occupancy vehicles, and encouraging telecommuting and alternative transportation commutes. Its traffic strategies include education, implementing traffic calming, and coordinating traffic signals.



ZERO WASTE

0 /5

**Points Deducted:** The CAP does not contain a zero waste goal.



TREES

3 /5

**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

40 /100

## CAP IMPLEMENTATION



ANNUAL MONITORING  
REPORT PUBLISHED

3 /8

**Points Earned:** The City has posted SANDAG's ReCAP summary on its website.

**Points Deducted:** The City has not released its own comprehensive monitoring report.



## SUMMARY OF PROGRESS

Report Includes Progress toward GHG Target

5 /5

**Points Earned:** SANDAG's ReCAP summary reports that the City's emissions in 2016 were 335,200 MT CO<sub>2</sub>e, and the report also includes an updated inventory that breaks down emissions by sector.

Progress Toward Implementing Actions

0 /5

**Points Deducted:** The City has not released a report that summarizes progress in implementation actions in the CAP.



## PROGRESS REPORTED BY MEASURE

0 /15

**Points Deducted:** The City has not released a report that reports on progress by measure.



## EQUITY & JOBS

2 /10

**Points Earned:** The City received cap-and-trade funding for the Westside Infill Transit Oriented Development project, an affordable housing development, in 2015. The City is also in the process of approving a large affordable housing project.

**Points Deducted:** The City has not been tracking implementation of the Environmental Justice Element of the General Plan.



## CLEAN ENERGY

100% Clean Energy

0 /10

**Points Deducted:** The City does not have a 100% clean energy target.

CCE

0 /10

**Points Deducted:** The CAP does not refer to CCE.

Energy Efficiency & Water Conservation

3 /5

**Points Earned:** The ReCAP summary notes that National City recently completed \$5.4 million of energy conservation measures in City parks and facilities.

**Points Deducted:** Progress on specific CAP measures is not reported.



## TRANSPORTATION & LAND USE

Zero Emissions Vehicles (ZEV)

1 /2

**Points Deducted:** The City has previously developed permitting guidance for installation of EV charging facilities. Further progress toward incorporating ZEVs into the city fleet is not reported.

Commuter Mode Shift Goals

0 /7

**Points Deducted:** The CAP does not contain commuter mode shift goals.



## TRANSPORTATION & LAND USE

### Smart Growth Strategies

5 /6

**Points Earned:** In 2019, National City made progress on two key smart growth projects: a mixed-use development at 8th & B, and a proposed 400-unit mixed-income development at 233 Roosevelt Tower. Both projects will make housing, jobs, and key destinations accessible by walking, biking and transit. 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.

**Points Deducted:** More recent action to support Smart Growth is not reported.

### Walking, Biking and/or Complete Streets Plans

2 /5

**Points Earned:** The City adopted a Bike Master Plan in 2011.

**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 Plan.

### Other Transportation Strategies

2 /2

**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.



ZERO WASTE

0 /5

**Points Deducted:** The CAP does not contain a zero waste goal.



TREES

5 /5

**Points Earned:** In Fiscal Year 2019, the City began planting 1700 trees, for which funding was secured through a CAL FIRE tree planting grant. 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. Additionally, the Urban Forest Management Plan was adopted by City Council on 11/19/2019.

TOTAL

27 /100



# CITY OF OCEANSIDE CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> The City of Oceanside adopted its CAP on May 8, 2019.
 LEGALLY BINDING	10 /10	<b>Points Earned:</b> The CAP will serve as a Qualified GHG Reduction Strategy consistent with CEQA guidelines. It includes a technical appendix and a CAP Consistency Checklist.
 STATE GHG TARGETS	5 /10	<p><b>Points Earned:</b> GHG reduction targets are set on a per capita basis to put the city on a trajectory to achieve 2 MT CO<sub>2</sub>e per capita by 2050. While this target-setting methodology is offered as one recommended strategy for local governments in CARB's Scoping Plan, it is not sufficiently aggressive to support the state in meeting its GHG reduction targets, particularly because as of October 2018, with EO B-55-18, the state is now working toward carbon neutrality by 2045.</p> <p><b>Points Deducted:</b> On a mass emissions basis, the city's targets translate to a mere 33% reduction in emissions between 2013 and 2035. These targets are out of step with the appropriately aggressive targets adopted in other cities throughout the region.</p>



## IMPLEMENTATION & MONITORING

### Implementation Roles

1 /2

**Points Earned:** The CAP identifies department responsibility for each action.

**Points Deducted:** The CAP does not call for a public implementation task force or a full-time CAP coordinator.

### Timeline and Cost Analysis

5 /5

**Points Earned:** The CAP breaks actions down into three phases: Phase 1 includes actions to be implemented in 2019-2020; Phase 2, 2019-2023; and Phase 3, 2024-2030. The City also completed a cost benefit analysis for most of the CAP measures in consultation with EPIC.

### Annual Monitoring

3 /3

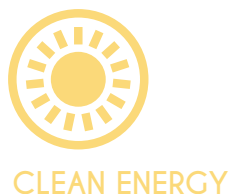
**Points Earned:** CAP calls for an annual monitoring report published on the City website and presented to the City Council, an update of its GHG inventory every five years, and a CAP update every five years following each comprehensive GHG inventory update.



## EQUITY & JOBS

0 /10

**Points Deducted:** The CAP contains no section on social equity or green jobs.



100% Clean Energy

0 /10

**Points Deducted:** The City will adopt a renewable energy procurement policy that mandates procurement of just 75% of local energy from renewable sources.

CCE

7 /10

**Points Earned:** CCE is identified as one possible mechanism to increase the amount of renewable energy procured for residents and businesses.

**Points Deducted:** The CAP does not commit to CCE as the pathway to achieve an increase in clean energy, citing partnership with SDG&E as another possibility, or similar programs.

Energy Efficiency & Water Conservation

2 /5

**Points Earned:** The City will implement its Water Conservation Master Plan, updated in April 2016, which outlines measures necessary to comply with state requirements to reduce water use rates on a per capita basis.

**Points Deducted:** The CAP includes several voluntary measures to promote and encourage energy use reductions; however, it does not call for ordinances to require any steps to improve energy efficiency. Measure E3 states the City will "promote disclosure of historic building energy use ... at the time-of-sale of residential real estate," and will "promote financing options and rebates for residential energy efficiency upgrades" available through existing programs. The measure contains no requirements, though, falling short of the full power of the CAP to enact policy change.



Zero Emissions Vehicles (ZEV)

0 /2

**Points Deducted:** The CAP does not commit to converting the municipal fleet to ZEVs.

Commuter Mode Shift Goals

3 /7

**Points Earned:** The CAP includes some mode share targets, specifically 1) By 2035, at least 10% of Oceanside residents will commute to work by public transit; 2) By 2035 ZEVs will comprise at least 20% of the automobiles owned and operated by Oceanside residents.

**Points Deducted:** The targets are limited in scope and do not have clear strategies tied to achieving them.



#### Smart Growth Strategies

3 /6

**Points Earned:** Oceanside will establish a goal of locating the majority of new housing units and employment-generating land uses through 2030 within existing and potential Smart Growth Opportunity Areas (SGOAs). The CAP states that the City will achieve this by adopting policies to accommodate and incentivize growth in those areas, possibly including streamlined permitting and review in SGOAs, zoning amendments, and development density credits.

**Points Deducted:** The CAP does not identify a VMT reduction target and does not specifically state the policies that will be used to support affordable infill housing near jobs and transit.

#### Walking, Biking and/or Complete Streets Plans

2 /5

**Points Earned:** The CAP calls for the City to establish criteria for identifying opportunity sites for new off-street multi-use pathways along transportation corridors, and to incorporate these criteria into the next update to the City's Bicycle Master Plan, Pedestrian Master Plan, and General Plan Circulation Element. The City has adopted a Bicycle Master Plan and Pedestrian Master Plan, in 2008 and 2009 respectively.

**Points Deducted:** The CAP does not call for an update of the Bicycle Master Plan or Pedestrian Master Plan at a specific point in time or in service of any quantified targets.

#### Other Transportation Strategies

2 /2

**Points Earned:** The City plans to partner with neighboring jurisdictions to develop a neighborhood electric vehicle (NEV) implementation plan. The plan may include a coastal zone NEV circulator shuttle system and a NEV shuttle loop between a commercial center and a Sprinter station.

The CAP also calls for a TDM Ordinance to require new commercial and industrial developments, or commercial and industrial developments undergoing renovations affecting over 10,000 square feet, that would generate over 100 vehicle commute trips per day, to prepare a TDM plan. The City will prepare and maintain a checklist of common TDM measures to streamline preparation of those plans. Common TDM measures cited in the plan include off-site walkways, safety improvements to nearby pedestrian paths, on-site secure bicycle parking, and improvements to nearby transit stations such as shelters, benches, or other street furniture.



ZERO WASTE

5 /5

**Points Earned:** The CAP target is to achieve 90% waste diversion by 2035, which will require an update to the Zero Waste Resource Management Plan.



TREES

4 /5



**Points Earned:** The City sets a goal in the CAP to plant 200 trees each year on public rights-of-way and to require development projects to incorporate an annual average of 200 additional trees per year. This requirement will be implemented through a Green Streets Ordinance requiring new development projects to incorporate shade trees.

**Points Deducted:** The tree planting target is not expressed in terms of tree canopy coverage.

TOTAL

55 /100

# CITY OF SAN DIEGO CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> San Diego approved its CAP in a bipartisan, unanimous vote in December 2015.
 LEGALLY BINDING	10 /10	<b>Points Earned:</b> 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 /10	<b>Points Earned:</b> 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 /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

3 /5

**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 /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 /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.





100% Clean Energy

10 /10

**Points Earned:** The CAP includes a citywide goal to achieve 100% clean energy by 2035.

CCE

10 /10

**Points Earned:** The CAP lists CCE as a possible strategy to achieve 100% clean energy.

Energy Efficiency & Water Conservation

5 /5

**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)

2 /2

**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

7 /7

**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

6 /6

**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.

Walking, Biking and/or  
Complete Streets Plans

5 /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

2 /2

**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 /5

**Points Earned:** San Diego's CAP has a goal of 100% waste diversion by 2040.



TREES

5 /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

98 /100

## CAP IMPLEMENTATION



ANNUAL MONITORING  
REPORT PUBLISHED

8 /8

**Points Earned:** The City released its fourth Annual Monitoring Report in December 2019.



## SUMMARY OF PROGRESS

Report Includes Progress toward GHG Target

5 /5

Progress Toward Implementing Actions

4 /5

**Points Earned:** In the Executive Summary of the CAP Annual Monitoring Report, a line graph based on a 2018 inventory shows current emissions compared with a trend line representing the City's reduction targets.

**Points Earned:** The CAP Annual Monitoring Report provides a comprehensive, high-level summary of progress on CAP targets in a chart comparing progress as of 2018 to the 2010 baseline year, as well as to 2020 and 2035. The Annual Report also includes a short summary page for each key CAP strategy.

**Points Deducted:** The CAP Annual Monitoring Report states that "To date, all 17 actions identified in the CAP are in progress or completed," but does not distinguish between actions completed, actions in progress, and actions ahead or behind schedule.



## PROGRESS REPORTED BY MEASURE

11 /15

**Points Earned:** The CAP Annual Monitoring Report Appendix includes quantitative reports of progress on most CAP strategies. The Annual Report also includes a high-level chart reporting on quantitative progress for each CAP action.

**Points Deducted:** Progress is quantified, but descriptions of progress by measure or by action are lacking, especially in the Annual Report Appendix. 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<sub>/10</sub>

**Points Earned:** Regarding Equity, the City is working to fulfill its CAP commitments to prioritize communities of concern by hiring a FTE Climate Equity Specialist, who has facilitated the creation of a Climate Equity Index that will establish social equity criteria for CIP expenditures. The Climate Equity Index was created in collaboration with environmental organizations, community-based organizations, climate organizations, and other key stakeholders. The City is also partaking in the Partners for Places Project, which will engage communities in Southeast San Diego through a Climate Ambassadors for Environmental Justice educational program and energy efficiency analysis specific to mobile home parks. The City has also begun tracking CAP investments in Communities of Concern, stating: "The City of San Diego has invested nearly \$757 million on CAP Capital Improvement Program (CIP) projects in Communities of Concern. This represents 49.6% of all CAP CIP expenses."

Regarding Community Choice Energy, San Diego established San Diego Community Power, which built in strong worker protections and equity provisions and is the only Community Choice Energy program in the region to codify these measures and principles in their foundational documents.

Regarding jobs, the City reports San Diego's green jobs grew in 2018, with a 17.6% increase from 2010 to 2018. The city reports that nearly four out of five new jobs are in the Energy and Water Efficiency.

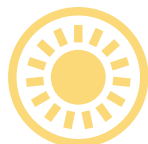


## CLEAN ENERGY

100% Clean Energy

10<sub>/10</sub>

**Points Earned:** Although the City's electricity mix was 43% renewable energy content in 2018, in 2019, the City's Sustainability Department devoted significant resources to establishing a regional Community Choice Energy program, San Diego Community Power, that commits to 100% clean energy by 2035. The City also reports increases in residential, commercial, and municipal solar photovoltaic installations, with residential solar installations accounting for approximately 6% of total electricity consumption.



## CLEAN ENERGY

CCE

13/10

Energy Efficiency & Water Conservation

3/5

**Points Earned:** In December 2019, the City established a Community Choice Program called "San Diego Community Power" with the Cities of Encinitas, Chula Vista, La Mesa, and Imperial Beach. San Diego Community Power will provide energy to customers in 2021.

**Bonus Points:** SDCP includes a commitment to 100 percent clean energy by 2035. The City of San Diego led in the development of SDCP, and negotiated with other cities to join the JPA.

**Points Earned:** For 2018 residential energy use, the City reported a 15% energy use reduction from the 2010 baseline in 50% of residential units. In this respect, the City is ahead of schedule (The 2035 target is 15% energy use reduction from the 2010 baseline in 50% of residential units).

The City reports that in 2018, average water usage, in gallons per capita per day, was 114. (The CAP goal is 117 GPCD by 2020, and 105 GPCD by 2035).

The City reports a 12% decrease in natural gas end-use emissions between the 2017 and 2018, which is largely credited to a decrease in natural gas use from industrial customers within the city. The natural gas end-use from industrial customers in 2018 was 26% lower than it was in 2017. Residential and commercial natural gas end-use did not change significantly (less than 4% decrease in each customer class) from 2017 to 2018.

The Outdoor Landscaping Ordinance has been implemented, and a Building Energy Benchmarking Ordinance requiring owners of commercial buildings of 50,000 square feet or more and owners of multifamily residential buildings with more than 17 units to perform annual energy use benchmarking assessments and report results, was introduced to City Council on January 8, 2019.

**Points Deducted:** For 2018 municipal energy use, the City reports a 2.5% reduction from the 2010 baseline. (The 2020 CAP goal is 15% reduction from 2010 baseline). The City also reports a 18% increase in water-related emissions between 2017 and 2018, which is partially due to higher water use and less local water supply in 2018 compared with 2017.

The City has not reported on progress on the following Phase 1 Actions: "Present to City Council for consideration a residential Energy Conservation and Disclosure Ordinance"; "Present to City Council for consideration a Municipal Energy Strategy and Implementation Plan"; "Present to City Council for consideration a Water Conservation and Disclosure Ordinance." The City has also not reported progress on the following Phase 2 Action: "Support water rate structures that provide pricing signals that encourage water conservation and reuse, including greywater use."

## Zero Emissions Vehicles (ZEV)

1 /2

**Points Deducted:** In 2018, the municipal fleet included 87 ZEVs, three vehicles fewer than in 2017 and accounting for approximately 2.2% of the fleet. (The CAP commits the City to ZEVs comprising 50% of the municipal fleet by 2020 and 90% by 2035).

The following Phase 1 Action has not been completed: "Present to City Council for consideration an update to City Administrative Regulation 90.73 to increase the number of municipal zero emissions vehicles."

## Commuter Mode Shift Goals

2 /7

**Points Earned:** The City has begun construction on Phase I and Phase II of the downtown cycle track network included in the Downtown Mobility Plan. In 2018, the City completed 41 miles of new and improved bicycle facilities and constructed 8,800 linear feet of new sidewalk, approximately 1.7 miles.

**Points Deducted:** The City does not yet have a mobility monitoring program to track pedestrian and bicycle mode share, but based on SANDAG modeling, estimates that the City has achieved 8% transit commuter mode share, 3% pedestrian commuter mode share, and 2% bicycle mode share. The 2020 goal is 12% transit commuter mode share, 4% pedestrian commuter mode share, and 6% bicyclist mode share, and the 2035 goal is 25%, 7%, and 18% for transit, walking, and biking, respectively. Phase 1 of the Mobility Action Plan, which was promised as a document to chart the course toward the mode share targets, has been developed, but does not meaningfully chart the course to achieve the mode share targets. The 2018 Annual Report Appendix says that 41 miles of bike lanes were added or improved in 2018, 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.

Progress towards the following actions have not been reported on: "Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit"; "Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities"; "Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities"



TRANSPORTATION  
& LAND USE



## Smart Growth Strategies

3 /6



### TRANSPORTATION & LAND USE

## Walking, Biking and/or Complete Streets Plans

2 /5

**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. The most recently adopted Community Plan Update, the Mission Valley CPU, estimates that during peak period commute trips, 38% of commuters would commute by transit, biking, or walking, demonstrating that the ambitious CAP mode share targets are possible.

**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. Although the Mission Valley CPU has decent mode share splits for sustainable modes, the CAP's 50% mode share target is supposed to be the average across the city's TPAs, which means that communities that have dense land use and a high concentration of transit options, such as Mission Valley, should actually be striving to go well beyond that 50% goal. The Plan also includes a car bridge addition called Street J, which will induce demand for driving. 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.

Progress towards the following action has not been reported on: "Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit."

**Points Earned:** The Bicycle Master Plan Strategic Implementation Plan was adopted in July 2018 to organize and prioritize implementation of the Bicycle Master Plan. In 2019, the City moved forward with a plan to install protected bikeways on 30th Street.

**Points Deducted:** In 2018, the City constructed 8,800 linear feet of new sidewalk, or approximately 1.7 miles. 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.). In 2018, the City added 11.5 miles of unprotected bike lanes, added 0 miles of protected bike lanes, and improved or replaced 30.2 miles of bike lanes.

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.

## Other Transportation Strategies

1 /2

**Points Earned:** In 2018, 52 signals were retimed (the CAP goal is 200 signals retimed by 2020).

In 2018 a new mobility board was 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.

The Annual Report says that "the establishment of a Mobility Division is being considered to work across all departments in the City as a champion for mobility innovation and implementation. The Mobility Division would monitor and report on identified goals, actions and policies."

**Points Deducted:** In 2018 the City installed 0 roundabouts, totaling 2 installed roundabouts since CAP adoption. (The CAP goal is 15 roundabouts in 2020 and 35 in 2035).

Progress on the following actions are not reported on: "Implement a Traffic Signal Master Plan to retime traffic signals to reduce vehicle fuel consumption," "Implement a Roundabouts Master Plan to install roundabouts to reduce vehicle fuel consumption."

Information on other strategies cited in the CAP, such as pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities, infrastructure improvements, and incorporation of Safe Routes to Transit strategies in Transit Priority Areas, is not readily available to the public.



ZERO WASTE

3 /5

**Points Earned:** In 2018, the City waste diversion rate was 65%. (The CAP goal is 75% diversion by 2020 and 90% diversion by 2035). 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, and the digester capture rate at Point Loma WWTP is now 99.9%.

San Diego operates one of the largest municipally run composting sites in California. This year, the Greenery installed a covered aerated static pile system. The system can process 20,000 tons of clean organic food waste and 20,000 tons of ground green waste. The addition of an aerated static pile composting system was identified in the city's Zero Waste Plan as one of the key strategies to help increase the City's waste diversion rate to 75%.

The City reports that due to this changing landscape in the solid waste industry, the City is revising the Zero Waste Plan to outline a new path forward, acknowledging the impact of new regulations, recycling infrastructure and fluctuating markets for recyclables.

**Points Deducted:** In 2018, waste-related emissions in 2018 were 3% higher than in 2017. The City has maintained a 65% waste diversion rate in 2018, similar to the diversion rate in 2017 (66%), however, the waste disposed at landfills in 2018 from the City was 4% higher than in 2017.



## TREES

3 /5

**Points Earned:** As of 2014, the urban tree canopy coverage was 13% in the City of San Diego, based on the Urban Tree Canopy Assessment preliminary results. (The City has a goal of 15% urban tree canopy coverage by 2020, and a 35% urban tree canopy coverage by 2035). The City reports 1,798 trees were planted in FY 2018 (up from 307 in FY 2017), and 32,377 trees were trimmed.

In Sept 2017, a City Forester was hired to oversee the citywide Urban Forestry Program, and in 2020, the Urban Forestry Program hired one additional arborist. In January 2017, the City published the 5-Year Urban Forestry Plan, which identifies steps necessary to meet CAP goals and other objectives of the Urban Forestry Program. The City is currently in the process of creating the Parks Master Plan, with a draft to be released in early 2020.

**Points Deducted:** The City has not planned long-term for the funding and staffing necessary to fully implement the tree canopy target in the CAP. Because the City has not completed the analysis of LiDAR remote sensing data for the Urban Tree Canopy Assessment, the CAP Annual Report and Appendix do not provide an estimate of how many trees are needed to meet the 2020 goal.

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## TOTAL

78 /100

# CITY OF SOLANA BEACH CAP

CATEGORY	POINTS EARNED	DESCRIPTION
 CAP ADOPTED	3 /3	<b>Points Earned:</b> Solana Beach adopted its CAP in July, 2017.
 LEGALLY BINDING	6 /10	<b>Points Earned:</b> The CAP has a 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.  <b>Points Deducted:</b> The CAP is neither mitigation for the General Plan, nor is it CEQA-qualified, so it is not legally binding.
 STATE GHG TARGETS	10 /10	<b>Points Earned:</b> GHG reduction targets extend to 2035 and are based on state targets of AB 32, SB 32, EO B-30-15, and S-3-05.



## IMPLEMENTATION & MONITORING

### Implementation Roles

2 /2

**Points Earned:** An implementation plan currently in development will assign implementation roles to city departments.

### Timeline and Cost Analysis

3 /5

**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.

**Points Deducted:** The CAP identifies potential funding sources, but does not have an implementation plan that identifies specific costs for each measure.

### Annual Monitoring

2 /3

**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 two years starting in 2016.

**Points Deducted:** Monitoring will be every other year, not annually.



## EQUITY & JOBS

0 /10

**Points Deducted:** The CAP contains no section on social equity or green jobs.



## CLEAN ENERGY

100% Clean Energy

10 /10

**Points Earned:** The CAP goal is to achieve 100% renewable electricity supply from this measure by 2035.

CCE

10 /10

**Points Earned:** CCE is identified as the method to achieve 100% renewable energy by 2035.

Energy Efficiency & Water Conservation

5 /5

**Points Earned:** The City will achieve a 15% energy use reduction from programs for single-family and multifamily homes, reduce potable water use by 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.



## TRANSPORTATION & LAND USE

Zero Emissions Vehicles (ZEV)

1 /2

**Points Earned:** The CAP sets a goal to increase the percentage of VMT by EVs and 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 EVs and AFVs. 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.

Commuter Mode Shift Goals

5 /7

**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.



## TRANSPORTATION & LAND USE

### Smart Growth Strategies

6 /6

**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 /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

2 /2

**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 two 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 /5

**Points Earned:** The CAP target is to achieve 90% waste diversion by 2035.



TREES

5 /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

80 /100

## CAP IMPLEMENTATION



ANNUAL MONITORING  
REPORT PUBLISHED

8 /8

**Points Earned:** The City released its Annual Monitoring Report in February 2020.





## SUMMARY OF PROGRESS

Report Includes Progress toward GHG Target

5 /5

Progress Toward Implementing Actions

3 /5

**Points Earned:** The Annual Monitoring Report Executive Summary shows the City's progress toward emissions targets graphically and verbally using approximations of GHG reductions from 2016 GHG inventory.

**Points Earned:** The Annual Monitoring Report Executive Summary includes highlights towards actions taken.

**Points Deducted:** The CAP Annual Monitoring Report lacks an executive summary that provides a comprehensive snapshot of progress on all actions. The comprehensive snapshot should include the percentage of actions in progress, completed, not yet started, and/or behind schedule.



## PROGRESS REPORTED BY MEASURE

10 /15

**Points Earned:** The Annual Monitoring Report reports progress on each CAP action and status in the order they appear in the CAP. The City also identifies the progress of each action by indicating and color-coding as "No Significant Progress Made" or "Significant Progress Made."

**Points Deducted:** Reporting on most actions is sparse and lacks explanations of actions taken, as well as dates and names of departments/agencies that took action. The Annual Monitoring Report lacks quantitative progress for most actions.



## EQUITY & JOBS

2 /10

**Points Earned:** In 2019, the City amended Chapter 4 of its Climate Action Plan that addresses climate adaptation to include a section on climate justice. The Climate Justice section includes a list of factors that contribute to vulnerability and climate action strategies.

The approval of the Solana Highlands Project in December 2018 includes 32 new senior low-income housing units near transit.

**Points Deducted:** While the CAP adaptation includes a Climate Justice section, the mitigation strategies within the CAP do not have a section on social equity or jobs, and implementation of quantifiable strategies lacks a social equity decision-making matrix or other mechanism to prioritize vulnerable populations. The CAP Annual Monitoring Report reports that the CCE program creates jobs, but lacks any estimate of the number, quality, or kind of jobs.



## CLEAN ENERGY

100% Clean Energy

9 /10

**Points Earned:** Through its CCE program, the City is able to offer residents a 100% clean energy electricity option and is on track to meet its goal of 100% clean energy by 2035 with the successful implementation of its CCE program.

The City also offers streamlining for commercial and residential solar projects, and all schools currently have rooftop solar. The City is currently researching building electrification reach code measures and the feasibility of solar water heating reach codes for major renovations/remodels in commercial and residential properties.

**Points Deducted:** The City has yet to make progress on the majority of actions necessary to achieve its residential and commercial rooftop solar goals, as well as its solar hot water goals and building electrification goals.

CCE

13 /10

**Points Earned:** In 2019, the City joined in a JPA to form the CEA (a North County Coastal CCE program) with Carlsbad and Del Mar, which will begin serving customers in 2021. However, in the meantime, Solana Beach is still providing energy through its own CCE program, Solana Clean Energy (SCE), which is able to provide a 100% clean energy option to its customers.

Estimates show that the implementation of a CCE program in its first year has helped the City meet an astounding 1/3 of its electricity reduction goals, and about 22% of its total reduction goals.

Solana Beach receives two extra points for being the first city in the region to launch a CCE program, and a third extra point for being the only City currently receiving energy from a CCE program.



## CLEAN ENERGY

### Energy Efficiency & Water Conservation

2 /5

**Points Earned:** The City reports that efforts to expand the recycled water program to reduce potable consumption by 10% is planned for in the 2019-2020 plan. The City reports that implementation of the current water rate and billing structure has led to the necessary results to reduce water consumption. The City also provides links on its website to promote programs that offer water efficiency rebates, programs to help customers convert to more water-efficient landscaping, and forms to report water waste.

**Points Deducted:** The City has not made progress towards actions necessary to achieve its goals to reduce residential and commercial energy use by 15%.

*Note:* 2016 data shows an 8% increase in water consumption emissions since the 2010 baseline.

### Zero Emissions Vehicles (ZEV)

0 /2



## TRANSPORTATION & LAND USE

**Points Earned:** The City reports that all three of the municipal vehicles are hybrid vehicles. The City also reports that 29 EV chargers are available to the public, and the ZEVs make up 2.5% of the total vehicles in the city. The City has also adopted an ordinance to streamline the EV charging permitting process, as well as adopted the 2019 California Green Building Standards Code that requires EV charging for new construction. The City has also passed a Shared Mobility Ordinance to set the groundwork for a shared mobility pilot program.

Continued from previous years, the City partakes in 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 continues an employee Commuter Incentive Program that rewards employees who carpool or take alternative modes of transportation to work, including driving ZEVs. 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.

**Points Deducted:** Public works, Code Enforcement, Parks and Recreation, Fire, and Lifeguard trucks are still gasoline trucks. 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.



## TRANSPORTATION & LAND USE

### Commuter Mode Shift Goals

3 /7

**Points Earned:** The City continues to manage the Lomas Santa Fe Improvement Project, intended to improve the character, safety, walkability, bikeability, and circulation along the Lomas Santa Fe corridor. Total miles of bike lanes in the city have increased from 10 to 11 by 2019, including two miles of Class I path, seven miles of Class II lanes, and two miles of Class III lanes. Additionally, the City joined other North Coastal Cities to develop a bike share program, expected to launch 2020, and Councilmember Zito, on behalf of the City, has expressed support of SANDAG's 5 Big Moves vision.

**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, and is behind schedule. Future bike lane development is encouraged to prioritize Class I and Class IV bike lanes. 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. Transit ridership is reported in number of passengers on and off transit per weekday on the bus (675 in FY 2016, 541 in FY 2017) and Coaster (496 in FY 2016), but due to the target represented as 10% of the labor force, the City's progress on this action is unclear. No progress has been made in advocating for funding of bus enhancements (T-4.1) or to promote an East-West shuttle on Lomas Santa Fe Drive (T-4.2).

### Smart Growth Strategies

2 /6

**Points Earned:** Higher-density, mixed-use projects are under review by the City. 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.

**Points Deducted:** Progress towards Measure T-3 has not been reported. T-3 calls for a reduction in average daily VMT by one 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.



## TRANSPORTATION & LAND USE

Walking, Biking and/or  
Complete Streets Plans

3 /5

**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, and implemented the General Plan Circulation Element, which requires a "Complete Streets" approach in designing streets.

**Points Deducted:** The City has not initiated efforts toward 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.

Other Transportation Strategies

0 /2

**Points Deducted:** Measures T-6 and T-7 include reducing GHG emissions by retiming traffic signals and promoting telecommuting to achieve 10% participation, respectively, but no action has been taken on these measures. The City reports that traffic signals may be retimed as part of the Lomas Santa Fe Improvement project. Measure T-11 calls for promotion of an alternative work schedule (four days/week), but performance data is not available.



## ZERO WASTE

4 /5

**Points Earned:** In August 2019, Solana Beach expanded its ordinance prohibiting the use of polystyrene take-out containers to include any food service ware within the City that is not recyclable or compostable, and any single-use beverage straws, utensils, stirrers, splash sticks, cocktail sticks or toothpicks made from plastic. It also prohibits the sale and distribution of plastic bottled beverages at any City facility or City event. Solana Beach is adopting a CA voluntary measure to increase the requirement of construction waste recycled or reused to 65%. The City also participated in efforts to map regional food waste generation with the San Diego Food Systems Alliance, and noted that EDCO is installing an anaerobic digester to capture methane at the landfills.

**Points Deducted:** The City has not made significant progress on other waste diversion measures during the reporting period, including providing public education on organics and textile recycling, exploring City carbon accountability at the department level, exploring creation of a regional compost facility, expanding opportunities for community-scale food production and distribution, and developing a City Green Purchasing Plan. Data is not available to determine progress toward the City's goal of 90% waste diversion.

*Note:* 2016 data shows a 3% increase in solid waste emissions since the 2010 baseline.



## TREES

1 /5

**Points Earned:** The City entered into an agreement with Lumbercycle to assess the eco-benefits of municipal trees and identify a list of trees to plant to increase eco-benefits.

**Points Deducted:** Although the City reported incorporating the Urban Tree Planting Program into its 2019-2020 work plan, specific actions have not been identified. Under this program, new developments will be required to plant trees to achieve a 30% canopy coverage. The City's current tree canopy is 22%, and so far progress has not been made toward its goal of 30% tree canopy.

## TOTAL

66 /100

