



EXECUTIVE SUMMARY

Climate change has become a global emergency. In August 2021, the UN Intergovernmental Panel on Climate Change (IPCC) released a landmark study on climate change, which UN Secretary-General Antonio Guterres deemed "a code red for humanity." A second IPCC report earlier this year demonstrated that, at current levels, global CO2 emissions will increase by almost 14 percent over the next decade, prompting the UN Chief to declare fossil fuels a "dead end for our planet, for humanity, and yes, for economies."

Cities are climate crisis hotspots, yet crucial to the solution. According to the UN Environment Programme, cities are responsible for 75 percent of global CO2 emissions, with transport and buildings being among the largest contributors. With more than 80 percent of Americans living in urban areas, our cities play a powerful role in solving the climate crisis, and tools like Climate Action Plans (CAPs) are critical to reaching a carbonfree future.

The San Diego region is far from reaching zero carbon. Our 5th annual CAP Report Card demonstrates that while the City of San Diego may become the first city in our region to set a net zero greenhouse gas (GHG) emissions target, currently no adopted CAP has a zero carbon goal. This runs counter to climate science and international best practices, whereby cities must collaborate to rapidly strengthen their decarbonization strategies. For example, while most of the 18 cities in San Diego County have a CAP, only nine have a 100 percent renewable energy target. Since methane accounts for the third-largest source of emissions in our region, it is important for cities to develop bold measures to electrify all buildings.

Local CAPs are missing the mark on climate equity. Cities are falling behind on climate justice by failing to incorporate measurable equity goals in their CAPs. While San Diego and Chula Vista have created citywide Climate Equity Indexes to identify ongoing disparities, the majority of adopted and pending CAPs offer limited and inconsistent information on how these will prioritize Communities of Concern during CAP implementation planning.

EXECUTIVE SUMMARY CONT.

Funding and implementation planning is essential—and missing. Failure to develop CAP implementation cost analyses, failure to create funding plans, and failure to fund CAPs have dug cities into deeper GHG emission holes, making it harder and more expensive for cities to finance and complete decarbonization, mitigation, and resiliency projects. For example, our findings reveal that cities continue to struggle in decarbonizing the transportation sector—the region's largest source of GHG emissions—by failing to implement smart growth strategies or fund plans and projects to increase biking, walking, and transit use. As cities move through annual and multi-year budget cycles and planning, they must commit to completing cost analyses of their CAPs, develop plans to fully fund their CAP, and actually fund implementation.

Regional collaboration is the path to success. In October 2021, the County of San Diego released its draft Regional Decarbonization Framework (RDF). Findings from the RDF's Local Opportunity Analysis conclude that the region's current collective CAP commitments are insufficient to reach decarbonization goals that will stop the worst impacts of climate change from harming our communities. To put the RDF's insights into action, regional governments should support state legislation (AB 1640) authorizing SANDAG to co-establish a Regional Climate Network with cities to leverage resources and facilitate collaboration and cooperation among our diverse communities.

This is our moment for climate action. The good news is that San Diego has the opportunity to attract state, federal, and private funding to become a global climate leader if they develop cost analyses of their CAPs and commit to implementation. Just last year, Governor Newson released a \$15 billion climate package, the largest such investment in California's history. With effective local leadership and cross-sector collaboration among government agencies, workers, environmental and social justice organizations, businesses, and community and place-based organizations, the San Diego region can ensure funding to achieve zero-carbon emissions in time and guarantee a thriving future for all.



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ABOUT CLIMATE ACTION CAMPAIGN

Climate Action Campaign's mission is to stop the climate emergency by championing a **Zero Carbon future**. We organize this vital work into **Five Fights** through a lens of equity and justice: 100% Clean electricity; All-Electric Homes; Bikeable, Walkable Neighborhoods; World-Class Transit; and Resilience.

Climate Action Campaign (CAC) will **implement a replicable and scalable regional model for an equitable transition to Zero Carbon in the next ten years.** Cities are leading the way on climate solutions, and we leverage this innovation and creativity to model solutions that can be scaled and replicated around the world.

This report card highlights our Five Fights — key climate policy areas we encourage every municipality to address with quantifiable, enforceable strategies as part of a comprehensive Climate Action Plan.











A GLOBAL CALL TO CLIMATE ACTION

In August 2021, the UN Intergovernmental Panel on Climate Change (IPCC) released its Sixth Assessment Report, which UN Secretary-General Antonio Guterres deemed as "a code red for humanity." The report, prepared by 234 scientists from 66 countries, makes it clear that policymakers worldwide must take swift, decisive action to reach zero carbon emissions by 2050.

Only 100 days after the UN climate summit in Glasgow, COP26, the IPCC released a second assessment warning of the dire effects of climate inaction and failing global leadership, which has now placed nearly half of humankind in very vulnerable climate situations. "Delay causes death," the UN Secretary-General has said.

Despite this alarming scenario, IPCC experts agree that protecting and strengthening nature works and that climate action, particularly in cities, is crucial to combat the climate crisis. IPCC Working Group II Co-Chair Debra Roberts explains it best:

"Cities [also] provide opportunities for climate action – green buildings, reliable supplies of clean water and renewable energy, and sustainable transport systems that connect urban and rural areas can all lead to a more inclusive, fairer society."

With more than 80% of Americans living in urban areas, city leaders must take the initiative to put forward robust decarbonization strategies, and collaborate to contain the drivers of the climate emergency. The design of cities—how we utilize our land, where and how we build our housing, and how we get around—impacts the energy we consume and the amount of GHG emissions we produce. Therefore, cities in the San Diego region must enforce comprehensive and legally binding CAPs that set the path to more vibrant, healthier, and prosperous places to live and work.

80.7%

U.S. population lives in Urban Areas

3.3 Billion

People living in highly vulnerable climate contexts.

78%

Of the world's energy is consumed by cities.











Sustainable Development Goals

All CAPs should align with the global SDGs, which were adopted by 193 world leaders in September 2015 as a path to ending extreme poverty and hunger, fighting inequality and injustice, and tackling climate change by 2030.

WHAT IS A CLIMATE ACTION PLAN?

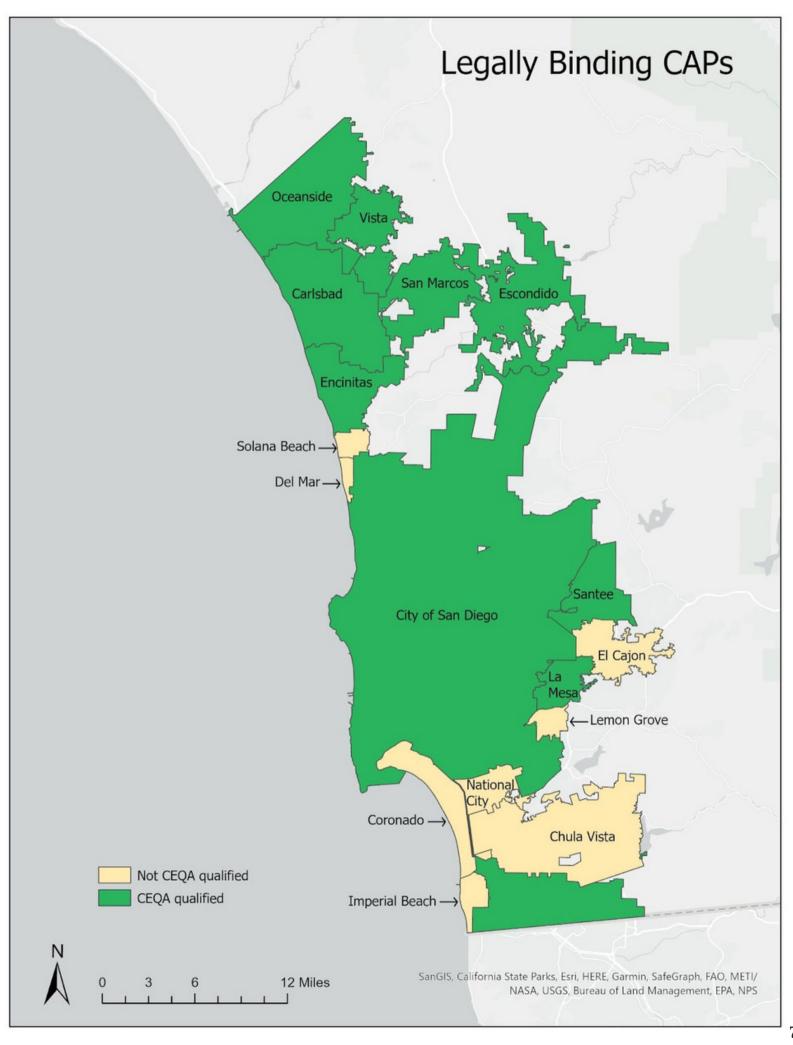
Climate Action Plans (CAPs) are comprehensive tools that help local governments mitigate the climate crisis. CAPs provide a roadmap for reducing greenhouse gas emissions ("GHGs") by implementing various strategies, goals, actions, and supporting measures.

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 and measures that will enable local governments to reduce emissions to their targeted levels. CAPs also consider how state and federal policies will impact local efforts to reach emissions reductions targets.

Typically, CAPs focus on strategies that help reduce emissions from these specific key categories: energy, transportation and land use, solid waste, water and wastewater, and carbon sequestration. Each City should develop an associated and detailed Implementation Plan that outlines how each strategy within the CAP will be implemented and funded and how the local government will report on that implementation.

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







WHAT IS THE CLIMATE ACTION PLAN REPORT CARD?

The Climate Action Plan Report Card assesses the San Diego region's climate planning and climate action to guide the public and local governments to:

- TAKE TRANSFORMATIVE CLIMATE ACTION;
- SHARE BEST PRACTICES;
- UNCOVER PATTERNS AND TRENDS ACROSS A VAST AND SCATTERED SET OF INFORMATION; AND
- INCREASE TRANSPARENCY AND ACCOUNTABILITY.

Through this report, we 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 arm residents in the community with a tool that increases transparency and enables them to hold their local governments accountable for reducing the pollution that causes climate change. Cities are a key component of climate action, and this Report Card is an essential tool that will guide the direction and speed of local policies.





WHAT TO EXPECT FROM CAC'S 2022 REPORT CARD:

To better advance a thriving future for San Diego, Climate Action Campaign evaluated local CAPs with a new rubric that includes important updates in key areas, including climate equity, clean energy, food systems, transportation and land use, and the green economy.

As cities recover from the COVID-19 pandemic, the report card acknowledges local efforts to update and improve outdated CAPs, taking into account the limitations and challenges faced by all jurisdictions. Ultimately, this report card provides cities in the San Diego region with data-driven best practices to enforce comprehensive plans that reflect current climate and community needs.

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





SUMMARY OF CAP SCORES

	CAP SCORE	IMPLEMENTATION SCORE	AVERAGE SCORE
CARLSBAD	65.5	64	64.75
CHULA VISTA	68.5	60.5	64.5
DEL MAR	62.5	65	63.75
ENCINITAS	92	73	82.5
ESCONDIDO	97.5		97.5
IMPERIAL BEACH	45.5	59	52.25
LA MESA	85	74	79.5
LEMON GROVE	62.5	8	35.25
SAN DIEGO	78	60	69
SAN MARCOS	59.5	49.5	54.5
SOLANA BEACH	76.5	63.5	70
OCEANSIDE	73	53.5	62.25
VISTA	62.5		62.5

CAP SCORES: THE BIG THREE

ESCONDIDO: SCORE 97.5

In March 2021, Escondido released its updated CAP which incorporated significant new best practices on climate equity, green infrastructure, and food.

Note: Escondido's score is based on the City's CAP solely and does not include <u>implementation scores</u> as the CAP was passed within the last year.

ENCINITAS: SCORE 82

Encinitas continues to stand out for its work on clean energy and zero waste. The City has been a consistent regional leader in prioritizing budget and investments toward CAP implementation.

LA MESA SCORE: SCORE 79.5

La Mesa's CAP continues to prioritize its efforts on clean energy and working with regional partners on transportation policy.

No Adopted CAP-CAP Updates in Progress: Coronado, County of San Diego

CAP Adopted-Development In Progress: National City, San Diego

No Commitment to Developing a CAP: Poway

Fatally Flawed CAPs: El Cajon, Santee

KEY RECOMMENDATIONS

We must accelerate efforts to achieve Zero Carbon as a region. To align with the latest UN IPCC Reports, our region must rapidly commit and develop policies to reach Zero Carbon by 2045 or sooner to protect our communities from the harmful effects of climate change.

How do we do that?

1

Commit to Zero Carbon CAPs: While nearly all cities in the San Diego region have adopted Climate Action Plans, these are not ambitious enough to meet the scope and scale of the climate crisis. Currently, the City of San Diego's pending CAP Update is the only plan proposing a zero carbon emissions target by 2035, and 5 CAPs are not yet legally binding. As cities update their plans, they must ensure they are qualified with substantial evidence under the California Environmental Quality Act (CEQA) and commit to carbon neutrality by 2045 or sooner in alignment with Executive Order B-55-18.

2

Get Serious About Funding and Implementation: To reach a Zero Carbon future, local governments must complement legally binding CAPs with robust funding and implementation plans that identify associated costs, timelines, and leading agencies and/or point of contact in charge of decarbonization projects. To obtain the necessary resources to implement CAPs, cities should hire grant writers focused on securing federal, state, and private grants that further climate goals.

3

Create a Regional Climate Network: Just as cities in our region came together to establish regional Community Choice Energy (CCE) programs to take back local control of our energy future, cities must work together in regional collaboration on a broader scale to achieve broader climate goals. A Regional Climate Network would dissolve existing silos hampering progress so cities may strategize and plan for how to reach regional and state climate goals together, all while holding each other accountable, sharing ideas, collaborating on projects, securing funding, and ensuring equitable implementation of climate strategies across the region.

4

Electrify Everything: As the third-largest source of GHG emissions in the region, cities must adopt strategies to transition off of natural (methane) gas and electrify building and transportation sectors as soon as possible. Until now, cities have largely avoided banning and removing methane gas, but with the climate crisis accelerating and expanding access to clean electricity through the adoption of CCE programs, the shift to electrification has become a necessary and feasible strategy.

KEY RECOMMENDATIONS CONT.

5

Build Affordable Homes Near World-Class Transit: Transportation accounts for more emissions than any other sector in the region. The only way to slash emissions is to stop car-dependent, dangerous, and unsustainable sprawl development in high fire risk areas. Instead, cities must build ample affordable housing near transit and job centers, aligned with SANDAG's 2021 Regional Plan and Sustainable Communities Strategy. There must be regional collaboration to implement the Regional Plan that will help the region create bikeable, walkable neighborhoods served by world-class transit to achieve a Zero Carbon future.

6

Promote Nature-Based Solutions and Green Infrastructure: The majority of regional CAPs include at least one measure related to trees. Notably, the cities of Del Mar, Solana Beach, La Mesa, and San Diego have tree canopy coverage targets between 30% to 35% by 2035. Beyond urban tree planting, cities should expand actions to protect, manage, and restore natural and modified ecosystems via Nature Based-Solutions. Specifically, cities should invest in green infrastructure to promote green streets, clean water, stormwater capture, and to protect and restore natural lands.

7

Create Healthy Food Systems: According to the UN, food systems account for over one-third of the global GHG emissions. As the climate crisis accelerates, agricultural losses increase food insecurity risks. Over 1 million people lack access to healthy, nutritious food in San Diego County despite the regional potential for urban agriculture sites. In San Diego, 44% of the Black and Latinx populations and 37% of the Indigenous population are nutritionally insecure. To fight food insecurity and ensure our communities thrive, CAPs should incorporate local food systems measures as part of their decarbonization efforts.

8

Uplift Communities of Concern and Create More Good Green Jobs: Climate change hits hardest in communities of concern that are disproportionately burdened by multiple sources of pollution and face health and socioeconomic challenges. The region must ensure that no community, including fossil fuel workers, is burdened or left behind when transitioning to Zero Carbon by 2035. This transition must include creating good family-sustaining union jobs, creating an equitable jobs pipeline for communities of color and workers, and developing affordable, equitable, and inclusive communities powered by 100% clean, renewable energy.

CAP HIGHLIGHTS: BY THE NUMBERS

INCLUDE MODE SHARE TARGETS

6

5 IN 2019 Chula Vista Del Mar Escondido Lemon Grove San Diego Solana Beach

CALL FOR ZERO WASTE



5 IN 2019 Chula Vista Del Mar San Diego Solana Beach Oceanside

ARE LEGALLY BINDING

8

6 IN 2019 Carlsbad
Encinitas
Escondido
La Mesa
San Diego
San Marcos
Oceanside
Vista

ADDRESS SOCIAL EQUITY AND GREEN JOBS



5 IN 2019 Del Mar Encinitas Escondido Imperial Beach San Diego

INCLUDE A TREE CANOPY TARGET



6 IN 2019 Chula Vista Del Mar Encinitas La Mesa San Diego Solana Beach

COMMIT TO 100% CLEAN ENERGY



7 IN 2019 Carlsbad
Chula Vista
Del Mar
Encinitas
Escondido
Imperial Beach
La Mesa
San Diego
Solana Beach

SPECIAL RECOGNITION

County of San Diego - Regional Decarbonization Framework

In November 2021, San Diego County released the draft Regional Decarbonization Framework (RDF), a science-based approach to help local governments plan for policies and investments to achieve zero carbon emissions by 2045, consistent with state climate goals. The Board of Supervisors may adopt the final RDF in Summer 2022.

SANDAG - Regional Transportation Plan

In December 2021, the San Diego Association of Governments (SANDAG) Board of Directors voted to adopt the 2021 Regional Plan, the blueprint for transportation in the San Diego region through 2050. The 2021 Regional Plan lays out a vision for investing an estimated \$160 billion in local, state, and federal transportation funds anticipated to come into the region over the next 30 years. This plan is consistent with GHG emissions reduction targets for the transportation sector as required by state law.

Cities of Encinitas and Solana Beach - All-Electric, Building Electrification Reach Codes

In 2021, the cities of Encinitas and Solana Beach became the 50th and 52nd cities in California to adopt all-electric reach codes. Encinitas adopted the region's most comprehensive all-electric ordinances for new construction, while Solana Beach included major retrofits. They join the City of Carlsbad as the only cities in the San Diego region with all-electric building electrification reach codes.

City of Chula Vista - Climate Equity Index

The City of Chula Vista collaborated with stakeholders to develop a Climate Equity Index (CEI) to identify the communities most impacted by or vulnerable to climate and pollution burdens. The CEI will help the City prioritize climate investments in historically underinvested neighborhoods. Chula Vista is only the second city in the region to develop a CEI, joining the City of San Diego.

City of Vista - Single-Use Plastic Ordinance

In 2021, Vista became the first inland city in the San Diego region to implement an antisingle-use plastics ordinance. This ordinance reduces the use of single-use plastic containers, utensils, shopping bags, and more that directly contribute to climate change through the release of air pollutants such as methane gas.

Pending - City of San Diego - Zero Carbon Climate Action Plan

The City of San Diego's proposed Climate Action Plan Update establishes a community-wide goal of net zero by 2035, committing San Diego to an accelerated trajectory for greenhouse gas reductions—the first in the region if passed.



ALL-ELECTRIC HOMES BUILDING ELECTRIFICATION

Natural (methane) gas is the third-largest source of emissions in the region. To stop the climate crisis and achieve Zero Carbon, it is critical that cities transition to all-electric buildings. Methane gas pumped into buildings is not only 20 percent of local GHG emissions, it's also a public health danger, increasing rates of cardiovascular and other diseases.

To ensure equity, public health, and a worker-centered transition to clean, electric buildings, all-electric policies must follow careful steps and be vetted by communities and workers most impacted, namely:

- Engage Working-Class People of Color and Workers: Communities and workers most impacted by all-electric policies should be engaged from the beginning to understand their unique needs, address their concerns, and ensure a just transition for all.
- Adopt All-Electric Reach Codes for New Construction: Communities should adopt allelectric reach codes requiring the installation of electric appliances and wiring in all new construction, with limited to no exemptions. Over 54 California cities have adopted these codes, providing an easy template to advance building electrification.
- Create Municipal Retrofit Plans: Local governments should develop Municipal Retrofit Plans to electrify government buildings, starting in working-class communities of color and with good union jobs. These plans may be completed with an audit of City buildings and tied to other municipal energy efficiency strategies.
- Develop Community Retrofit Plans: Existing building retrofits will be the most critical step to meeting climate goals. Local governments must consult with subject matter experts and the community, and should be proactive in tracking ongoing state and federal conversations about how to develop all-electric retrofit plans for private buildings. The cities of San Jose, CA, Denver, CO, and Ithaca, NY may provide helpful models for cities in our region.

All-electric policies will take time and must address the interlinkages between energy, equity, poverty, and public health. Cities should be patient and commit to robust engagement that centers equity and sustainability to create climate resilient, all-electric homes.

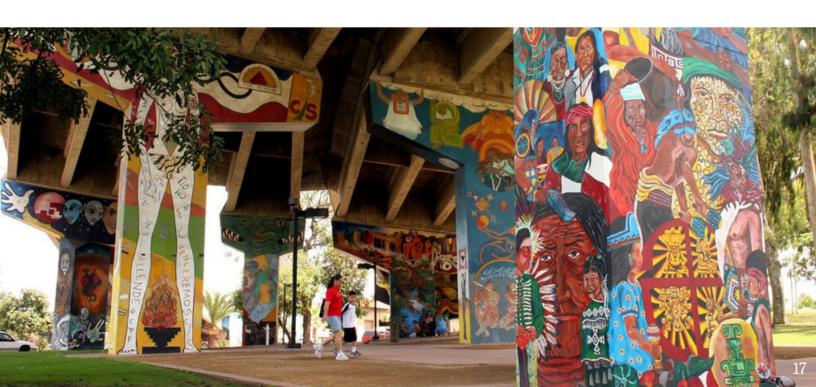
SOCIAL EQUITY IN CAP IMPLEMENTATION

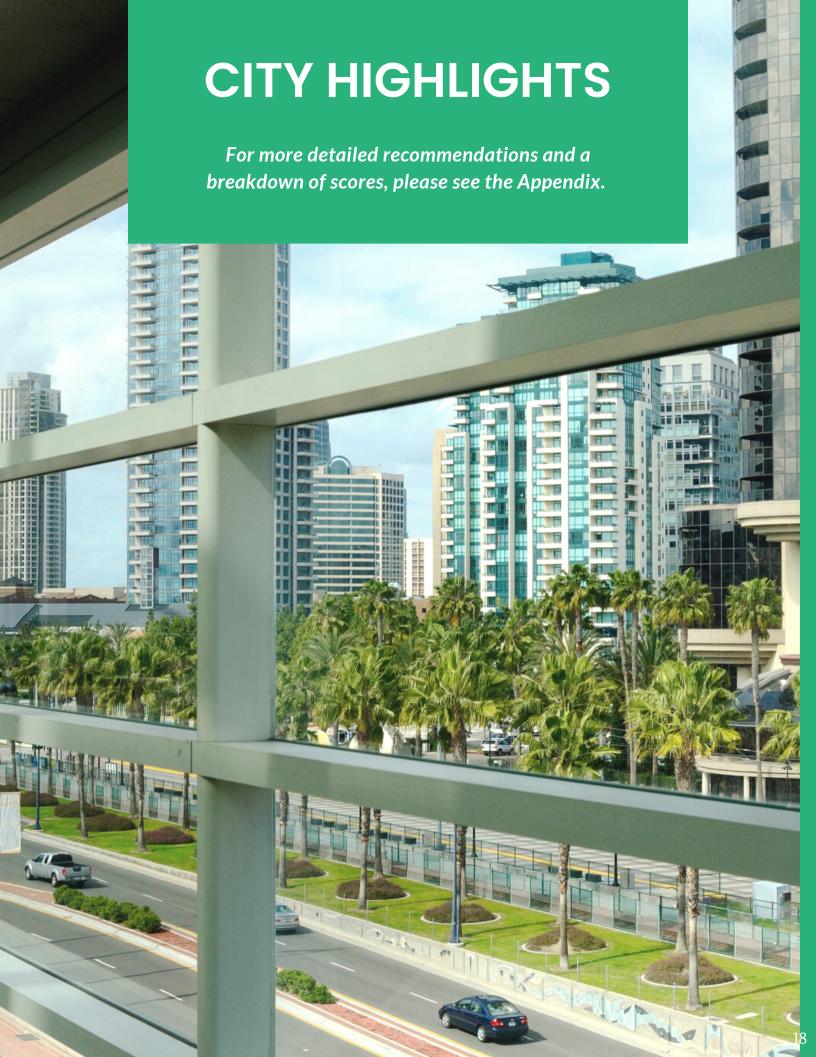
The worst impacts of the climate crisis, such as rising urban temperatures, polluted air, and an increase in the frequency and intensity of wildfires and floods disproportionately affect vulnerable communities worldwide. Here in the United States, the Environmental Protection Agency confirms that while climate change affects all Americans, Black, Latino, Native American, the elderly, and low-income populations will be hit hardest.

At Climate Action Campaign, we advocate for CAPs that include strategies that center on equity, uplift Communities of Concern, and create good union jobs. An equitable CAP implementation would address patterns of underinvestment and proactively plan for long-term health, economic opportunity, and quality of life.

As of 2022, few cities in the San Diego region have integrated social equity into their CAP measures. San Diego and Chula Vista are the only cities in the region that have developed a Climate Equity Index (CEI) to help identify the specific needs of Communities of Concern. Yet, all cities still need to do additional work to outreach to these communities.

To incorporate equity into CAPs, cities can design specific equity targets that can be monitored over time. For example, when measuring tree city-wide tree planting, cities should include a goal to plant a determined percentage of trees in Communities of Concern. Tracking equity targets will help cities get a sense of how equitable their CAPs are.





CARLSBAD



65.5 CAP SCORE

64 IMPLEMENTATION SCORE

WHAT'S GOING WELL

- Clean Energy: The CAP sets energy efficiency and water conservation targets and ordinances for all residential and commercial buildings and municipal facilities.
- **Building Electrification:** The CAP was the first in the region to commit to targeted all-electric new construction requirements.
- **Green Infrastructure and Trees:** The CAP commits to providing parking lot areas with 50 percent tree cover within 10 years of construction, in particular, low maintenance, native drought-resistant trees.

- **Zero Carbon:** The CAP should commit to Zero Carbon by 2045 or earlier to align with state law and climate science.
- **Building Electrification:** The CAP should include comprehensive allelectric building requirements and retrofit plans.
- Transportation: The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035.

CHULA VISTA



WHAT'S GOING WELL

- Clean Energy: The CAP sets energy efficiency targets for all residential and non-residential buildings by retrofitting 13% of single-family & multi-family homes and 10% of commercial sqft to save 25% by 2020 and 50% by 2035. The CAP also sets targets and ordinances for water conservation for all residential and non-residential buildings.
- **Building Electrification:** The City formed a task force to explore allelectric reach codes to help remove dangerous methane gas from homes and businesses.
- Climate Equity: Chula Vista has taken significant steps to address climate equity by releasing its first Climate Equity Index (CEI). The CEI will help identify those communities most impacted by or vulnerable to climate and pollution burdens.

- **Become Legally Binding:** The City should update the CAP to be CEQA qualified, and the CAP should commit to Zero Carbon by 2045.
- Transportation: The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035. Additionally, the City should commit to electrifying 100 percent of its municipal fleet, including all city-heavy duty and emergency response vehicles, by 2030.
- **Building Electrification:** The City should commit to electrifying all public and private buildings, including municipal facilities.

DEL MAR



WHAT'S GOING WELL

- Clean Energy: The City co-established Clean Energy Alliance, and is on its way to providing 100 percent renewable energy by 2035.
- **Climate Equity:** The CAP includes a Social Equity chapter with local and regional strategies to ensure equitable implementation of the CAP.
- **Green Infrastructure and Trees:** The CAP includes strategies to protect and conserve natural systems and wildlife, including coastal wetlands and river habitats.

- **Become Legally Binding:** Del Mar should adopt a legally-binding Climate Action Plan (CAP) and commit to Zero Carbon by 2045 or earlier.
- **Transportation:** The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035. The CAP should also include measures to prioritize affordable, high density, onsite infill development near jobs and transit.

ENCINITAS



92 CAP SCORE

73 IMPLEMENTATION SCORE

WHAT'S GOING WELL

- Clean Energy: Encinitas has made progress to meet the CAP's 100 percent clean energy target by co-establishing San Diego Community Power and opting for municipal electricity accounts to SDCP's Power 100, their 100 percent renewable energy plan.
- **Building Electrification:** Encinitas became the first city in the region and 50th in California to adopt a comprehensive all-electric reach code with minimal exemptions.
- Zero Waste: The City will implement an Organic Waste Recycling Program, including adherence to SB 1383 regulations to meet their zero waste targets.

- **Zero Carbon:** The CAP should be updated to commit to zero carbon by 2045 or earlier to align with state law and climate science.
- Building Electrification: The CAP should commit to all public and private buildings being all-electric by 2040 or earlier and develop a comprehensive all-electric community retrofit plan.
- **Transportation:** The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet, or exceed, 50 percent bike/walk/transit by 2035.

ESCONDIDO



WHAT'S GOING WELL

- Clean Energy: The CAP commits to 100 percent clean energy by 2030. Escondido has already made progress on this measure by joining Clean Energy Alliance to bring Community Choice Energy to the City's residents and local businesses in 2023.
- **Building Electrification:** The CAP commits the City to adopt an ordinance, effective in 2023, requiring all new commercial developments to achieve zero net energy.
- **Zero Waste:** The CAP commits to adopting a composting and waste diversion ordinance and an organic waste recycling program.

- Transportation: The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035.
- **Green Infrastructure and Trees:** The CAP should include city-wide tree canopy percentage goals.
- Climate Equity: The City should begin work on developing its promised "Priority Investment Neighborhood" matrix, a version of a Climate Equity Index that can identify and prioritize climate investments in communities of concern.

IMPERIAL BEACH



WHAT'S GOING WELL

- Clean Energy: Imperial Beach co-established San Diego Community Power as a non-profit energy provider and in January of 2022, became the first City to launch for residential customers. The City also opted municipal accounts into the "Power100 Program" to ensure that the City is using 100 percent clean, renewable electricity.
- Green Infrastructure and Trees: The City commits to identifying and pursuing opportunities to enhance and conserve habitat within City boundaries, the Tijuana Estuary, and along the San Diego Bay.

- Become Legally Binding: Imperial Beach should adopt a legally binding CAP and set a Zero Carbon target by 2045 or earlier.
- **Transportation:** The City should update the CAP to include mode share targets for biking, walking, and transit, as well as goals to reduce vehicle miles traveled (VMT) through smart growth strategies.

LA MESA



85 CAP SCORE

74 IMPLEMENTATION SCORE

WHAT'S GOING WELL

- Clean Energy: The CAP includes a 100 percent energy target by 2035, which the City is on target to meet as a co-founder of San Diego Community Power, and opting municipal electricity accounts into SDCP's Power 100, their 100 percent renewable energy plan.
- **Building Electrification:** The CAP also sets targets for energy efficiency for single-family, multifamily, and non-residential buildings.
- **Green Infrastructure and Trees:** The CAP has a tree canopy coverage target of 33 percent by 2035–the second-highest percentage behind only the City of San Diego's 35 percent target. The CAP also includes an Urban Forest Master Plan.

- **Zero Carbon:** La Mesa should update its CAP and commit to Zero Carbon by 2045 or earlier.
- Transportation: The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035. La Mesa should commit to electrifying its municipal fleet including all city-heavy duty and emergency response vehicles, by 2030.
- Climate Equity: The City should update the CAP to include a social equity section and develop mechanisms to identify and prioritize investments in Communities of Concern, preferably with a Climate Equity Index.

LEMON GROVE



62.5 CAP SCORE

IMPLEMENTATION SCORE

WHAT'S GOING WELL

- Clean Energy: The CAP commits to participate in a CCA or similar program to increase grid-supply renewable and zero-carbon electricity supply to 75 percent by 2030.
- **Building Electrification:** The CAP commits to adopt an ordinance requiring all new residential developments to be all-electric and install PV systems.
- **Green Infrastructure and Trees:** The City commits to incorporating green infrastructure elements into its new and existing infrastructure to mitigate the "urban heat island" effect.

- **Become Legally Binding:** Lemon Grove should update its CAP and commit to Zero Carbon by 2045 or earlier.
- **Clean Energy:** The CAP should include a 100 percent clean energy target, as nine other cities in the region have done.
- **Transportation:** The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035.

CITY OF SAN DIEGO



78 cap score

60 IMPLEMENTATION SCORE

WHAT'S GOING WELL

- **Zero Carbon:** The City of San Diego is in the process of updating its CAP, which establishes a community-wide goal of net zero by 2035.
- Clean Energy: The City co-established San Diego Community Power and enrolled all municipal electricity accounts into SDCP's Power 100, their 100 percent clean energy plan.
- Climate Equity: In 2021, the Mayor and City Council established the Climate Equity Fund to supplement funding for infrastructure projects within Communities of Concern.

- Implementation: The City has failed to provide a five-year budget outlook and appears likely to delay fulfilling the 2020 CAP Audit recommendations for implementation planning and department work plan development.
- Transportation: The City is not on track to achieve its mode shift targets for biking, walking, and transit and is not conducting annual mode shift monitoring. The City should prioritize fully funding and finishing the Mobility Master Plan, which should provide the necessary roadmap to achieve the CAP's legally-binding mode shift targets.
- Climate Resiliency: The City's Climate Resilient SD Plan is, at best, a framework, not a plan. The City must develop a more robust resilience strategy with clear actions and targets, hire a Chief Resiliency Officer to facilitate implementation, and coordinate funding and implementation planning jointly with the CAP to ensure efficiency and meet its climate goals.
- **Just Transition:** The CAP should set a mechanism to guarantee that all new green jobs created through the CAP are union jobs. All work transforming the City's infrastructure should be performed under project labor agreements that include specific requirements for engaging and hiring within Communities of Concern.

SAN MARCOS



59.5 CAP SCORE

49.5 IMPLEMENTATION SCORE

WHAT'S GOING WELL

- Clean Energy: San Marcos joined Clean Energy Alliance to meet its CAP clean electricity targets and will roll out service to residents and businesses in 2023.
- Transportation: The CAP encourages increased density of residential developments within ½ mile of major transit stops by reducing minimum parking standards per unit. This includes a goal of approving 3,700 new residential units near transit with a 27% percent reduction in the number of parking spaces required by city code.
- **Green Infrastructure and Trees:** The CAP includes measures to increase tree planting in public spaces and in new developments.

- **Zero Carbon:** San Marcos should update its CAP and commit to Zero Carbon by 2045 or earlier.
- **Building Electrification:** The City should commit to all public and private buildings being all-electric by 2040 or earlier, including municipal facilities.
- Transportation: The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035.

SOLANA BEACH



76.5 cap score

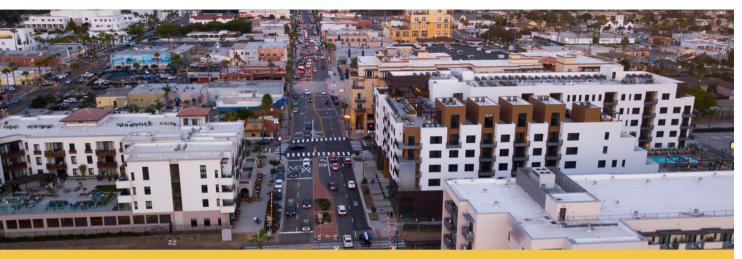
63.5 IMPLEMENTATION SCORE

WHAT'S GOING WELL

- Clean Energy: Solana Beach created the first Community Choice Energy program in the region and co-established Clean Energy Alliance (CEA) while opting municipal accounts into 100 percent clean energy through CEA.
- **Building Electrification:** The City became the 52nd in California and 2nd city in the region to adopt an all-electric reach code, including requirements for major renovations.
- **Green Infrastructure and Trees:** The City commits to installing green infrastructure around buildings and other parcel areas, by using vegetation and soils to restore natural processes required to manage stormwater.

- Become Legally Binding: The City should update its plan to make it legally binding, so elected officials are accountable for fully implementing the plan.
- **Zero Carbon:** Solana Beach should set a zero carbon by 2040 or earlier to meet state law and align with climate science.
- **Building Electrification:** The City should close the remaining methane gas exemptions in its all-electric reach code.

OCEANSIDE



73 cap

53.5 IMPLEMENTATION SCORE

WHAT'S GOING WELL

- Food Systems: The CAP integrates a Carbon Farming Program measure to promote sustainable practices throughout the agricultural community. The CAP also calls for creating and implementing a Community Garden Program through the Green Oceanside Campaign.
- Green Infrastructure and Trees: The CAP commits to adopting a Green Street Ordinance that requires all new development projects to incorporate shade trees.

- **Zero Carbon:** The City should update its CAP to include a zero target goal by 2040 or earlier to meet state law and align with climate science.
- Clean Energy: The City should commit to 100 percent clean energy by 2035 or earlier and join a Community Choice Energy program in 2022.
- **Transportation:** The City should rapidly accelerate efforts in key sectors, including transportation, land use, electricity, energy efficiency, and water conservation.

VISTA



62.5 CAP SCORE

IMPLEMENTATION SCORE

WHAT'S GOING WELL

- **Updated CAP:** The City of Vista released its updated CAP in October 2021.
- Climate Equity: The updated CAP has a social equity section highlighting a commitment to an equitable distribution of goods, services, and opportunities for all residents of Vista.

- Clean Energy: Vista should commit to 100 percent clean energy by 2035 or earlier and join a Community Choice Energy program in 2022.
- **Building Electrification:** The CAP should include all-electric building requirements and set energy efficiency targets for residential and non-residential buildings.
- **Transportation:** The City should commit to developing a Mobility Action Plan and include mode shift targets that will meet or exceed 50 percent bike/walk/transit by 2035.

CAP ADOPTED-CAP UPDATES IN PROGRESS

SAN DIEGO

Between 2020 and 2021, City staff from the Sustainability Department conducted outreach to stakeholders and residents, reviewing, revising, and updating the 2015 CAP measures in preparation for the CAP Update.

San Diego's CAP Update is the first proposed CAP in the region to commit to a Zero Carbon target by 2035. The CAP Update also commits to a 35% shade tree target, a zero waste target, and a 50% city-wide mode shift target for biking, walking, and transit.

Climate Action Campaign (CAC) will continue to advocate to ensure that the CAP update helps the City to advance climate action by charting a path to decarbonize San Diego's buildings and support the re-envisioning of San Diego's transportation landscape. San Diego may adopt the CAP Update in 2022.



NATIONAL CITY

Between 2020 and 2021, City staff from the Planning and Engineering Departments worked with the General Plan Update consultant to review, revise, and update the adopted 2011 CAP measures in preparation for the CAP update.

National City has collaborated with the City of Chula Vista and South Bay Energy Action Collaborative in offering the Free Resource and Energy Business Evaluation (FREBE) Program.

For the CAP Update, the city may strive to reach 100 percent clean electricity through San Diego Community Power. The CAP update may also include education efforts around energy efficiencies.

Climate Action Campaign will continue to advocate to ensure that the CAP update commits to implementing pedestrian and bicycle infrastructure and prioritizes improvements in Transit Priority Areas that align with National City's CAP mode shift goals.

NO ADOPTED CAP-CAP UPDATES IN PROGRESS

CORONADO

In the winter of 2017, Coronado City Council voted unanimously to direct the City Manager to develop a scope of work to develop the City's first Climate Action Plan (CAP).

In 2019, The City developed a greenhouse gas (GHG) inventory and established GHG reduction targets and measures with a global consulting firm, ICF.

On September 7, 2021, the City released its draft CAP for public review.

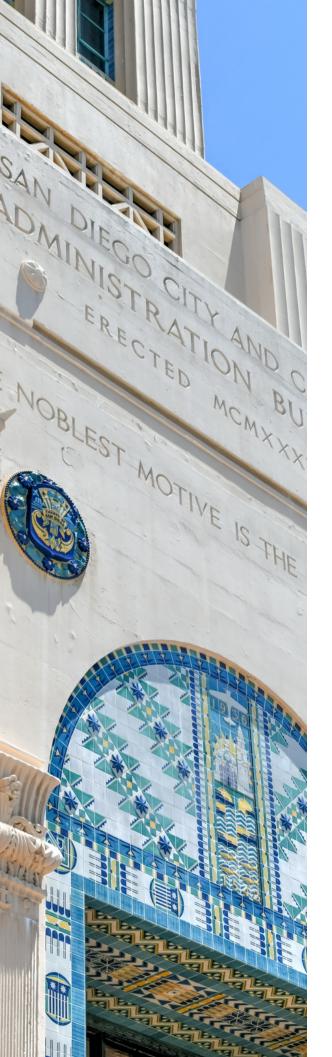
Coronado's CAP should be legally binding and include a commitment to zero carbon by 2045; a 100% clean energy target and commitment to joining a Community Choice Energy (CCE) Program; a building electrification target by 2045; a zero waste target; mode share targets for biking, walking, and transit; an urban tree canopy target; smart land use policies; and a commitment to social equity. The City should also commit to annual monitoring reports.

Coronado has developed a draft Sea Level Rise Vulnerability Study and Adaptation Plan to understand the potential effects of sea level rise and explore possible mitigation strategies for identified areas in Coronado that are subject to projected sea-level rise, rising tides, storm surge, coastal flooding, and erosion through 2100.

Coronado adopted a CAP in March 2022.

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





NO ADOPTED CAP-CAP UPDATES IN PROGRESS

COUNTY OF SAN DIEGO

On September 30, 2020, the County of San Diego (County) Board of Supervisors voted to set aside its approval of the County's 2018 Climate Action Plan (CAP) and related actions because the Final Supplemental Environmental Impact Report (SEIR) was found to not be compliant with the California Environmental Quality Act (CEQA).

In response to this Board of Supervisors' (BOS) direction, staff are currently preparing a CAP Update to revise the 2018 CAP and correct the items identified by the Court within the Final 2018 CAP SEIR that were not compliant. The BOS also directed staff to take bold climate action that mitigates beyond state targets to net zero and below by 2035-2045.

The County of San Diego's CAP should include a commitment to zero carbon by 2045; a 100% clean energy target and commitment to joining a Community Choice Energy (CCE) Program; a detailed roadmap to achieve vehicle miles traveled (VMT) reduction and mode shift targets; a commitment to equitable development of housing near jobs and transit; equity and good union jobs measures; and the establishment of a Regional Climate Network.

It is anticipated that the County will adopt the CAP in 2024.

Due to the scale and urgency of the climate crisis, we urge the County of San Diego to move swiftly in completing and implementing their CAP, and avoid previously litigated and unqualified CAP measures, such as unsubstantiated international, national, state and local offset schemes that plagued previous iterations of the County CAP.

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.

EL CAJON

In July 2019, El Cajon approved a fatally flawed Climate Action Plan (CAP). Though the City intended it to be a qualified greenhouse gas (GHG) reduction plan under the California Environmental Quality Act (CEQA), the El Cajon CAP included several unenforceable measures. It also did not provide substantial evidence for how it would meet emissions reduction targets. Therefore, it did 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 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 avoiding meaningful action in the face of the climate crisis. The lawsuit was settled in District Court, and El Cajon rescinded its flawed CAP in 2020.

No replacement CEQA-qualified CAP has been proposed to date.

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.

The lawsuit forced Santee to rescind and replace its CAP, which was not evaluated as part of the CAP Report Card this year.

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CLIMATE ACTION PLAN GRADING CRITERIA

Out of **142 points**, **65** points are assigned to CAP structural elements and **72 points** are assigned to key emissions reductions strategies we recommend for inclusion in every CAP based upon feasibility and effectiveness. Additionally, cities could receive up to **5 points for Median Household Income.**

POINTS

CAP STRUCTURAL ELEMENTS



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 10 PTS What: The CAP is CEQA-qualified and thus legally binding.

Why: 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 LAW AND ZERO CARBON COMMITMENT 13 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); Carbon neutrality by 2045 (EO-B-55-18).

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



IMPLEMENTATION AND MONITORING 20 PTS What: Identifies a department or leading individual of implementation measures; includes benchmarks for GHG reductions and implementation of CAP goals at least every 5 years; includes a detailed timeline with a system to prioritize implementation of each strategy, as well as cost analysis for each strategy; and calls for CAP Updates at least every five years.

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



CLIMATE EQUITY, HEALTH, & EDUCATION 12 PTS What: Prioritize Communities of Concern when identifying and planning CAP strategies targets and cobenefits, including improved public health and education.

Why: Communities of Concern are at the frontlines of the climate crisis, burdened by increased air pollution and other adverse health impacts, and have fewer resources to protect against a hotter and drier San Diego.



What: Includes an explicit commitment to creating highpaying green jobs and includes performance goals and data tracking for quality of jobs created and demographic and geographic distribution of workers. It also includes a Just Transition Plan that identifies the number and quality of jobs that will be created and lost through the implementation of the CAP and policies, programs, and funding to protect workers whose jobs are impacted.

Why: This ensures the creation of good family-sustaining union jobs for workers and communities of concern that have been disproportionately affected by the climate crisis, creating a fair and just transition to zero carbon by 2035.



CLEAN ENERGY 24 PTS What: CAPs have a 100% clean energy goal and 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 choose 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 EFFICIENCY & WATER CONSERVATION 6 PTS What: CAPs should include the following: A citywide energy reduction goal; residential, non-residential, and municipal energy reduction goals; a citywide energy efficiency ordinance, residential, non-residential, and municipal water conservation goals; a citywide water conservation ordinance, 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 freshwater becomes increasingly scarce in Southern California's changing climate.



ZERO WASTE 6 PTS What: Commitment to Zero Waste by 2035; commitment to diverting organic and food waste through highest and best use strategies (prevention, donation, recycling), ensuring that edible food currently landfilled will be recovered for human consumption in line with SB 1383; and actions to eliminate or significantly reduce the use and generation of single-use plastics in the City.

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



TRANSPORTATION & SMART GROWTH 24 PTS What: A commitment to electrifying 100% of the municipal fleet by 2030; commitment to implementing a city-wide electric vehicle strategy that prioritizes Communities of Concern; includes specified mode shift goals for biking, walking, and transit; commitment to a Mobility Action Plan; smart growth and infill development; commitment to adopting an Active Transportation Plan; and a commitment to developing a Complete Streets Policy.

Why: Transportation is the greatest source of GHG emissions in our region. 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 and advocate for assistance for better transit infrastructure.: 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.



GREEN
INFRASTRUCTURE,
CONSERVATION, &
TREES
6 PTS

What: The CAP commits to a green infrastructure plan that promotes green streets, clean water, and stormwater capture. The CAP commits to conserving and restoring natural lands, such as canyons, open spaces, and wetlands/marshlands to sequester carbon, support biodiversity, and promote clean water. The CAP includes a tree canopy coverage percentage target.

Why: Green infrastructure is effective, economical, and enhances community safety and quality of life. Conservation is important for our health, wealth, food, and services we depend on. Trees provide shade while filtering the air and absorbing carbon.



FOOD SYSTEMS 5 PTS **What:** The CAP includes measures to scale up carbon farming, influence healthy consumption behaviors, and reduce food miles.

Why: Over 1 million people lack access to healthy, nutritious food in San Diego County. Investing in healthy food systems enhances the quality of life and helps mitigate carbon emissions.



MEDIAN HOUSEHOLD INCOME* UP TO 5 PTS What: To adjust for access to fewer resources and staffing for smaller-income cities, the following points are the following points are awarded: 1 pt- \$100,000+; 3 pts - \$75,000+; 5 pts - \$50,000+

Why: CAC recognizes that some cities have fewer resources than others, which plays an important role in CAP funding and implementation.

*The City of San Diego received fewer points given the dissimilar size in comparison to its regional peers; as a top 10 US city, San Diego has more opportunities for funding for CAP implementation.

LIST OF ABBREVIATIONS

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

VMT - vehicle miles traveled

ZEV - zero-emissions vehicle

TERM DEFINITIONS

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 guide the Department during the issuance of permits and approval of projects. Courts have interpreted CEQA to afford the fullest protection of the environment within the reasonable scope of the statutes. CEQA applies to all discretionary projects proposed to be conducted or approved by a California public agency, including private projects requiring discretionary government approval.

Climate Action Plan

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

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 related to land use and development.

Global Climate Change

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

Greenhouse 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 the 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 various 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 the number of trips using said type. Modal share is an important component in developing sustainable transport within a city or region.

Greenhouse Gas Inventory

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

Reach Code

A 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 statewide 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

SANDAG prepares a Regional Plan in collaboration with the 18 cities and the County of San Diego and regional, state, and federal partners every four years. The Regional Plan identifies the transportation needs and improvements to support future regional growth.

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