

San Diego Region Climate Action Plan Report Card

2nd Edition | February 2018



Photo by Sullivan Solar Power

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About Climate Action Campaign

Climate Action Campaign has a simple mission: stop climate change. Our purpose is to protect the people and places we love from the ravages of a warming world. We believe the most innovative and effective climate solutions are being developed and implemented at the local level. That is why we are focused on working with civic leaders and policymakers throughout the San Diego region to enact legally binding policies to cut carbon pollution and stop climate change.

Our work in the City of San Diego resulted in the adoption of the City's groundbreaking 2015 Climate Action Plan, which made San Diego the largest city in the United States with a legal commitment to reach 100% clean energy. We are now working with local governments and agencies throughout San Diego County to help them adopt and implement similar 100% clean energy climate plans and other important climate policies. Already since 2015, four more local government bodies - Del Mar, Solana Beach, Chula Vista, and the San Diego Unified School District - have adopted 100% clean energy targets.

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; Biking, Walking, Transit, and Land Use; Urban Forests; Zero Waste, and Social Equity.



About the Climate Action Plan Report Card

Why Local Climate Action Matters: Five Reasons

1. Enables California to Meet Emissions Reductions Targets

California is a world leader in the fight to reduce the impacts of climate change and has passed legislation to reduce emissions to 40% below 1990 levels by 2030 and has an Executive Order to reach 80% reductions by 2050.

Our state will only succeed at meeting its climate goals, however, if local governments take action. Cities and counties are essential partners in achieving California's goals. Ambitious and binding climate policies at the local, state, and national levels are needed to stop climate change.

2. Shows Other Cities What's Possible

Cities can model best practices for transitioning an economy away from reliance on fossil fuels and toward a clean energy economy. Other cities around the world can follow by borrowing what works to reduce emissions and improve quality of life. The San Diego region can serve as a model for how other regions can transition their economies to reduce and eventually eliminate reliance on fossil fuels.

3. Fosters Connection and Belonging

Community-driven action on climate change allows residents to develop a shared sense of ownership over the course their cities chart in the transition away from fossil fuels. Local solutions, when developed through inclusive processes, can lead residents from all walks of life to feel more invested in successful implementation. This is especially important for communities living on the front lines of the climate crisis. They deserve to breathe clean air, benefit from the opportunities in transitioning to a clean-energy economy, and be connected and active participants in climate-friendly communities.

4. Improves Public Health

Almost any activity that releases greenhouse gases also releases other pollutants that can put our health at risk. Acting locally to make walking, biking, and transit more appealing and convenient than driving, and to make use of fossil-fuel-free energy sources reduces adverse impacts such as smog, respiratory illness, asthma, and cancer. When walking and biking are convenient and safe, transportation becomes an opportunity for daily exercise, improving heart health and lowering the risk of many chronic diseases.

5. Saves Money and Creates Jobs

Investing in climate solutions helps avoid the costs of climate change impacts like storms and sea level rise. But it also creates economic benefits here and now. For example, Community Choice Energy keeps dollars in our community and in public hands. Walking, biking, and transit can save families thousands of dollars each year compared to taking a car. And shade trees lower temperatures and save money on electricity bills.

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

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

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 that target level.

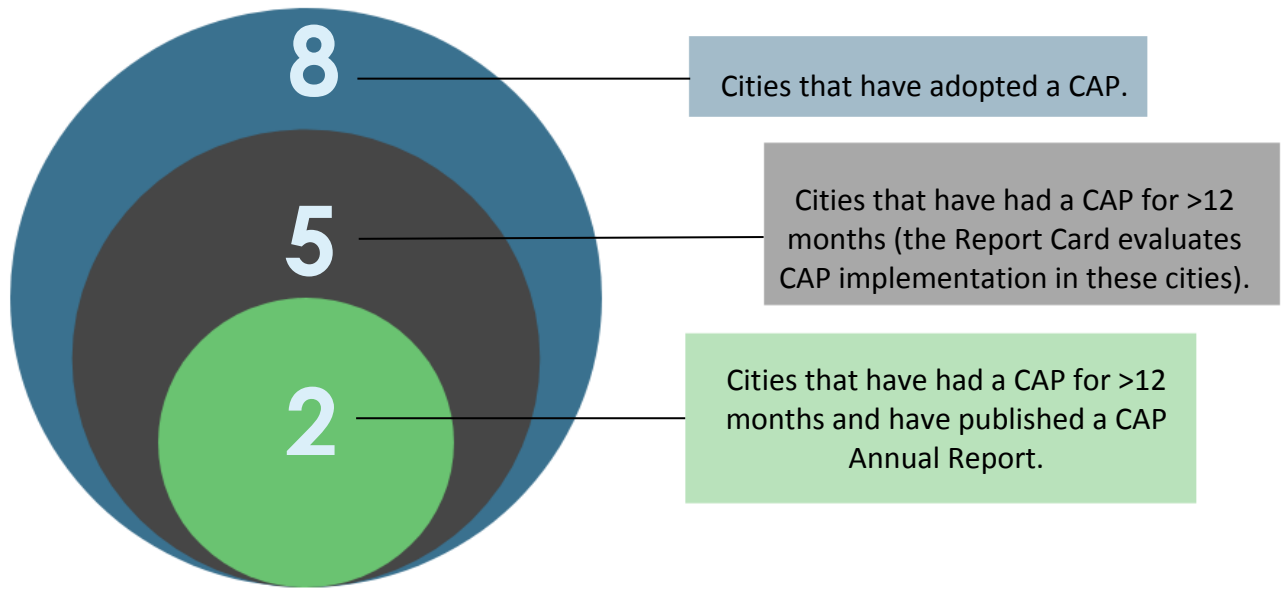
CAPs take into consideration how state and federal policies will affect local efforts to reach emissions reductions targets. The amount that local governments still need to reduce their emissions after federal and state policy impacts are accounted for is commonly referred to as the "local emissions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

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

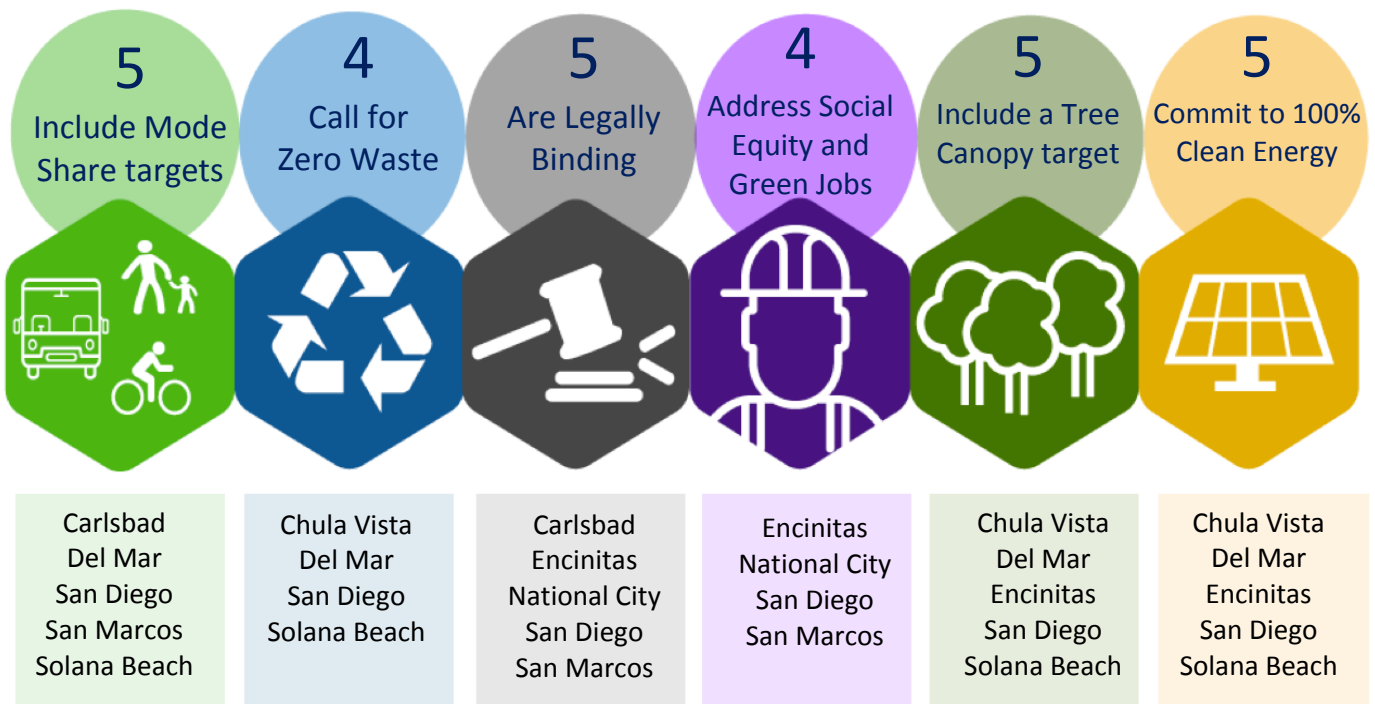
New This Year: Implementation

For the first time this year, the Climate Action Plan Report Card includes an evaluation based on the progress local governments are making toward reaching their emissions reductions targets. CAPs are only meaningful to the degree that elected officials and staff implement the strategies they contain, so it is fitting that any scorecard addressing climate action must address both climate plans and progress made in implementation. In this edition, we evaluate the implementation efforts of the five cities that have had CAPs adopted for over a year.

Climate Action Plans and Implementation in the San Diego Region



CAP Highlights: By The Numbers



Key Findings

1. The San Diego Region Leads the Nation in Commitments to 100% Clean Energy.

Over fifty cities across the country have pledged to supply 100% renewable electricity to homes and businesses, and Hawaii has pledged to reach 100% as a state by 2040. Five of those fifty cities are right here in San Diego County: San Diego (2015), Del Mar (2016), Solana Beach (2017), Chula Vista (2017), and Encinitas (2018), more cities than in any other county in the continental U.S. In addition, the San Diego Unified School District's CAP (2017) also commits to 100% clean energy, and Carlsbad Unified School District made the same pledge. This volume of commitment to a clean energy future is a tremendous accomplishment, and the momentum continues to build. Our local governments are showing the California legislature that 100% clean energy is possible statewide, and we look forward to legislation that makes the wholesale transition to clean power the law of the land.

2. Major Investments Are Needed in Biking, Walking, and Transit.

On-road transportation is the biggest source of emissions in our region, yet our region's CAPs establish targets and strategies around mode shift and land use that are modest at best. Just three cities - San Diego, Carlsbad, and San Marcos - specify targets around what percent of residents will bike, walk, or take transit by the target year (Encinitas plans to incorporate mode share targets into its CAP once their Active Transportation Plan is complete, and Chula Vista's Active Transportation Plan will include mode share targets as well).

Our cities have votes and powerful voices at SANDAG, MTS, and NCTD to influence transportation investment decisions. They also have an authority over land use, parking policies, and how bike-, pedestrian-, and transit-friendly our local streets are. Our ability to meet state GHG targets hinges on whether our local political leadership is willing to rethink and reshape our communities and streets. These big changes require financial investment, and our region will likely need ballot measures in 2020, as well as dedicated funding from individual cities, to raise revenue for transit and multimodal uses.

3. The Region Needs Action on Social Equity.

Climate change does not affect all communities equally. Low-income communities of color are being hit first and worst by climate change because of a history of segregated housing, underinvestment in communities of color, and institutional racism that allowed toxic waste facilities and other hazards to disproportionately burden those communities. These impacts were not created by accident, and climate planning and policies need to be intentional about undoing them.

Four cities - San Diego, Encinitas, San Marcos, and National City - address social equity in their CAPs. San Diego and Encinitas call for the development of equity metrics and methods to track and report on equity in implementation. A look at implementation of San Diego's, San Marcos's, and National City's CAPs shows the need for significant improvement. The hard work of stakeholder engagement on equity and gathering input from residents living on the front lines of the climate crisis is not getting done. While it is key for cities to commit to social equity in their CAPs, it is even more important for there to be sufficient follow through and investment so that communities of concern are first in line to receive the benefits and opportunities of climate solutions.

4. No City is Achieving the Gold-Standard for CAP Implementation.

None of the five cities whose implementation efforts we evaluated in this year's Report Card are achieving the gold-standard, meaning that none are fully on track to implement their plans within the time frames they have set. For the full value of gold-standard CAPs to be realized, implementation must rank among the top priorities in the city. Financial investment and staff resources must back up the promises our local governments make on climate action. Our local governments must look beyond the 2020 targets, which most cities will reach simply through state-level actions, to the longer-term targets and strategies that will take multiple years to implement.

Additionally, each of the three cities that scored above 50 points for implementation - Del Mar, Carlsbad, and San Diego - have dedicated CAP Administrators who spend most or all of their time coordinating implementation, monitoring, and reporting on CAP implementation. These staff resources are essential for every city with an adopted CAP. Larger cities may find it useful to consider developing Environment departments to coordinate citywide efforts on environmental protection including climate mitigation and adaptation, as cities including Boston, Cincinnati, San Francisco, and Seattle have done.

Climate Action Plan Scores

This section evaluates the content of local governments' Climate Action Plans. The strongest CAPs are ones that set ambitious targets for GHG reductions and lay out detailed, comprehensive plans to achieve those goals.



San Diego - 98
Encinitas - 93



Solana Beach - 80



Del Mar - 73
San Marcos - 70
Carlsbad - 64
Chula Vista - 61

Participation Acknowledgement National City – 52

In Progress

Developing or Updating a Climate Action Plan:
Coronado, La Mesa, Oceanside, Santee, Imperial Beach, Escondido, Vista, Lemon Grove, El Cajon

CAP Grading Scale	
Gold	90-100
Silver	75-89
Bronze	60-74
Participation Acknowledgement	50-59

Needs Improvement

Insufficient Draft Climate Action Plan: San Diego County
No Commitment to Developing a CAP: Poway



CAP Implementation Scores

This section evaluates cities' progress in implementing their CAPs. Cities included in this section have had an adopted CAP for over one year. Local governments that score high in this category are following through on the promises made in their CAPs and are providing comprehensive updates to the public through annual monitoring reports



None



None



San Diego - 67
Carlsbad - 60

Participation Acknowledgement

Del Mar - 52

Needs Improvement

National City - 31

San Marcos - 6

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

Monitoring and reporting on CAP Implementation is still a new endeavor for many cities in the region, and we anticipate scores will improve as cities perfect their systems and processes for tracking progress.



Breakdown of Scores

■ - Full Credit
 ■ - Partial Credit
 ■ - No Credit

CAP Scores	San Diego	Del Mar	San Marcos	Carlsbad	National City	Encinitas	Solana Beach	Chula Vista
	98	73	70	64	52	93	80	61
CAP Adopted (10 pts.)	10	10	10	10	10	10	10	10
Legally Binding (10 pts.)	10	3	10	10	7	10	6	0
State GHG Targets (10 pts.)	10	10	10	10	2	10	10	2
Implementation & Monitoring (10 pts.)	8	9	8	9	6	10	7	7
Equity & Jobs (10 pts.)	10	0	5	0	9	8	0	1
Clean Energy (20 pts.)	20	19	5	11	6	21*	19*	18
Transportation & Land Use (20 pts.)	20	12	19	11	9	15	18	13
Zero-Waste (5 pts.)	5	5	0	0	0	4	5	5
Tree Canopy (5 pts.)	5	5	3	3	3	5	5	5




Implementation Scores	San Diego	Del Mar	San Marcos	Carlsbad	National City
	67	52	6	60	31
Annual Monitoring Report Published (10 pts.)	10	5	0	10	5
Summary of Progress (15 pts.)	13	5	0	14	5
Progress Reported by Measure (15 pts.)	10	10	0	15	5
Equity & Jobs (10 pts.)	2	2	0	0	2
Clean Energy (20 pts.)	17	15	2	12	3
Transportation & Land Use (20 pts.)	7	7	4	7	8
Zero-Waste (5 pts.)	5	5	0	0	0
Tree Canopy (5 pts.)	3	3	0	2	3



* Encinitas and Solana Beach each earned a bonus point in the clean energy category for their unequivocal commitment to moving forward with the development of a Community Choice program.

Climate Action Plan (CAP) Grading Criteria

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

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

Implementation & Monitoring



10 pts.

Roles (2 pts) -

What: Designated implementation coordinator & public taskforce.

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

Timeline and Cost Analysis (5 pts) -

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

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

Annual Monitoring (3 pts) -

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

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

Equity & Jobs



10 pts.

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

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

Clean Energy



20 pts.

100% Clean Energy (5 pts) -

What: Commit to reaching 100% clean energy by specified date.

Why: 100% clean energy is the national-leading standard. Its inclusion in CAPs is likely necessary to meet California's GHG targets. Energy is typically a city's 2nd largest source of GHG emissions, and energy policy is well within the purview of local government.

Community Choice Energy (CCE) (5 pts) -

What: Include CCE as a key clean energy strategy.

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

Energy & Water Efficiency (6 pts) -

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

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

ZEVs - Zero Emission Vehicles (4 pts) -

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

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.

Transportation & Land Use



20 pts.

Commuter Mode Shift Goals (5 pts) -

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

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

Smart Growth (5 pts) -

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

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

Biking & Walking Plans (5 pts) -

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

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

Other Transportation Strategies (5 pts) -

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

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

Zero Waste



10 pts.

What: Commit to Zero Waste by specified date.

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

Trees



10 pts.

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



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




SULLIVAN SOLAR POWER, PETCO PARK, 2018

CAP Implementation Grading Criteria

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

Points	Key CAP Strategies (50 PTS)	
<p>Annual Monitoring Report Published</p> 	<p>10 pts.</p>	<p>What: City has made a monitoring report available to the public tracking progress toward CAP targets.</p> <p>Why: Allows local governments and the public to gauge progress made toward implementing CAP strategies, determine if a local government is on track to meet GHG targets, and assess if adjustments are needed.</p>
<p>Summary of Progress</p> 	<p>15 pts.</p>	<p>Report Includes Progress toward GHG Target (5 pts) - What: Includes a quantitative measure of progress toward GHG targets based on the most recent available data.</p> <p>Why: GHG reductions are the ultimate measure of whether cities are on track to meet their targets.</p> <p>Report Includes Progress toward implementing Actions (5 pts) - What: Summarizes the progress toward implementing CAP measures, for example with statements such as “55% of Phase 2 Actions are in progress, 20% are completed, and 25% have not been initiated,” or, “85% of actions are on track to be implemented in line with the CAP timeline,” or through a summary graphic that conveys similar information.</p> <p>Why: A brief summary of progress on CAP actions supports public accountability, increases transparency, and allows a side-by-side look at the correlation between GHG reductions and the status of CAP actions.</p> <p>Clarity, Readability (5 pts) - What: Data is visualized clearly and legibly. Writing is clear, concise, and accessible to a lay audience. Summary is an unbiased account of action taken and progress made</p> <p>Why: Meaningful public participation requires access to well-communicated information about CAP implementation.</p>

<p>Progress Reported by Measure</p> 	<p>15 pts.</p>	<p>What: Progress on each action or measure in the CAP is described with clarity and specificity. Progress is quantified whenever possible, and the units of measure in status descriptions match the units in performance metrics.</p> <p>Why: Detailed reporting ensures local governments and the public can gauge progress accurately and enables informed decision-making regarding implementation in subsequent years.</p>
<p>CAP Strategies</p>	<p>60 pts.</p>	<p>The point values for progress on CAP strategies are the same as the point values for inclusion of those strategies in the CAP: Equity & Jobs (10), Energy (20), Transportation & Land Use (20), Zero Waste (5), and Trees (5).</p>

What About Climate Adaptation?

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

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

Currently, many cities in San Diego County are in the process of developing adaptation plans, and one city, Chula Vista, has an adopted Adaptation Plan (2011). While this Report Card does not grade adaptation, we hope to do so in the next edition.



unchecked pollution (no cuts in CO₂ emissions).
Sea level analysis from Climate Central.

Social Equity in CAP Implementation

Equitable CAP Implementation addresses patterns of underinvestment, centers communities of concern, and proactively plans for long-term health and quality of life. Along with his colleagues, Dr. Manuel Pastor defines the following dimensions of equitable implementation:

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

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

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

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

Climate Action Plan and Implementation Highlights by City



CAP Analysis

San Diego	Points
CAP Adopted	10
Legally Binding	10
State GHG Targets	10
Implementation & Monitoring	8
Equity & Jobs	10
Clean Energy	20
Transportation & Land Use	20
Zero Waster	5
Urban Trees	5
Score	98/100

San Diego adopted its legally binding CAP in 2015 with a goal of reducing emissions 50% by 2035, in line with state targets. The CAP prioritizes social equity (using CalEnviroScreen, the state’s environmental justice screening tool) and promotes green jobs, calling for goals and tracking around both social equity and employment opportunities created through CAP implementation.

San Diego’s CAP strategies are very strong across the board. San Diego was the first city in the county to adopt a 100% clean energy target, with Community Choice Energy as the key strategy to reach that goal. By 2035, half of all commuters in urban core areas will commute by walking, biking, or transit, and dense, infill development near transit will help reduce average driving distances. The CAP also includes a Zero Waste goal and plans to grow the city’s urban tree canopy to 35% coverage.

Spotlight on San Diego Unified School District

In October 2017, the San Diego Unified School District (SDUSD) became the first school district in San Diego County to adopt a Climate Action Plan. The District’s CAP aims to achieve 100 percent renewable energy by 2035. SDUSD is the first school district in the county, and possibly the country, to adopt a 100% clean energy Climate Action Plan!

The Board also passed a resolution to support the adoption and implementation of Community Choice Energy (CCE) in the City of San Diego to achieve its clean energy target. SDUSD sees Community Choice Energy as important to not only reach their 100% clean electricity target, but also to reduce or stabilize rates, achieve social equity by reinvesting revenue back into communities of concern, and help facilitate more local solar and local union jobs. The District’s commitment to addressing climate change as a children’s issue and adopting an aggressive CAP can serve as a model for other school districts across the region and the nation.





Implementation Analysis

San Diego	Points
Annual Monitoring Report Published	10
Summary of Progress	13
Progress Reported by Measure	10
Equity & Jobs	2
Clean Energy	17
Transportation & Land Use	7
Zero Waste	5
Tree Canopy	3
Score	67/100

The City’s second Annual Monitoring Report shows overall GHG reductions and offers a quantitative snapshot of emissions reductions associated with each strategy. This year’s report does not include a high-level summary of progress on scheduled CAP actions or detailed descriptions of steps taken to implement each measure, both of which would help the public compare what’s in the CAP to what’s in the Annual Report. The Annual Report shows that the City is ahead of schedule to meet its 2020 targets, yet this conclusion is based in part on a statistical anomaly that makes it appear that San Diegans are driving less, when the opposite is the case.

Mayor Kevin Faulconer has shown significant leadership in moving San Diego toward a clean energy future with Community Choice Energy, a program that embraces innovation and competition and drives down rates for families and businesses. San Diego is also making significant progress toward its 75% waste diversion by 2020 target. The City has not yet begun, however, to shift transportation from cars to biking, walking, and transit; both a roadmap to achieve 50% bike/walk/transit mode share and a monitoring program to track progress are still only nascent, two years after the CAP was adopted. This is a critical gap in implementation of the CAP that must be addressed as a top priority of the City, as on-road transportation is the most significant source of GHG emissions. A 2020 ballot measure to raise revenue for transportation could lend necessary support to mode shift efforts. The City also needs to do more in Community Plan Updates to ensure that sufficient upzoning occurs for Transit-Oriented Development and that land use and transportation plans are aligned to ensure San Diego meets its 2035 targets. Finally, the City has not yet adopted and implemented a methodology to direct investments in biking, walking, and transit to communities of concern, as identified by CalEnviroScreen, the state’s Environmental Justice screening tool.





Encinitas	Points
CAP Adopted	10
Legally Binding	10
State GHG Targets	10
Implementation & Monitoring	10
Equity & Jobs	8
Clean Energy	21
Transportation & Land Use	15
Zero Waster	4
Urban Trees	5
Score	93/100

CAP Analysis

Encinitas adopted its legally binding CAP in January 2018, with 2030 targets aligned with state GHG reduction goals. The CAP’s implementation plan is particularly strong; for each measure, it includes the responsible department, the start year and completion year, basic implementation steps, and the staff resources, consultant costs, and other costs needed to implement. We anticipate that such careful planning for each measure will help ensure that the process of monitoring and reporting is similarly thorough and transparent. The CAP addresses social equity and commits to developing metrics to track equitable implementation.

Among the most significant strengths of Encinitas’ CAP Strategies are its 100% clean energy commitment, with Community Choice Energy identified as the key tool to reach that goal, its emphasis on enforceable requirements to improve energy efficiency, its call for a complete streets policy, and the Active Transportation Plan currently in development. The City commits in the CAP to adopt transportation mode share targets in a mini-update upon completion of the Active Transportation Plan. The CAP includes a goal to increase urban tree cover. We recommend that implementation of this goal include care and maintenance of mature trees, including the historic ficus trees in downtown Encinitas. In future updates we would recommend incorporating a VMT reduction target based on smart growth strategies and a more aggressive waste diversion target.



City of Solana Beach

CAP: Silver, 80%



Solana Beach	Points
CAP Adopted	10
Legally Binding	6
State GHG Targets	10
Implementation & Monitoring	7
Equity & Jobs	0
Clean Energy	19
Transportation & Land Use	18
Zero Waster	5
Urban Trees	5
Score	80/100

CAP Analysis

Solana Beach adopted its CAP in July 2017, with 2035 targets aligned with state GHG reduction goals. While the CAP Strategies are on the whole very strong, the plan is not legally binding, which limits the public's ability to hold elected officials accountable to fully implementing it. The CAP could also be strengthened by adding a section on social equity and green jobs.

Strengths of the plan include adoption of a 100% clean energy target, with Community Choice Energy as the key strategy to reach that goal. Solana Beach has already submitted an Implementation Plan to the CPUC and is set to be the first Community Choice program to launch in the San Diego region. In addition, a Pedestrian Master Plan and Bicycle Master Plan, along with land use policies in the General Plan will cut down vehicle emissions. The CAP includes a 90% waste diversion goal and plans to grow the city's urban tree canopy to 30% coverage. Additional strategies that did not make it into the CAP include transportation mode share targets and a commitment to transition the city's vehicle fleet to zero emissions vehicles.





CAP Analysis

Del Mar	Points
CAP Adopted	10
Legally Binding	3
State GHG Targets	10
Implementation & Monitoring	9
Equity & Jobs	0
Clean Energy	19
Transportation & Land Use	12
Zero Waste	5
Urban Trees	5
Score	73/100

Del Mar adopted its CAP in 2015, with 2035 targets aligned with state GHG reduction goals, but it is not legally binding, nor was a CEQA analysis conducted on it. Although the adopted CAP does not address social equity, the city is working on development of an equity section to ensure that all residents of Del Mar, including the elderly and those with low incomes, benefit from the CAP. The goal is council approval in first quarter of 2018.

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





CAP Implementation Analysis

Del Mar	Points
Annual Monitoring Report Published	5
Summary of Progress	5
Progress Reported by Measure	10
Equity & Jobs	2
Clean Energy	15
Transportation & Land Use	7
Zero Waste	5
Tree Canopy	3
Score	52/100

Although Del Mar has not yet published a monitoring report, the City shared a list of actions taken since implementation to help paint a picture of progress to date. Although its CAP does not commit to annual monitoring, Del Mar is considering making information on implementation available to the public on an annual basis. One of the challenges in evaluating Del Mar’s progress is that most CAP actions are slated to be implemented in phases 1, 2, and 3, which span the entire timeline of implementation. This lack of specificity makes it unclear which measures are prioritized for which years. More precise implementation plans would likely help ensure timely implementation and promote accountability.

Del Mar’s achievements since CAP adoption include joining with other North County cities to initiate a Community Choice Energy Technical Feasibility Study. The City also received a grant from the California Energy Commission for \$388,893 for installation of 66kW of photovoltaic panels and a 50kW Tesla battery storage system in the new City Hall, which is currently under construction. In October 2017, Council adopted a Complete Streets policy, with an emphasis on improved pedestrian and bicycle circulation. Significant efforts have been directed toward achieving the 95% waste diversion target: City is working with Waste Management and the Solana Center for Environmental Innovation to meet organic recycling goals. The City has initiated development of a work plan to improve construction & demolition (C&D) diversion in the City, and a Sustainability Advisory Board subcommittee is working on a Zero Waste Policy draft document. Progress toward mode share targets is not reported, and the City has not begun development of a bicycle or pedestrian master plan.





CAP Analysis

San Marcos	Points
CAP Adopted	10
Legally Binding CAP	10
State GHG Targets	10
Implementation & Monitoring	8
Equity & Jobs	5
Clean Energy	5
Transportation & Land Use	19
Zero Waste	0
Urban Trees	3
Score	70/100

San Marcos adopted its CAP in 2013, with 2035 targets aligned with state GHG targets. It is a legally binding plan that includes a Technical Appendix showing how the measures identified will lead to reductions. San Marcos’s CAP identifies a goal of 4% transit ridership by 2030 and an overall Vehicle Miles Traveled (VMT) reduction of 3% by 2030. It also includes strategies to promote smart growth, biking, walking, commute trip reduction, and improved traffic flow. A public health and equity section of the CAP prioritizes overburdened communities, and a CAP Coordinator and Implementation Team are identified to ensure implementation of the plan. The CAP also calls for Annual Monitoring Reports.

In future updates, the CAP could be improved by incorporating firm quantitative targets in several sectors, including an overall 100% clean energy target with Community Choice Energy identified as the key strategy to achieve that target. Other examples of targets the City could add to further reduce emissions are a tree canopy goal, a zero waste goal (currently the CAP calls for 85% waste diversion by 2030), and a municipal energy reduction goal. The CAP is also lacking references to water conservation ordinances as a strategy to reduce emissions, as well as commitments to replace the majority of the city fleet with ZEVs.



City of San Marcos

CAP Implementation:
Needs Improvement, 6%



San Marcos	Points
Annual Monitoring Report Published	0
Summary of Progress	0
Progress Reported by Measure	0
Equity & Jobs	0
Clean Energy	2
Transportation & Land Use	4
Zero Waste	0
Tree Canopy	0
Score	6/100

CAP Implementation Analysis

The City of San Marcos has not published any Annual Monitoring Reports since its CAP was adopted in 2013. Staff are currently working on the first one, which they expect to release later in 2018.



City of Carlsbad

CAP: Bronze, 64%



City of Carlsbad	Points
CAP Adopted	10
Legally Binding	10
State GHG Targets	10
Implementation & Monitoring	9
Equity & Jobs	0
Clean Energy	11
Transportation & Land Use	11
Zero Waste	0
Urban Trees	3
Score	64/100

CAP Analysis

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

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





San Marcos	Points
Annual Monitoring Report Published	10
Summary of Progress	14
Progress Reported by Measure	15
Equity & Jobs	0
Clean Energy	12
Transportation & Land Use	7
Zero Waste	0
Tree Canopy	2
Score	60/100

CAP Implementation Analysis

Carlsbad’s CAP Annual Report was published and presented to Council on September 26, 2017. It succinctly but comprehensively reviews the content of the CAP to contextualize the reporting on progress made to date and includes a short, high-level overview of progress on implementation of CAP Actions. The Appendix restate each CAP Action and the time-frame on which implementation is scheduled, and reports in detail on progress made to date. Information on implementation is presented in a straightforward manner, and the scope of the report is strictly limited to information relevant to implementation of CAP measures, which enhances transparency and fosters accountability.

Although the CAP does not refer to Community Choice Energy (CCE), Carlsbad is participating in a cost-share agreement with other North County cities for a Technical Feasibility Study on CCE. For a number of ordinances related to renewable energy, energy efficiency, and water conservation, staff is either in contract negotiations or are already in the process of developing ordinance with consultants. The energy efficiency and water conservation ordinances were Phase 1 actions, due to be completed by the end of 2016, so the City is slightly behind schedule. To implement a measure calling for energy efficiency retrofits of city-owned buildings, staff replaced or upgraded HVAC units at four administration buildings, resulting in a 29 percent reduction in energy usage. They have also conducted lighting upgrades on city buildings. On June 27, 2017, the city adopted the 2016 version of CalGreen, which significantly increases energy efficiency of newly constructed buildings. The City is working on developing a Transportation Demand Management ordinance and program. Carlsbad’s CAP Implementation score was limited by the CAP’s lack of commitment to 100% clean energy, zero waste, a tree canopy target, and a social equity and jobs section.





CAP Analysis

Chula Vista adopted its current CAP in September 2017 with a 100% clean energy commitment and a plan to begin pursuing a Technical Feasibility Study for Community Choice in the next budget year. The CAP includes energy efficiency and water conservation targets and related ordinances, and it includes a 90% waste diversion target and a 25% tree canopy target, both by 2035.

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

Chula Vista	Points
CAP Adopted	10
Legally Binding	0
State GHG Targets	2
Implementation & Monitoring	7
Equity & Jobs	1
Clean Energy	18
Transportation & Land Use	13
Zero Waste	5
Urban Trees	5
Score	61/100





National City	Points
CAP Adopted	10
Legally Binding	7
State GHG Targets	2
Implementation & Monitoring	6
Equity & Jobs	9
Clean Energy	6
Transportation & Land Use	9
Zero Waste	0
Urban Trees	3
Score	52/100

CAP Analysis

National City adopted its CAP in 2011. The CAP acts as mitigation for the City’s General Plan, making it enforceable. It includes a detailed timeline of strategies and identifies the City Department responsible for CAP implementation and monitoring. Strengths of the CAP include the quantification of GHG emissions reductions from water and wastewater measures, a strategy around streamlined permitting and design guidelines for EV stations, and adding alternative fuel vehicles into government fleets. The CAP also calls for a Bicycle Master Plan and includes strategies to foster land use intensity, reduce parking requirements in smart growth areas, implement biking improvements, implement traffic calming, and coordinate traffic signals.

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





National City	Points
Annual Monitoring Report Published	5
Summary of Progress	5
Progress Reported by Measure	5
Equity & Jobs	2
Clean Energy	3
Transportation & Land Use	8
Zero Waste	0
Tree Canopy	3
Score	31/100

CAP Implementation Analysis

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

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



In Progress: Working to Create a CAP

There are currently ten Climate Action Plans in development across the region. We anticipate grading these completed CAPs in the next edition of the Report Card. This year, we offer a brief description of the current status of each climate planning effort.



CITY OF CORONADO

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

CITY OF EL CAJON

El Cajon will be developing a CAP in 2018; staff has indicated that although funds for the CAP were not listed in the 2017/2018 budget, those funds were rolled into the Planning Department's budget. The CAP is a staff-initiated effort.

The City completed a SANDAG Energy Roadmap in 2013, and a GHG Inventory in 2016. It has replaced 1200 street lights and all traffic signal leads with LED, and is upgrading its traffic signal system to improve vehicle flow.

CITY OF ESCONDIDO

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

In late 2017, Escondido kicked off the process of updating its CAP. The above recommendations should be incorporated into the CAP update to enable the city to contribute its fair share of emissions reductions to help meet state targets, to protect public health, and to stimulate the local economy. The city should preserve elements of the CAP that align with climate planning best practices, including: naming a CAP Implementation Administrator and GHG Reduction Team; including a detailed timeline of strategies along with a cost analysis for each strategy; calling for GHG inventories at least every three years; calling for energy efficiency measures in Screening Tables for new development; implementing an updated bike plan, and ensuring that the CAP is legally binding.



CITY OF IMPERIAL BEACH

In 2016, the city released the City of Imperial Beach Sea Level Rise Assessment, which assesses vulnerability to sea level rise and analyzes adaptation strategies. To account for the findings of that study and protect itself from the impacts of

Freewheeling Imperial Beach



To increase bike ridership, Imperial Beach introduced the Bay Area startup LimeBike to Southern California for a six-month pilot program. As opposed to traditional bike rental services with specific pick-up and drop-off dock locations, LimeBike allows its users to park their bikes undocked around the city. This means that bikes can be more evenly dispersed and accessible, allowing riders to pick up bikes from a wider variety of locations and drop them off right at their destination. So far, the program has been a massive success -- over 5,000 riders taking over 15,000 separate trips in just the first two months of the pilot.

In addition to their LimeBike successes, Imperial Beach has invested in Bikeway Village, a pit-stop along San Diego's 24-mile Bayshore Bikeway featuring some of the best beer and local businesses in the city. Not only is Bikeway Village a hotbed for local businesses, but it is quickly developing into a community center while inspiring a healthy, safe, and gorgeous way to get around town. Just this September, it was home to the inaugural Women Ride IB, an event focused on encouraging residents to embrace biking as part of their day-to-day life.

third draft of the CAP. Although the CAP still contained voluntary measures, some changes were made to increase enforceability of measures. The most current draft, released in January 2018, includes a commitment to include mode share targets in future CAP updates.

La Mesa's current draft also includes a Community Choice Energy measure that would achieve 100% clean energy by 2035. If La Mesa adopts a 100% clean energy target for all homes and businesses, it will become the 6th city in the region to make that commitment. The Draft can also be strengthened by including a commitment to social equity and green jobs.

storms, flooding, and sea level rise, Imperial Beach has initiated Resilient Imperial Beach. The project includes an update of the city's Local Coastal Program and General Plan, as well as development of a CAP. The consulting firm AECOM is working with the city to develop the CAP, with funding from SANDAG.

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

In December 2017, Imperial Beach voted 5-0 to ban polystyrene.

CITY OF LA MESA

La Mesa is developing a CAP to fulfill the commitment made in its 2012 General Plan Update. A 2015 draft CAP was tabled by the Planning Commission and sent back to staff to consider concerns regarding CEQA (specifically that the CAP lacked actionable, measurable strategies), as well as inclusion of Community Choice and extending the scope of the CAP to 2030. It has been nearly five years since the General Plan EIR committed to adopting a CAP, and the City's current timeline indicates that CAP adoption is likely in March 2018.

Since 2015, additional drafts have been released in June 2017, November 2017, and January 2018.

In November 2017, the City released the



CITY OF LEMON GROVE

Lemon Grove is in the initial stages of developing a CAP alongside its General Plan update. The City has partnered with SANDAG and SDG&E as a part of their Energy Roadmap Program. EPIC and Ascent Environmental are preparing the CAP and have already commenced with reviewing and refining the City's GHG inventory and forecast. Community outreach will be scheduled for late Spring 2018.

CITY OF OCEANSIDE

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

CITY OF SANTEE

Santee initiated the process of drafting a CAP in 2014. In April 2017, the Santee City Council voted to hire the consulting firm LSA Associates Inc. to help the city finish an environmental impact report and the CAP, called the "Sustainable Santee Plan." In August 2017, LSA released the results of their Initial Study. The EIR scoping comment period concluded in October 2017.

CITY OF VISTA

Vista's CAP Update kicked off in June 2017, with EPIC as their consultant. In January 2018, the City held its first public workshops to share the draft baseline and targets for the update. Many community members at that meeting expressed support for 100% clean energy and Community Choice. Staff plans to release a Draft CAP in summer or fall of 2018.



In Progress – Needs Improvement

COUNTY OF SAN DIEGO

The County of San Diego has developed a CAP to satisfy a mitigation measure from its 2011 General Plan Update EIR, which promised that the CAP would be adopted within 6 months. The CAP was initially developed in 2012 but was rescinded following litigation because it was not specific, comprehensive, and enforceable. In 2017 a new Draft CAP was released, and in January 2018, the County Planning Commission’s recommendation to the Board of Supervisors removed five reduction measures related to commercial and residential buildings, increased the waste diversion rate to 80% and renewable electricity from 90 to 100%. The County will bring the Final CAP to the Board of Supervisors in February 2018.

The most significant flaws of the CAP are related to its failure to use its land use authority and its voice and vote at SANDAG to sufficiently reduce emissions from on-road transportation, which accounts for 45% of the County’s emissions. The CAP lacks targets for VMT reduction from new and existing residential development and does not do enough to direct new development into existing smart growth areas and reduce VMT.

Mitigation Measure GHG-1 permits General Plan Amendments projects to avoid a finding of significant impact if they can purchase potentially unlimited offsite carbon credits. Mitigation Measure GHG-1 does not support substantive local reduction in VMT or implementation of the Sustainable Communities Strategy. Many proposed amendments to the 2011 General Plan Update are sprawl projects in rural areas without adequate provision of or access to transit. These General Plan Amendment projects would add VMT but could still comply with the CAP’s offset requirements.

The disproportionate lack of investment in land use and transportation strategies, as well as the expansive allowance of offsets for new projects, will likely have significant public health impacts from continued vehicle emissions and from a lack of safe and efficient active transportation strategies.

The County of San Diego falls into the Needs Improvement category because six years after the General Plan EIR was certified, the current draft remains inadequate and continues to support new sprawl development that will increase local air pollution and GHG emissions while “complying” with statewide GHG targets.

No Commitment to Developing a CAP

CITY OF POWAY

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

What's Next?

We hope for each edition of the Report Card to offer an increasingly comprehensive overview of the state of climate change policy and planning in the San Diego region. Other important topics we hope to address in future editions include:

- **Climate Adaptation:** How we plan for and cope with climate change in our communities affects how vulnerable our social and biological systems are to its impacts.
- **Regional Transportation Planning:** SANDAG, our regional transportation agency, and MTS and NCTD, our local transit authorities, as well as the way individual cities and city representatives vote and advocate on key transportation issues at SANDAG, have a profound impact on our quality of life and carbon footprint.
- **Public and Private Entities:** school districts, universities, the Port District, water agencies the airport, and local businesses are key partners in regional climate planning. Their planning efforts will complete the picture of regional action on climate change in future editions.



Appendix.

City of San Diego CAP

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

Clean Energy			efficiency actions, and expanding incentive programs that further promote energy and water efficiency in residential and non-residential buildings.
	Zero Emissions Vehicles (ZEV): 4 Points	4	Points Earned: The CAP aims to increase the number of zero emissions vehicles in the municipal fleet to 50% by 2020 and 90% by 2035. It also calls for the City to consider an integrated transportation strategy that combines zero emissions vehicle deployment and infrastructure, and presenting an Electric Vehicle Charging Plan to City Council for consideration.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	5	Points Earned: The CAP sets a goal for 22% of commutes in the urban core to occur via transit, walking and biking share goal by 2020, and 50% by 2035 (25 % transit, 18% biking, and 7% walking).
	Smart Growth Strategies: 5 Points	5	Points Earned: Smart Growth Strategies include implementing General Plan Mobility Element and City of Villages Strategy in Transit Priority Areas (TPAs) to increase the use of transit, implementing pedestrian improvements in TPAs to increase commuter walking opportunities, and implementing transit-oriented development within TPAs.
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The CAP calls for implementing the Bicycle Master Plan to increase commuter biking opportunities. It also calls for using the existing Pedestrian Master Plan to identify gaps and opportunities for improvement.
	Other Transportation Strategies: 5 Points	5	Points Earned: The CAP calls for implementing Traffic Signal Master Plan, implementing Roundabouts Master Plan, implementing bike improvements and bike sharing, adopting City portions of SANDAG's forthcoming first mile/last mile initiative and incorporate Safe Routes to Transit strategies in Transit Priority Areas, implementing pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities, and implementing infrastructure improvements including "complete streets" to facilitate alternative transportation modes for all travel trips.
Zero Waste	5 Points	5	Points Earned: San Diego's CAP has a goal of 100% waste diversion by 2040.
Trees	5 Points	5	Points Earned: The CAP calls for 35% tree canopy, as well as hiring an Urban Forestry Program Manager, Urban Tree Canopy Assessment, and completing a Urban Forest Management Plan and Parks Master Plan.
Total	100	98	98/100



City of San Diego Implementation

Category	Points Possible	Points Earned	Description of Points
Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	Points Earned: The city presented its second annual monitoring report to the Environment Committee on 12/7/17
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	5	Points Earned: A line graph based on a 2016 inventory shows current emissions compared with trend line representing the city's reduction targets.
	Report Includes Summary of Progress in Implementing Actions: 5 points	3	Points Earned: The report includes examples of progress in each strategy. Points Deducted: The report lacks a comprehensive, high-level summary of progress on scheduled CAP actions.
	Clarity, Readability: 5 points	5	Points Earned: The summary is accessible to a lay audience, and data is visualized to help readers understand the city's progress. The City also developed a public-friendly fact card summarizing progress on CAP implementation.
Progress Reported by Measure	15	10	Points Earned: Annual Report Appendix includes quantitative reports of progress on most CAP strategies. Points Deducted: No shorthand visual or verbal indicators are used to make a quick scan of progress possible. Progress is quantified, but descriptions of progress by measure or by action are lacking. The progress reported by measure functions as a quantitative snapshot in time without indicating to the public whether or not the City is on track to implement the actions in the CAP. Future year appendices should include measure numbers to make it easy for the public to cross-reference the Annual Report with the CAP.
Equity & Jobs	10	2	Points Earned: Staff is currently working on developing the methodology for reporting on social equity as related to implementation of the CAP. They are in the early stages of establishing social equity criteria for CIP expenditures. Points Deducted: The City has not yet adopted equity and job metrics or developed a green jobs strategy to ensure that CAP implementation results in a high quality of life for all - as well as opportunities for all to benefit from the transition to a clean energy economy; additional staff resources are likely needed to implement this portion of the CAP successfully. The CAP Implementation Working Group no longer meets, limiting opportunities for public participation in the process of implementation (from both low-income communities of color and the public in general), and City outreach to high-scoring communities in CalEnviroScreen has been minimal, if at all.
Energy	100% Clean Energy: 5 points	5	Points Earned: According to the Annual Report, "In 2018, the City will identify a pathway to reach 100 percent renewable electricity by 2035."
	CCE: 5 points	4	Points Earned: In July 2017, a peer-reviewed Technical Feasibility Study of Community Choice Energy was released, showing that a CCE program would enable the City to achieve its 100% clean energy goal by 2035 with competitive rates and local economic development. In November, Mayor Faulconer announced that the City will move forward to the next phase of creating a CCE program, developing a Business Plan. The Mayor has shown leadership in moving San Diego toward a local clean energy future that embraces innovation and competition and drives down rates for families and businesses.

			<p>Points Deducted: The City is continuing to explore alternatives to Community Choice despite the program's overwhelmingly successful track record throughout the state.</p>
	Energy Efficiency & Water Conservation: 6 points	5	<p>Points Earned: City staff are currently doing background research on Energy Conservation and Disclosure Ordinances. Residential energy use is down 18% due to resident participation in PACE programs and state building codes. SEAB is currently reviewing the Municipal Energy Strategy & Implementation Plan, which will go to city council by the end of 2018, and the City is currently implementing its Outdoor Landscaping Ordinance.</p> <p>Points Deducted: The Energy and Water Conservation and Disclosure Ordinances were Phase 1 actions, due to be completed by the end of 2017. The City has fallen slightly behind the CAP timeline in implementing these measures.</p>
	Zero Emissions Vehicles (ZEV): 4 points	3	<p>Points Earned: The City's Fleet Division is currently working with the Center for Sustainable Energy on monitoring vehicles to create a fleet conversion plan. Currently the fleet includes 90 ZEVs.</p> <p>Points Deducted: The action, "Present to City Council for consideration an update to City Administrative Regulation 90.73 to increase the number of municipal zero emissions vehicles," is a Phase 1 action, due to be completed by the end of 2017. The City has fallen slightly behind the CAP timeline in implementing this measure.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	1	<p>Points Earned: The City has been resurfacing to implement bicycle improvements in conjunction with street resurfacing, averaging about 50 miles of Class 3 bike lanes annually.</p> <p>Points Deducted: The City does not yet have a mobility monitoring program to track pedestrian and bicycle mode share, and a draft of the Transportation Master Plan, work on which was supposed to start in FY 2017, is not yet publicly available. The 2017 Annual Report says that 56.8 miles of bike lanes have been added or improved in the last year, but there is no discussion of how those improvements contribute to the protected, connected bicycle network needed to move the needle on bicycle mode share. Mode share analyses on the Community Plan Updates completed since the adoption of the CAP have shown that those plans will not contribute to mode share consistent with the CAP targets.</p>
	Smart Growth Strategies: 5 Points	2	<p>Points Earned: The City's Community Plan Updates serve as an opportunity to achieve GHG reductions by implementing the City of Villages strategy, establishing throughout the city mixed-use villages connected by high-quality transit. Analyses of the first three Community Plan Updates undertaken since CAP adoption show that the plans contribute to some degree to CAP implementation through land use decisions.</p> <p>Points Deducted: The first three Community Plan Updates adopted after CAP adoption, while reducing GHGs compared to previously adopted plans, fall short of fully conforming to the CAP. The City's analyses of the North Park and Uptown plans found that 58% of residents would drive to work in 2035, and in Greater Golden Hill, that number rises to 64%. The target for the percent of residents driving to work in Transit Priority Areas citywide in 2035 is 50%. These three Community Plan Updates were carried out in neighborhoods very close to the urban center, where the greatest opportunity lies to increase the number of commuters taking transit, walking, or biking.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	1	<p>Points Earned: A Bicycle Master Plan Strategic Implementation Plan has been developed to organize and prioritize the implementation process but has not yet been adopted.</p>



			<p>Points Deducted: Data on sidewalk construction shows that more miles of sidewalk were constructed in the two years before CAP adoption than in the years since (8 and 5 miles in FY 16 and 17, respectively, and 10 and 30 miles in FY 14 and 15.). The City has refused to commit to timelines for implementing the Bicycle Master Plan, which is a significant concern given the aggressive mode share targets the City has adopted.</p>
	Other Transportation Strategies: 5 Points	3	<p>Points Earned: Two roundabouts have been added (with a goal of 15 by 2020), and 60 traffic signals have been retimed (with a goal of 200 by 2020). The City has implemented a bike sharing program with DecoBikes.</p> <p>Points Deducted: Information on other strategies cited in the CAP, such as pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities, infrastructure improvements including "complete streets," and incorporation of Safe Routes to Transit strategies in Transit Priority Areas, is not readily available to the public.</p>
Zero Waste	5 points	5	<p>Points Earned: The waste diversion rate increased from 64% in 2015 to 66% in 2016. The City received a \$3 million grant to improve composting operations and food recovery. The new Resource Recovery Center at Miramar Landfill is expected to open in 2020. Currently, 75% of landfill gases are being captured, and 98-99% of methane is being captured and utilized from wastewater. Additional steps the Environmental Services Department is taking to reach the 75% diversion target by 2020 include: adding minimum waste diversion requirements to the City's non-exclusive solid waste collection franchise agreements with private haulers, which increase annually thru 2020; increasing the Construction and Demolition Debris Deposit Ordinance diversion requirement to 65% for each project; providing enhanced technical assistance; increasing education and outreach including recycling options in public spaces; increased staffing to support the program and policies; and increased recycling in City facilities.</p>
Trees	5 points	3	<p>Points Earned: In 2017, the City planted 500 trees through funding from a CalFire grant and \$300,000 was included in the FY 2018 budget as a one-time expense for tree-planting. The Urban Forest Management Five-Year Plan laid out steps to implement the Climate Action Plan; it was forwarded by the Mayor and approved by City Council in January 2017. A City Forester was recently hired to oversee the citywide Urban Forestry Program. As of 2015, the urban tree canopy was 13%.</p> <p>Points Deducted: The City has not yet invested sufficiently in staff resources to fully implement the tree canopy target in the CAP. The City's two professional staff cannot even begin to lead, organize, and make progress on all the listed Phase 1 actions in the Urban Forest Management Five-Year Plan. Most Phase I actions will not be completed, will need to be carried into the plan of work for subsequent years. An additional seven employees will be required to implement the Five-Year Plan and significantly increase the tree canopy coverage. Hiring four FTEs in FY 2019 would be a reasonable step forward.</p>
Total	100	67	67/100



City of Encinitas CAP

Category	Points Possible	Points Earned	Description of Points
CAP Adopted	10 Points	10	Points Earned: The CAP was adopted on January 17, 2018.
Legally Binding	10 Points	10	Points Earned: A CEQA analysis was performed, and the CAP will be a CEQA-qualified plan. The CAP has a technical appendix explaining emissions reduction calculations for each measure.
State GHG Targets	10 Points	10	Points Earned: The CAP targets are 13% below 2012 levels by 2020 and 41% by 2030, in line with state targets.
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: The CAP calls for a CAP program administrator whose role is to oversee implementation while also serving as the Outreach/Engagement Coordinator. The CAP implementation plan identifies, for each measure, the department responsible for implementation as well as the supporting department(s) when applicable.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: The CAP implementation plan identifies, for each measure, whether it is a short-, medium-, or long-term action, and both a start year and an anticipated completion year. For each measure, the city identifies the anticipated number of hours of staff time, the consultant costs, and other costs related to implementation.
	Annual Monitoring: 3 Points	3	Points Earned: The City will prepare annual monitoring reports starting in 2019. GHG inventories will be updated every two years and CAP updates will be prepared every five years.
Equity & Jobs	10 Points	8	Points Earned: The CAP includes a social equity section and commits to developing tracking and reporting metrics to determine progress and success. Points Deducted: While the CAP commits to reporting on green jobs and green businesses annually as part of the CAP monitoring report, it does not commit to reporting on job quality and the demographic and geographic distribution of workers; these pieces of data are important tools to answer questions about who is benefiting from opportunities related to the city's climate mitigation efforts.
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP contains a goal of achieving a 100% renewable electricity supply in homes and businesses by 2035.
	CCE: 5 Points	6*	Points Earned: Community Choice Energy is identified as the key strategy to achieve 100% clean energy. The City earns one bonus point in this category for committing unequivocally to pursuing CCE.
	Energy Efficiency & Water Conservation: 6 Points	6	Points Earned: The city will require all existing residential units that seek building permits for modifications, alterations, and additions to perform energy audits. New single-family homes, new commercial buildings, and commercial buildings larger than 10,000 square feet seeking to make modifications will be required to install solar water heaters or other efficiency technology, such as a technology system that uses renewable energy as the source for water heating. New commercial buildings and commercial building modifications (for buildings with an area larger than 10,000 square feet) will be required to meet the 2016 California Green Building Standards Code Non-Residential Tier 1 Voluntary Measures. Water rate increases will reduce water use by 5 gallons per capita per day. Points Deducted: The CAP lacks ordinances to reduce water use.

Clean Energy	Zero Emissions Vehicles (ZEV): 4 Points	4	Points Earned: The city will develop a municipal fleet replacement plan to convert gasoline-fueled cars and light-duty trucks to ZEVs and/or downsize to smaller, more fuel-efficient vehicles. The city will continue to monitor the technological feasibility of converting heavy duty trucks such as ambulances and fire trucks to ZEVs. The city will also install EV charging stations at municipal facilities.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	Points Earned: The CAP commits to adding walking, biking, and transit mode share targets upon completion of the City's Active Transportation Plan. Points Deducted: The CAP does not currently include mode share targets.
	Smart Growth Strategies: 5 Points	2	Points Earned: The Downtown Encinitas and North 101 Corridor Specific Plans promote dense, infill development near transit. The City is currently working to update its Housing Element and anticipates inclusion of 1,286 new affordable units. Infill sites have been targeted as possible locations for that housing, with preference given for sites near transit. Points Deducted: The city lacks an overall VMT reduction target that can comprehensively guide land use decisions.
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The city is currently developing a city-wide active transportation plan. The CAP calls for the city to develop and implement a complete streets policy.
	Other Transportation Strategies: 5 Points	5	Points Earned: The CAP calls for the city to develop a program to support car sharing and bike sharing. The city will complete Safe Routes to Schools projects to decrease the need to drive students to school. They will develop and implement a City Bike Rack Program and will incentivize city employees commuting to work by sustainable modes of transportation. In addition, the city will adopt the National Association of City Transportation Officials <i>Urban Bikeway Design Guide</i> and use it as a policy in the Capital Improvement Program roadway projects. The city will also retime sixty traffic signals and install four roundabouts to improve traffic flow.
Zero Waste	5 Points	4	Points Earned: The city will implement a Zero Waste Program to reduce waste disposal from residents and businesses. They will also implement an Organic Waste Recycling Program, develop an education program for textile recycling, and support product stewardship and extended producer responsibility initiatives. Points Deducted: The city's target is to divert 80% of total solid waste generated rather than a goal between 90 and 100%.
Trees	5 Points	5	Points Earned: The city will develop and implement an Urban Tree Planting Program that prioritizes minimization of pruning and irrigation needs. The target for 2030 is 650 net new trees planted, or an increase from a 22% to a 22.16% canopy. Supporting measures include continuing turf management practices that specify top-dressing with compost to increase carbon sequestration at City parks, requiring trees to be planted at a ratio of one tree for every 5 parking spaces in new parking lots, presenting to Council an ordinance to require and/or incentivize additional tree planting on private property, and giving away tree seedlings during Arbor Day events.
Total	100	93	93/100

Solana Beach CAP

Category	Points Possible	Points Earned	Description of Points
CAP Adopted	10 Points	10	Points Earned: Solana Beach adopted its CAP in July, 2017.
Legally Binding	10 Points	6	<p>Points Earned: The CAP has technical document accounting for GHG reductions within each strategy and explanations for calculations. Furthermore, implementation and maintenance of the CAP is a policy in the General Land Use Element.</p> <p>Points Deducted: The CAP is neither mitigation for the General Plan, nor is it CEQA-qualified, so it is not legally binding.</p>
State GHG Targets	10 Points	10	Points Earned: GHG reduction targets extend to 2035 and are based on state targets of AB 32, SB 32, Executive Order B-30-15 and S-3-05.
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: An implementation plan currently in development will assign implementation roles to city departments.
	Timeline and Cost Analysis: 5 Points	3	<p>Points Earned: The CAP implementation plan will categorize measures as taking low, medium, or high amounts of effort to implement, based on their GHG efficiency, cost-effectiveness, amount of city control over the outcome, ease of implementation, time required to implement, and community input. The CAP identifies potential funding sources, but the implementation plan will identify specific costs for each measure.</p> <p>Points Deducted: The implementation plan does not include specific timelines.</p>
	Annual Monitoring: 3 Points	2	<p>Points Earned: City staff, in coordination with Council, will monitor progress and prepare reports every two years, and the City will update the GHG inventory every 2 years starting in 2016.</p> <p>Points Deducted: Monitoring will be every other year, not annually.</p>
Equity & Jobs	10 Points	0	Points Deducted: The CAP contains no section on social equity or green jobs.
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP goal is to achieve 100 percent renewable electricity supply from this measure by 2035.
	CCE: 5 Points	6*	Points Earned: CCE is identified as the method to achieve 100% renewable energy by 2035; it has been a standing agenda item at every Climate Action Commission Meeting since March 2016. The City earns a bonus point in this category for committing unequivocally to launching a CCE program and being the first in the region to do so.
	Energy Efficiency & Water Conservation: 6 Points	6	Points Earned: The City will achieve a 15 percent energy use reduction from programs for single-family and multi-family homes, reduce potable water use 10% by 2035, and capture 100% of methane in wastewater treatment facilities. The CAP calls for a Zero Net Energy policy for municipally owned buildings, as well as an energy efficiency and reduction plan for municipal facilities. Ordinances promoting energy efficiency and water conservation that the city will adopt include a Residential Energy Conservation and Disclosure Ordinance, a Water Conservation and Disclosure Ordinance, and a Commercial Energy Conservation and Disclosure Ordinance.
	Zero Emissions Vehicles (ZEV): 4 Points	2	Points Earned: The CAP sets a goal to increase the percentage of VMT by electric vehicles and alternative fuel vehicles (AFVs) to 30% of total VMT by 2035, and explores grant funding for EV chargers. The plan includes a policy for increased preferred parking for electric vehicles and alternative fuel vehicles. The CAP aims to reduce gasoline

			consumption of the municipal fleet by 50% by 2035 by converting to EVs and AFVs. Points Deducted: It does not commit to converting the majority of municipal fleet vehicles to ZEVs and does not express a preference for ZEVs over AFVs, which still burn fossil fuels.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	Points Earned: The CAP contains a goal of 5% pedestrian mode share and 10% transit mode share. Points Deducted: While the CAP contains a goal to increase the number of bike lane miles from 10 to 13 by 2019, and to approximately 18 by 2035, it does not contain a bicycle mode share target.
	Smart Growth Strategies: 5 Points	5	Points Earned: The City's General Plan expects new development in the downtown area, accommodating mixed-use residential buildings, compact, walkable areas, and connections to the city's transportation systems. Measure T-3 calls for a reduction in average daily VMT by 1 mile through implementation of General Plan policies that call for higher-density and mixed-use neighborhoods with complete streets to provide infrastructure for vehicles, bicycles, and pedestrians, allowing a shift from single-occupancy vehicles.
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	Points Earned: The CAP calls for the implementation of the General Plan's Circulation Element and development and implementation of a Pedestrian Master Plan that would comprehensively review and plan for pedestrian improvements and identify mobility linkages to promote walkability and safety for pedestrians. In addition, the City will continue to update and implement the City's Bicycle Transportation Plan, which identifies ideal bicycle routes to optimal destinations in the City, connects the regional bicycle path network, and prioritizes effective bicycle path routes for implementation. Finally, the City will adopt and implement the Comprehensive Active Transportation Strategy that provides the foundation for improved bicycle and pedestrian facilities within the City and connections to adjacent jurisdictions and greater regional networks over the next 15 years.
	Other Transportation Strategies: 5 Points	5	Points Earned: The City sets a goal of increasing vanpooling to 20% of its resident and employer labor force and will consider modifying the city's municipal parking code to incentivize provisions for parking stalls for carpool vehicles. The City also identifies telecommuting as a strategy and sets a goal of 10% of labor force telecommuting 2 days a week, which the City will accomplish by working with local businesses and conducting education outreach on SANDAG's iCommute program.
Zero Waste	5 Points	5	Points Earned: The CAP target is to achieve 90% waste diversion by 2035
Trees	5 Points	5	Points Earned: The City sets a goal to sequester carbon by achieving 30% (2,107 acres) tree canopy cover by 2035 with an Urban Tree Planting Program. The Program would include a requirement for new development to plant trees to help achieve the canopy target.
Total	100	80	80/100



City of Del Mar CAP

Category	Points Possible	Points Earned	Description of Points
CAP Adopted	10 Points	10	Points Earned: Del Mar's CAP was adopted June 6, 2016.
Legally Binding	10 Points	3	Points Earned: The CAP has a detailed technical appendix explaining GHG emissions calculations for each measure. Points Deducted: But the CAP is not legally binding, nor was a CEQA environmental analysis conducted on it.
State GHG Targets	10 Points	10	Points Earned: The CAP aims to reduce GHG emissions by 15% by 2020, and 50% by 2035. The City established these targets using a 2012 baseline GHG inventory to meet state targets.
Implementation and Monitoring	Implementation Roles: 2 Points	2	Points Earned: The implementation plan identifies departmental responsibility for overseeing or leading the implementation of individual mitigation measures. The CAP also calls for a Sustainability Advisory Board to monitor and advise City Council and staff on CAP implementation.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: The CAP includes an implementation matrix with a system of prioritization based on GHG reduction efficiency, cost effectiveness, level of city control/effort, ease of implementation, time required to implement and community input. Each strategy/action is assigned a Phase (1, 2 or 3) with a corresponding timeline. Staff time, resources and funding are factors in CAP prioritization timeline. Table 10 lists "Potential Funding Sources to Support GHG Reduction Measures." Implementation Matrix lists "Estimated Cost" and "City Effort" (each are categorized as low, medium or high) for each CAP measure.
	Annual Monitoring: 3 Points	2	Points Earned: The CAP states "[t]he City may report annually (or semiannually or other intervals) to the City Council on CAP implementation progress. If annual reports, periodic inventories, or other information indicates that the GHG reduction measures are not as effective as originally anticipated, the CAP may need to be adjusted, amended, or supplemented." The CAP states that with the assistance of SANDAG's Energy Road Map Program, the City would update its GHG inventory prior to 2020 to evaluate progress toward meeting its GHG reduction goals. Points Deducted: The CAP does not require annual monitoring report.
Equity & Jobs	10 Points	0	Points Deducted: The CAP does not include a section on social equity or job creation.
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP has a 100% clean energy goal by 2035.
	CCE: 5 Points	5	Points Earned: The CAP references exploring CCE.
	Energy Efficiency & Water Conservation: 6 Points	6	Points Earned: The CAP sets energy efficiency targets for single-family, multifamily, & non-residential buildings including 20% energy reduction in 10% of single-family homes by 2020 and 30% energy reduction in 20% of single-family homes by 2035, 20% energy reduction in 10% of multi-family homes (approx. 80 homes) by 2020 and a 50% energy reduction in 20% of multi-family homes (approx. 160 homes) by 2035, and 30% energy reduction per square foot in 10% of non-residential square footage by 2020 and a 50% energy reduction per square foot in 10% of non-residential square footage by 2035. It sets targets for water conservation including a 20% reduction in water consumption in remodeled single-family homes by 2020 and a 40% reduction by 2035 and a reduction of water consumption by 20 gallons per capita per day by 2020, and 30 gallons per capita per day by 2035.



Clean Energy			Strategies for reaching these goals include implementing a Water and Energy Conservation Ordinance (WECO) to require water and energy efficiency upgrades applicable to existing homes at time of sale, facilitating the permit process for 25% of planning or building applications for solar projects by 2020 (beyond state requirements), maintaining a water waste reporting, public education, and enforcement program to repair leaks and decrease over-irrigation, promoting water agency efficiency rebate programs, promoting efficient lawn programs and update City's landscape ordinance to implement a lower maximum area water allowance (MAWA) to exceed state minimum requirements, and implementing PACE and PACE education, as well as working with SDG&E to develop targeted educational and marketing materials, working with SDG&E to enroll Del Mar's top 10 energy users in a benchmarking program.
	Zero Emissions Vehicles (ZEV): 4 Points	3	<p>Points Earned: The CAP sets goals to increase preferential parking for clean vehicles, and increase percentage of VMT from electric vehicles (EVs) and other alternative fuel vehicles (AFVs) to 15% of VMT by 2020, and 30% by 2035. Strategies to reach these goals include supporting public and private sector provision of alternative fueling stations in Del Mar and adjacent cities, exploring grant funding for electric car chargers, setting aside 10% of on-street parking spots on Camino del Mar and in City-owned lots for high-efficiency and clean vehicles by 2020, dedicating stalls for EV parking and charging stations at City facilities, exploring the potential for replacing municipal fleet with EVs when feasible, advocating for expansion of an EV sharing fleet network to serve Del Mar, and exploring modifying Municipal Code parking standard requirements to incentivize stalls designed for micro-vehicles and to provide credit toward parking requirements for providing parking stalls for electric vehicles and charging station.</p> <p>Points Deducted: There is no commitment to replace the City fleet with ZEV.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	4	<p>Points Earned: There is a transit goal of achieving 4% mass transit ridership by 2020 and 8% by 2035, walking goals of 4% labor force walking to work by 2020 and 10% labor force walking to work by 2035, and bicycling goals of installing 2 bicycle lanes miles per square mile by 2020 and 2.1 bicycle lane miles per square mile by 2035 (the increase in percentage of commuters using bikes is assumed to be proportional to increase in bike lanes mile per square mile; resulting in 1% of labor force commuting by bike in 2020 and 1.1% in 2035).</p> <p>Points Deducted: The CAP does not have a biking mode share goal.</p>
	Smart Growth Strategies: 5 Points	0	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: 5 Points	3	<p>Points Earned: The CAP calls for exploring a bicycle master plan for the City that analyzes bicycle paths with logical destinations within the City, connects to the regional bicycle path network, and then prioritizes the most effective bicycle path routes for implementation. It also calls for exploring development of a pedestrian master plan that would comprehensively review and plan for pedestrian improvements and identify mobility linkages to promote walkability and safety for pedestrians.</p> <p>Points Deducted: It does not commit to developing the above biking/walking plans.</p>
	Other Transportation	5	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



	Strategies: 5 Points		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 Points	5	Points Earned: The CAP contains a waste diversion goal of 80% by 2020 and 95% by 2035.
Trees	5 Points	5	Points Earned: The CAP sets goals to achieve 15% urban canopy cover by 2020 and 30% by 2035.
Total	100	73	73/100



City of Del Mar Implementation

Category	Points Possible	Points Earned	Description of Points
Annual Monitoring Report	Annual Monitoring Report published: 10 points	5	<p>Points Earned: The City has a draft document listing progress on CAP goals through 2017.</p> <p>Points Deducted: The document has not yet been published to the city website, so information on CAP progress is not yet publicly available.</p>
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	0	<p>Points Deducted: The document contains no quantitative analysis (or estimates) of the GHG reductions achieved through steps taken to date to implement the CAP, nor are the overall GHG targets and baseline displayed.</p>
	Report Includes Summary of Progress in Implementing Actions: 5 points	0	<p>Points Deducted: No qualitative summary of progress is provided to indicate whether, overall, the City is taking the steps promised in a timely manner.</p>
	Clarity, Readability: 5 points	5	<p>Points Earned: The document is organized, easy to follow, specific, and is focused exclusively on progress toward CAP implementation.</p>
Progress Reported by Measure	15	10	<p>Points Earned: Progress is quantified where appropriate. Report includes key dates when actions were taken and names of actors (City Council, departments, Boards, etc.) who took action.</p> <p>Points Deducted: The goal and measure numbers that correspond with each action are not listed, making side-by-side comparison with the CAP challenging. Not all measures are accounted for.</p>
Equity & Jobs	10	2	<p>Points Earned: The adopted CAP does not contain a social equity or green jobs section; however, a new section of the CAP is currently being drafted, "to ensure that CAP measures are available to all residents of Del Mar including the elderly and those with low incomes. The goal is Council approval in first quarter of 2018."</p> <p>Points Deducted: The CAP does not include a green jobs section, and implementation to date has not included social equity as a guiding principle.</p>
Energy	100% Clean Energy: 5 points	4	<p>Points Earned: Received a grant from the California Energy Commission for \$388,893 for installation of 66kW of photovoltaic panels and a 50kW Tesla battery storage system in the new City Hall currently under construction.</p> <p>Points Deducted: The amount of residential PV installed is not reported</p>
	CCE: 5 points	5	<p>Points Earned: Secured City Council Approval for a CCE Technical Study with approved funding and joined with the cities of Encinitas and Carlsbad to approve a contract for a CCA Technical Study.</p>
	Energy Efficiency & Water Conservation: 6 points	4	<p>Points Earned: The City website was updated with links to energy efficiency programs and rebates. This year, Council urged residents to continue to follow the drought restrictions despite the state declaring that the drought emergency was over. Council also adopted CalGreen Tier 1 building codes for new commercial construction this year and for new residential construction starting next year.</p> <p>Points Deducted: Progress toward the residential and non-residential energy retrofits 2020 targets and on development of Water and Energy Conservation Ordinances, and toward the solar hot water heater installation target, is not documented.</p>

	Zero Emissions Vehicles (ZEV): 4 points	2	<p>Points Earned: The City is planning for installation of up to 10 EV charging stations in the new City Hall garage.</p> <p>Points Deducted: Progress toward 2020 target of increasing the percentage of VMT from EVs and other alternative fuel vehicles to 15% of VMT is not reported. Progress on other strategies, such as setting aside 10% of on-street parking spots on Camino del Mar and in City-owned lots for high-efficiency and clean vehicles by 2020, and exploring the potential for replacing municipal fleet with EVs when feasible, is not reported.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	0	Points Deducted: Progress toward the transit and walking mode share goals is not reported. Progress on installation of bicycle lanes per square mile is not reported.
	Smart Growth Strategies: 5 Points	0	Points Deducted: The CAP does not include measurable, actionable smart growth strategies.
	Walking, Biking and/or Complete Streets Plans: 5 Points	2	<p>Points Earned: City Council adopted a Complete Streets Policy in October 2017, with emphasis on improved bicycle and pedestrian circulation.</p> <p>Points Deducted: Progress in exploring a bicycle master plan and a pedestrian master plan is not reported.</p>
	Other Transportation Strategies: 5 Points	5	Points Earned: One roundabout was installed in 2017; the City's 2020 goal is to install at least three. City officials are exploring the possibility of joining a regional bike sharing program, along with Carlsbad, Encinitas, Solana Beach, and Oceanside. The City is also in the process of implementing a Downtown Streetscape project that will improve walkability and pedestrian safety with enhanced crosswalks, 3-4 benches per block, and tree plantings.
Zero Waste	5 points	5	Points Earned: The City is working with Waste Management and the Solana Center for Environmental Innovation to meet organic recycling goals. The City has initiated development of a work plan to improve construction & demolition (C&D) diversion in the City, and a Sustainability Advisory Board subcommittee is working on a Zero Waste Policy draft document.
Trees	5 points	3	<p>Points Earned: A pilot landscaping program is being installed at the new Civic Center site. An adopted streetscape plan and the Shores Park master plan that is under development will both include additional trees.</p> <p>Points Deducted: Progress toward the tree canopy coverage target and on development of an Urban Forestry Plan is not reported.</p>
Total	100	52	52/100



City of San Marcos CAP

Category	Points Possible	Points Earned	Description of Points
CAP Adopted	10 Points	10	Points Earned: San Marcos passed its CAP on 2013-09-10
Legally Binding	10 Points	10	Points Earned: The CAP is required by General Plan Implementation Schedule (Conservation and Open Space-4.2 San Marcos GP). Further, a November 6, 2012 Settlement and Mutual Release Agreement, requires preparation and adoption of CAP by October 2013, rather than the current adopted General Plan Implementation Plan schedule, which calls for adoption to occur by 2014. A CEQA Negative Declaration was published for CAP. There is a detailed technical appendix explaining GHG emissions calculations for each measure.
State GHG Targets	10 Points	10	Points Earned: The CAP commits to reducing GHG emissions by 15% below 2005 levels by 2020, consistent with AB 32, and 28% below 2005 levels by 2030, working towards the long-term goal of Executive Order S-3-05. (ES-6). Goals line up with the trajectory of S-3-05's 2050 target, but may not comply with B-30-15, which was adopted after SM CAP was adopted and sets 2030 target of 40% reduction below 1990 levels.
Implementation & Monitoring	Implementation Roles: 2 Points	1	Points Earned: The CAP delegates authority for implementation and monitoring to a CAP Coordinator, as well as a multi-departmental CAP Implementation Team comprised of key staff in each selected department. Points Deducted: It does not call for public implementation taskforce.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: The CAP has an Implementation Matrix listing Measure Actions, Responsible Parties, Potential Cost, Potential Savings, GHG Reduction Potential, Performance Criteria and Implementation Timeframe. For each measure, potential costs and savings to the City or community (private) are categorized as none, low, medium, or high. Section 4.3 identifies funding sources the City can use to offset costs of CAP implementation.
	Annual Monitoring: 3 Points	2	Points Earned: The CAP states Implementation Team will meet at least once per year to assess the status of CAP efforts. The CAP Coordinator is responsible for developing annual progress report to the City Council that identifies the implementation status of each measure, evaluates achievement of or progress toward performance indicators (where applicable), assesses the effectiveness of various measures and actions included in the CAP, and recommends adjustments to measures or actions, as needed. Points Deducted: The CAP calls for updates to community and municipal GHG emissions inventories every five years, not at least every 3 years as we recommend.
Equity & Jobs	10 Points	5	Points Earned: CAP Measure A-2, entitled "Public Health, Socioeconomic and Equity" calls for the City to "prepare for anticipated climate change effects on public health, the local economy, and populations that may bear a disproportionate burden of the climate change effects." Implementation Action A-2.3 aims to "[i]dentify and focus planning and outreach programs on neighborhoods that currently experience social or environmental injustice or bear a disproportionate burden of potential public health impacts." Points Deducted: The CAP does not contain a section on green jobs.
Clean Energy	100% Clean Energy: 5 Points	0	Points Deducted: The CAP does not contain overall clean energy target.

	CCE: 5 Points	0	Points Deducted: The CAP does not reference CCE.
	Energy Efficiency & Water Conservation: 6 Points	3	<p>Points Earned: The CAP sets goals for new and existing residential and nonresidential buildings, including retrofitting, retro-commissioning, and reducing energy use in existing buildings by 3% by 2020 and 9% by 2030 as result of facilitating voluntary energy assessments, reducing energy use by 3% in residential buildings and 4% in non-residential buildings by 2020 as result of promoting incentive programs and targeted outreach and education, reducing energy use by 7% in residential buildings and 8% in non-residential buildings by 2030, achieve 1% decrease in residential and non-residential energy usage by 2020 and a 2% decrease in residential and non-residential energy usage by 2030 as a result of Smart Meter policies, ensuring 15% of homes and 3% of nonresidential buildings built between 2005 and 2020 are Zero Net Energy, and that 100% of new homes (per State law) and 15% of new nonresidential buildings built between 2020 and 2030 are Zero Net Energy.</p> <p>It also sets water conservation goals of exceeding state water conservation targets by 5% in 2020 and 15% in 2030 and expanding recycled water use in the community to 3% of total water usage by 2020 and 15% by 2030. It also states that City already participates in two PACE programs to help finance energy efficiency upgrades and renewable energy systems. It calls for working with SDG&E to promote energy assessments and PACE financing.</p> <p>Points Deducted: The CAP does not have a municipal energy reduction goal, an energy efficiency ordinance, nor a water conservation ordinance.</p>
	Zero Emissions Vehicles (ZEV): 4 Points	2	<p>Points Earned: The CAP calls for the City to continue to increase overall City fleet fuel efficiency and the use of low carbon fuels. It identifies goals to reduce GHG emissions associated with the City's vehicle and equipment fleet by 15% below 2005 levels by 2020 and 21% below 2005 levels by 2030 (equivalent to about 4 vehicles replaced between 2006 and 2013 [already completed], 2 vehicles replaced between 2013 and 2019, and 6 more vehicles replaced between 2020 and 2030, for a total of 12 vehicles replaced between 2006 and 2030).</p> <p>Points Deducted: It does not have citywide strategies to promote ZEV, nor does it commit to replacing the majority of the City fleet with ZEV's.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	5	<p>Points Earned: The CAP features biking and walking goals of achieving a 2% reduction in annual light-duty VMT in 2020 and a 3% reduction in annual light-duty VMT in 2030 as a result of a mode shift to biking/walking. It also features a transit goal of achieving a daily intra-city shuttle ridership of 500 passengers by 2030, and an increase in transit ridership to 3% of city service population by 2020 and 4% by 2030.</p>
	Smart Growth Strategies: 5 Points	5	<p>Points Earned: The CAP includes a goal to increase service population density within the city 35% by 2020 and 64% by 2030, 25% of new development located within 2 miles of shopping/transit/job centers, and 10% of new development with two or more land use types (e.g. residential and commercial). CAP smart growth strategies include providing incentives and working with SANDAG. Through development review process, CAP calls for evaluating development projects based on consistency with the City's adopted General Plan 2030, updated zoning regulations, and applicable design guidelines, as well as SANDAG Smart Growth publications, including Designing for Smart Growth, Creating Great Places in the San Diego Region (2009) and Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region (2002).</p>

	Walking, Biking and/or Complete Streets Plans: 5 Points	4	<p>Points Earned: The CAP calls for pursuing funding to expand biking and walking infrastructure in accordance with the City's General Plan, as well as its San Marcos Trails Master Plan and its 2005 San Marcos Bikeway Master Plan.</p> <p>Points Deducted: It does not commit to implementing these existing plans; it only commits to pursuing funding.</p>
	Other Transportation Strategies: 5 Points	5	<p>Points Earned: The CAP calls for incorporating multi-model improvements, establishing minimum pedestrian design criteria, working with agencies (e.g. SANDAG) to facilitate transit, promoting low/alternative fuel vehicles, coordinating with CSE to develop streamlined permitting, requiring development to fund safe route and require new development at transit nodes where applicable, utilizing technology and intelligent transportation systems to improve traffic flow, conducting marketing and education campaigns to reduce idling and reduce commute trips, and encouraging alternative fueling stations, and pursuing funding to expand bike networks.</p>
Zero Waste	5 Points	0	<p>Points Deducted: The CAP does not have a Zero Waste goal. Its waste goal is to obtain a citywide 75% diversion rate by 2020, and 85% by 2030.</p>
Trees	5 Points	3	<p>Points Earned: The CAP sets goal of planting of 1,000 new trees in the community by 2020, and an additional 1,000 trees by 2030.</p> <p>Points Deducted: It does not contain a tree canopy coverage goal.</p>
Total	100	70	70/100



City of San Marcos Implementation

Category	Points Possible	Points Earned	Description of Points
Annual Monitoring Report	Annual Monitoring Report published: 10 points	0	Points Deducted: The City has not published an annual monitoring report since the CAP was adopted in 2013.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	0	Points Deducted: The City has not published an annual monitoring report since the CAP was adopted in 2013.
	Report Includes Progress toward implementing Actions: 5 points	0	Points Deducted: The City has not published an annual monitoring report since the CAP was adopted in 2013.
	Clarity, Readability: 5 points	0	Points Deducted: The City has not published an annual monitoring report since the CAP was adopted in 2013.
Progress Reported by Measure	15	0	Points Deducted: The City has not published an annual monitoring report since the CAP was adopted in 2013.
Equity & Jobs	10	0	Points Deducted: No information on social equity in implementation was provided in communication with staff.
Energy	100% Clean Energy: 5 points	0	Points Deducted: City does not have an overall clean energy target
	CCE: 5 points	0	Points Deducted: City CAP does not include CCE as a strategy.
	Energy Efficiency & Water Conservation: 6 points	2	Points Earned: Retrofits to achieve energy efficiency were completed with the assistance of SANDAG Energy Roadmap Program as well as independently by the City. These measures include lighting upgrades; air conditioning (AC) tune-ups and replacements; and an energy management system which monitors, controls, and optimizes building comfort and performance. To implement energy efficiency related measures, the City has adopted lighting standards in the Zoning Ordinance that promote efficient lighting for development projects; SDG&E is also installing smart meters in the City to further promote awareness of energy use by consumers. To promote water conservation, the City has adopted Water Efficient Landscape Ordinance that limits the use of water for landscaping. Points Deducted: Progress toward energy efficiency targets is not reported; actions taken to help achieve residential energy efficiency goals are not described.
	Zero Emissions Vehicles (ZEV): 4 points	0	Points Deducted: GHG reductions associated with the City's fleet, and fleet replacement data, were not provided.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	0	Points Deducted: Communication from staff indicates that the City has installed new sidewalks and trails throughout the City and has an established program to actively maintain trails. Specific information about how many miles of sidewalk and trails, and their impact on mode share, is not provided.
	Smart Growth Strategies: 5 Points	3	Points Earned: To implement Land Use/Transportation measures, the City provides incentives for mixed use projects which are proposed in Mixed Use Zoning Districts. The City has adopted reduced parking standards, reduced setbacks, form based code and increased heights and number of stories for these zones.

	Walking, Biking and/or Complete Streets Plans: 5 Points	0	Points Deducted: Detailed information on implementation of the San Marcos Trails Master Plan and the 2005 San Marcos Bikeway Master Plan is not reported.
	Other Transportation Strategies: 5 Points	1	Points Earned: Traffic circulation efficiency has been improved through co-ordination of traffic signals.
Zero Waste	5 points	0	Points Deducted: Communication from staff indicates that the City has achieved an increase in diversion of solid waste from the landfill, but specific information about how much diversion or through what actions was not provided.
Trees	5 points	0	Points Deducted: Communication from staff indicates that the City has planted trees in parks and City-owned sites, but the number of trees planted is not available, nor information about the maintenance of the existing canopy.
Total	100	6	6/100



City of Carlsbad CAP

Category	Points Possible	Points Earned	Description of Points
CAP Adopted	10 Points	10	Points Earned: Carlsbad approved its Climate Action Plan on Sept. 22, 2015.
Legally Binding	10 Points	10	Points Earned: The CAP is mitigation for the City's General Plan, making it enforceable. The CAP has an Environmental Impact Report. The CAP has a technical appendix explaining emissions reductions calculations for each measure.
State GHG Targets	10 Points	10	Points Earned: The CAP is based on a 2035 planning horizon and aims to achieve 49% GHG emissions below 2005 levels by 2035. Targets are based on meeting the goals set in EO S-3-05 and AB 32.
Implementation & Monitoring	Implementation Roles: 2 Points	1	Points Earned: The CAP calls for a CAP Administrator and Implementation Team. Points Deducted: The CAP does not call for a public implementation taskforce.
	Timeline and Cost Analysis: 5 Points	5	Points Earned: The CAP Implementation Matrix contains a timeline of strategies. Each measure qualitatively describes costs and benefits, both to the city and the private sector.
	Annual Monitoring: 3 Points	3	Points Earned: The CAP calls for an annual monitoring program. The CAP also calls for updating the community and government operations GHG inventories every three years.
Equity & Jobs	10 Points	0	Points Deducted: The CAP does not contain a social equity or jobs section.
Clean Energy	100% Clean Energy: 5 Points	0	Points Deducted: While the CAP does have a goal to supply 5% of homes with renewable energy beyond the renewable energy currently on the grid, it does not contain an overall citywide clean energy percentage target.
	CCE: 5 Points	2	Points Earned: The Sustainability Element of the City's General Plan contains a policy to "[s]upport a regional approach to study the feasibility of establishing Community Choice Aggregation (CCA) or another program that increases the renewable energy supply and maintains the reliability and sustainability of the electrical grid." Deducted: CAP does not reference CCE as a clean energy strategy.
	Energy Efficiency (EE) & Water Conservation: 6 Points	6	Points Earned: The CAP sets energy and water efficiency goals and outlines strategies to achieve them. Energy Goals: Energy goals for new and existing residential, nonresidential, and municipal buildings include 50% energy reduction in 30% of homes by 2035, 5% improvement in EE in new construction, replacing 50% of lighting citywide with efficient lighting by 2035, 40% reduction in 30% of city facilities, commercial square footage and city owned buildings by 2035, and retrofitting up to 30% of existing homes and commercial buildings to include solar water heaters or heat pumps.

			<p>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.</p> <p>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.</p>
	Zero Emissions Vehicles (ZEV): 4 Points	3	<p>Points Earned: CAP sets goals: Increase amount of ZEV miles traveled from a projected 15% to 25% of total vehicle miles traveled by 2035. Increase low and zero emissions vehicles to 25% of city-related VMT by 2035.</p> <p>Strategies: Create ZEV siting plan, offer ZEV parking, construct ZEV charging stations, adopt ZEV parking requirements for new developments, adopt an ordinance requiring ZEV charging for major new developments.</p> <p>Points Deducted: City does not commit to converting majority of city fleet to ZEV.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	<p>Points Earned: Carlsbad's CAP Measure K "Promote Transportation Demand Management Strategies" has a goal of achieving a 10% increase in alternative mode use by workers in Carlsbad, for a total of 32% alternative mode use by 2035.</p> <p>Points Deducted: It does not specify which percentage mode shift is due to transit, biking and walking.</p>
	Smart Growth Strategies: 5 Points	3	<p>Points Earned: The CAP reiterates and quantifies the GHG reduction potential of General Plan strategies to "right-size" parking for new development to promote denser, transit-oriented development.</p>



			<p>CAP GHG forecasts take into account reductions from General Plan Smart Growth strategies. GHG forecasts reflect General Plan land use patterns, including the effects of compact and infill, mixed-use, and transit-oriented development.</p> <p>Points Deducted: While it mentions smart growth principles in reference to the City's General Plan land use policies, including evaluating permits based on design/building features consistent with the CAP, accessibility of development to bikers/walkers, and pursuing funding through SANDAG's smart growth incentive program, no specific or measurable CAP implementation actions address smart growth or transit oriented development.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	<p>Points Earned: CAP Measure K contains actionable Transportation Demand Management strategies, including adopting a citywide transportation demand management (TDM) plan and adopting a TDM ordinance. CAP also reiterates and quantifies General Plan bicycling, transit, walking, and parking strategies.</p>
	Other Transportation Strategies: 5 Points	0	<p>Points Deducted: The CAP lists the above TDM plan and ordinance as the only strategies to achieve transportation related GHG reduction targets. CAP does not commit to implementing any other transportation strategies.</p>
Zero Waste	5 Points	0	<p>Points Deducted: The CAP does not have a zero-waste goal.</p>
Trees	5 Points	3	<p>Points Earned: In its project-level mitigation measures, the CAP includes the option of committing to incorporate drought resistant native trees into landscapes and providing parking lot areas with 50% tree cover within 10 years of construction in order to meet the performance standard of reducing emissions to the required level.</p> <p>Points Deducted: The CAP does not have a citywide tree canopy goal.</p>
Total	100	64	64/100



City of Carlsbad Implementation

Category	Points Possible	Points Earned	Description of Points
Annual Monitoring Report	Annual Monitoring Report published: 10 points	10	Points Earned: The CAP Annual Report was published and presented to Council on September 26, 2017.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	4	Points Earned: City staff are working with the Energy Policy Initiatives Center (EPIC) to gather data to complete a GHG inventory for calendar years 2012, 2014, and 2016 (the baseline year used in the CAP is 2005.) The report explains that "not all of this data was obtained by the end of this reporting period, therefore this annual report does not contain an inventory or forecast." The inventories will be made available once completed. Points Deducted: While work is in progress to develop GHG inventories for recent years, there is no data on progress toward the GHG reduction targets in this year's annual report.
	Report Includes Summary of Progress in Implementing Actions: 5 points	5	Points Earned: A one-paragraph summary of actions taken offers a high-level overview of progress. It reads in part, "Staff is on track to complete short-term CAP Actions within the two-year implementation timeframe. Staff is also ahead of schedule on some mid-term CAP Actions."
	Clarity, Readability: 5 points	5	Points Earned: The report succinctly but comprehensively reviews the content of the CAP to contextualize the reporting on progress made to date. Information on implemented is presented in a straightforward manner, and the scope of the report is strictly limited to information relevant to implementation of CAP measures, which enhances transparency and fosters accountability.
Progress Reported by Measure	15	15	Points Earned: The Appendix to the report contains a table that lists every measure in the CAP, the timeframe on which implementation is scheduled, and progress made on that measure to date. The information is detailed; dates when actions were taken are included, and quantitative analysis of measures' impacts are included where possible.
Equity & Jobs	10	0	Points Deducted: The CAP does not contain a section on social equity or green jobs.
	100% Clean Energy: 5 points	1	Points Earned: Staff is in contract negotiations with a consultant to prepare ordinances to require PV systems on new residential and non-residential construction and existing non-residential construction. Points Deducted: The CAP does not include a 100% clean energy goal.
	CCE: 5 points	3	Points Earned: Although the CAP does not refer to CCE, the City took steps this year to consider developing a CCE program along with other North County cities. In July, Carlsbad, along with other cities, issued an RFP for a Technical Feasibility study. Points Deducted: Because CCE is not included in the CAP, the city remains less firmly committed to the

Energy		<p>strategy than the other cities with whom it issued the RFP.</p>
	<p>Energy Efficiency & Water Conservation: 6 points</p>	<p>5</p> <p>Points Earned: Staff have selected the Center for Sustainable Energy (CSE) to develop residential and energy ordinances to require property owners to conduct and disclose an energy audit at the time of major renovations, and CSE has prepared a memoranda containing an overview of energy efficiency ordinances from other jurisdictions and possible strategies for a future Carlsbad ordinance. CSE is also working on a commercial energy conservation ordinance, which would require property owners to ensure that commercial buildings meet specified energy efficiency measures.</p> <p>Staff is in contract negotiations with a consultant to prepare an ordinance to require natural lighting and ventilation on new construction and an ordinance to require alternative energy water heating systems on new construction.</p> <p>To implement a measure calling for energy efficiency retrofits of city-owned buildings, staff replaced or upgraded HVAC units at four administration buildings, resulting in a 29 percent reduction in energy usage. They have also conducted lighting upgrades on city buildings.</p> <p>On June 27, 2017, the city adopted the 2016 version of CalGreen, which significantly increases energy efficiency of newly constructed buildings.</p> <p>Points Deducted: Adoption of energy efficiency ordinances were short-term actions, with 1-2 timeframes. Although development of these ordinances is in progress, the City has fallen slightly behind the planned timelines for these actions.</p>
Transportation & Land Use	<p>Zero Emissions Vehicles (ZEV): 4 points</p>	<p>3</p> <p>Points Earned: Staff got technical assistance from SANDAG to enable the City to develop a community-wide siting plan for EV charging stations in-house. The City is in contract negotiations with a consultant for development of an ordinance to require dedicated EV charging infrastructure for new non-residential construction and an ordinance to require EV charging infrastructure or pre-writing on new residential construction. In 2016, Council authorized the purchase of 11 hybrid vehicles, which replaced standard gas combustion engine vehicles in the city's fleet.</p> <p>Points Deducted: The CAP does not commit to converting the majority of its fleet to ZEVs.</p>
	<p>Commuter Mode Shift Goals: 5 Points</p>	<p>3</p> <p>Points Earned: In August 2016, staff entered into an MOU with SANDAG to provide consulting services to prepare a TDM ordinance and program. Staff have conducted educational workshops on TDM and have begun developing the TDM program, which includes an ordinance, website, and implementation manual for large employers within the city. Staff also coordinated with SANDAG to create an internal TDM program for city employees.</p> <p>Points Deducted: The City's mode share targets do</p>



			not specify the percentage of commuters who will travel by walking or biking.
	Smart Growth Strategies: 5 Points	0	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 Points	4	Points Earned: The City is implementing livable streets (similar in concept to Complete Streets) projects and is adding buffers for bike lanes when implementing striping, all of which is part of the General Plan mobility element. Carlsbad has issued an RFP for a Sustainable Mobility plan, part of which is an update of the bike and pedestrian master plans. Points Deducted: Data on the number of miles of bike improvements and livable street projects is not currently available, but more data related to bike and pedestrian improvements will be quantified as part of implementation of the Sustainable Mobility plan.
	Other Transportation Strategies: 5 Points	0	Points Deducted: The CAP does not contain additional strategies to reduce GHG emissions from transportation.
Zero Waste	5 points	0	Points Deducted: The CAP does not contain a zero waste goal.
Trees	5 points	2	Points Earned: The 50% tree cover option is currently available as a way for projects to meet the GHG performance standard. Points Deducted: So far, no projects have included the 50% tree cover option in their project design. The City does not have a community-wide tree canopy target that they are progressing toward.
Total	100	60	60/100

Chula Vista CAP

Category	Points Possible	Points Earned	Description of Points
CAP Adopted	10 Points	10	Points Earned: Chula Vista adopted its Climate Action Plan on September 25, 2017.
Legally Binding	10 Points	0	Points Deducted: The CAP is not legally binding, CEQA analysis was not conducted, and the plan lacks a technical appendix showing how emissions reductions were calculated.
State GHG Targets	10 Points	2	Points Earned: The targets extend to 2030. Points Deducted: The CAP uses per capita emissions reductions targets for 2030 rather than setting a target to ensure that overall emissions are reduced in line with state targets.
Implementation & Monitoring	Implementation Roles: 2 Points	2	Points Earned: Appendix A identifies department responsibility for leading on each action, and the CAP explains that the Climate Change Working Group will continue to be called on to assist with CAP implementation.
	Timeline and Cost Analysis: 5 Points	3	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: 3 Points	2	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	10 Points	1	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 does not include a commitment or strategies to address social equity, such as prioritizing investments that will close gaps in wealth, environmental burden, and amenities, and centering the perspectives of vulnerable communities.
Clean Energy	100% Clean Energy: 5 Points	5	Points Earned: The CAP contains a target of providing 100% of electricity from renewable sources by 2035.
	CCE: 5 Points	5	Points Earned: Obj. 3.2, Strategy 2, refers to reaching 100% clean energy through Community Choice or another mechanism, and Implementation Action A states the city will conduct a CCA Feasibility Study.
	Energy Efficiency (EE) & Water Conservation: 6 Points	6	Points Earned: The CAP sets targets for water conservation, including retrofitting 1,000 homes per year with water- efficient devices (including landscaping), and installing 3,750 water reuse systems citywide by 2020 (6,000 by 2035). It sets targets for energy efficiency including retrofitting 13% of single family & multifamily homes and 10% of commercial Sqft to save 25% by 2020 (20% of both with 50% savings by 2035). The CAP contains EE and WC ordinances tied to targets such as the city having a Landscape Water Conservation Ordinance and a plan to develop a Residential and Commercial Energy Conservation ordinance for City Council consideration. Other strategies include education and outreach efforts, including monthly energy code trainings for building permit and inspection staff.
	Zero Emissions Vehicles (ZEV): 4 Points	2	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 as part of their Power Your Drive program, which

			<p>includes 123 new chargers for fleet and employee use added to the existing 32 EV chargers on City property that were installed a few years ago. Construction on the new chargers is over 50% complete.</p> <p>Points Deducted: The CAP does not commit to replacing city fleet with ZEVs, and its comprehensive citywide strategies to promote ZEVs are lacking in the CAP.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	3	<p>Points Earned: The CAP contains overall alternative commute mode share targets of 7% by 2020 and 9% by 2035.</p> <p>Points Deducted: That target is not broken down into walking, biking, and transit targets. Those targets will be included in the upcoming Active Transportation Plan.</p>
	Smart Growth Strategies: 5 Points	2	<p>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.</p> <p>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.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	<p>Points Earned: The CAP commits to combining the Bikeway and Pedestrian Master Plans into one Active Transportation Master Plan.</p>
	Other Transportation Strategies: 5 Points	3	<p>Points Earned: The CAP describes strategies of completing traffic signal synchronization in connection with new Bus Rapid Transit (BRT) along East Palomar, and update traffic signal synchronization along Olympic, East H, Telegraph Canyon and Otay Lakes roadways, reviewing "last mile" transportation infrastructure (including technology-based solutions) and propose needed programs or policies to City Council for consideration (including facilitation of bike-sharing and car-sharing), and completing Transportation Demand Management study in coordination with SANDAG.</p> <p>Points Deducted: Those strategies include study and consideration but few specific, quantifiable actions.</p>
Zero Waste	5 Points	5	<p>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.</p>
Trees	5 Points	5	<p>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.</p>
Total	100	61	61/100



City of National City CAP

Category	Points Possible	Points Earned	Description of Points
CAP Adopted	10 Points	10	Points Earned: City approved Climate Action Plan, May 2011.
Legally Binding	10 Points	7	Points Earned: The CAP is mitigation for the City's General Plan, making it enforceable. Its environmental analysis is incorporated into the Comprehensive Land Use Update EIR. Points Deducted: It does not have a technical appendix explaining emissions calculations for each measure.
State GHG Targets	10 Points	2	Points Earned: The CAP is based on 2020 and 2030 planning horizon and meets state GHG target for 2020 with a 15% reduction goal below 2005 levels. Points Deducted: Does not meet the state target for 2030. It states "[t]he City will strive to achieve additional reductions in GHG emissions by 2030." The EIR for the General Plan acknowledges 2030 emissions under the CAP are 0.5% lower than 2005 levels.
Implementation & Monitoring	Implementation Roles: 2 Points	1	Points Earned: The CAP states that the Planning Division of the Development Services Department will be in charge of monitoring and implementing the CAP. Points Deducted: While the City's GP Environmental Justice section contains a number of policies to foster public participation in the GP implementation process, the CAP and GP do not call for a public taskforce to oversee CAP implementation.
	Timeline and Cost Analysis: 5 Points	3	Points Earned: The CAP has a timeline of strategies with a system of prioritization. Points Deducted: While the CAP has an "Implementation Funding" section identifying several potential sources of funding, costs of CAP measures are not analyzed.
	Annual Monitoring: 3 Points	2	Points Earned: The CAP calls for a review every three years to evaluate implementation and achievement of measure reductions and to identify potential plan update needs. It also calls for GHG emissions inventory updates every three years. Points Deducted: There is no annual CAP monitoring requirement.
Equity & Jobs	10 Points	9	Points Earned: The City's General Plan (tied to the CAP) has a Health and Environmental Justice element with a goal to identify public health risks and environmental justice concerns and improve living conditions to foster the physical health and wellbeing of residents. It includes a goal to apply environmental protection measures equally among geographic and socioeconomic sectors of the City (Policy HEJ-1.7). It prohibits establishment of new residential and other sensitive land uses near industrial land uses and within the Harbor District (except 8th Street Trolley stop) and sets buffers between existing residential uses and other sensitive land uses and industrial uses (LU-3.6). The "Career Training and Development" section calls for the City to "work with high school and college district to identify job training needs and develop programs/classes to meet those needs, explore funding opportunities to provide job training, work with COC to encourage employers to expand training opportunities, and work with COC to target/recruit employers." Points Deducted: There is no quantifiable data tied to job creation strategies.
Clean Energy	100% Clean Energy: 5 Points	0	Points Deducted: The CAP does not call for 100% Clean Energy.
	CCE: 5 Points	0	Points Deducted: The CAP does not reference CCE.



	Energy Efficiency & Water Conservation: 6 Points	3	<p>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 MTCO₂e per year by 2020 and 5,993 MTCO₂e 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).</p> <p>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.</p>
	Zero Emissions Vehicles (ZEV): 4 Points	3	<p>Points Earned: CAP calls for streamlined permitting and design guidelines for EV charging stations and for the City to continue to integrate alternative transportation fuels and vehicles into the government fleets and the fleets of contractors. It 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>Points Deducted: Does not commit to replace most of fleet to ZEV.</p>
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	0	Points Deducted: The CAP does not contain a mode share or VMT reduction goal.
	Smart Growth Strategies: 5 Points	2	<p>Points Earned: The CAP has smart growth strategies include fostering land use intensity to reduce VMT and reducing parking requirements in smart growth areas.</p> <p>Points Deducted: Other than reducing parking requirements, the CAP gives no specific strategies to achieve smart growth goals.</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	2	<p>Points Earned: A Bicycle Master Plan was adopted as part of the City's Comprehensive Land Use Update.</p> <p>Points Deducted: The CAP does not commit to developing walking, biking or complete streets plans. It does not separately quantify the reduction potential from the bike plan or commit to implementing the bike plan.</p>
Transportation & Land Use	Other Transportation Strategies: 5 Points	5	Points Earned: The CAP calls for supporting agencies to improve transit, implementing biking improvements, implementing strategies to prioritize HOVs, and encouraging telecommuting and alternative transportation commutes. Its traffic strategies include education, implementing traffic calming, and coordinating traffic signals.
Zero Waste	5 Points	0	Points Deducted: The CAP does not contain a zero waste goal.
Trees	5 Points	3	<p>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.</p> <p>Points Deducted: It does not have a citywide tree canopy goal.</p>
Total	100	52	52/100

City of National City CAP Implementation

Category	Points Possible	Points Earned	Description of Points
Annual Monitoring Report	Annual Monitoring Report published: 10 points	5	Points Earned: The City has a Master Activities list that tracks CAP implementation but does not have a formal monitoring program and has not published any annual reports on CAP progress.
Summary of Progress	Report Includes Progress toward GHG Target: 5 points	0	Points Deducted: The City is currently updating its GHG inventory but had not previously updated its GHG inventory since CAP adoption in 2011.
	Report Includes Summary of Progress in Implementing Actions: 5 points	0	Points Deducted: No qualitative summary of progress is provided to indicate whether, overall, the City is taking the steps promised in a timely manner.
	Clarity, Readability: 5 points	5	The document is organized and easy to follow. It is organized by strategy, and actions are listed chronologically.
Progress Reported by Measure	15	5	Points Earned: Some of the measures included in the Master Activities list correspond to CAP measures. Points Deducted: Progress on most of the CAP measures is not addressed.
Equity & Jobs	10	2	Points Earned: The City received cap-and-trade funding for the Westside Infill Transit Oriented Development project, an affordable housing development, in 2015. Points Deducted: The City has not been tracking implementation of the EJ Element of the General Plan.
Energy	100% Clean Energy: 5 points	0	Points Deducted: The City does not have a 100% clean energy target.
	CCE: 5 points	0	Points Deducted: The CAP does not refer to CCE.
	Energy Efficiency & Water Conservation: 6 points	1	Points Earned: In 2014, the City adopted several PACE programs to help homeowners save energy and water. Points Deducted: The City's progress in implementing other measures, such as adopting water efficiency principles similar to the Ahwahnee Water Principles for Resource Efficient Land Use or supporting policies that will facilitate increased, cost-effective installation of small-scale renewable energy systems, is not reported. Several other energy-saving actions are described in the Master Activities list, such as equipping city offices with automatic shut-off devices for lights and HVACs that are programmed to turn off during non-working hours; however, these actions are not laid out in the CAP.
	Zero Emissions Vehicles (ZEV): 4 points	2	Points Earned: The City worked with the City of Chula Vista and the AmeriCorps Civic Spark Program in 2015 to develop permitting guidance for the installation of EV charging facilities.
Transportation & Land Use	Commuter Mode Shift Goals: 5 Points	0	Points Deducted: The CAP does not contain commuter mode shift goals.
	Smart Growth Strategies: 5 Points	3	Points Earned: The City updated its Downtown Specific Plan in 2015, incorporating new elements related to smart growth, specifically Transportation Demand Management. Points Deducted: Information is not provided regarding reducing parking requirements in smart growth areas.

	Walking, Biking and/or Complete Streets Plans: 5 Points	2	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: 5 Points	3	Points Earned: 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. Points Deducted: Information on City action to prioritize HOVs, to encourage telecommuting, and to support agencies to improve transit is not available.
Zero Waste	5 points	0	Points Deducted: The CAP doesn't contain a zero-waste goal.
Trees	5 points	3	Points Earned: 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. Points Deducted: The urban forest management plan called for in the CAP has not yet been adopted.
Total	100	31	31/100



Acknowledgments

Supporters

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The Thorwirth Family

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