

# San Diego Region Climate Action Plan Report Card

1<sup>st</sup> Edition | December 2016



# 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 change happens from the bottom up. That is why we are focused on working with civic leaders and policymakers at the local level 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 by 2035. 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.

This report card highlights our Four Fights—key climate policies we encourage every municipality to adopt as part of a comprehensive climate plan: 100% Clean Energy; 50% non-car transit, walking and biking in the urban core; 35% urban tree cover; and Zero Waste.



## Why Local Climate Action Matters

Climate change poses a serious risk to our quality of life in San Diego, with effects including rising seas, more frequent coastal storms, and increased risk of drought and wild fires. Public health and safety are at risk from increasing heat waves and worsening air quality. Climate science overwhelmingly demonstrates that previous actions by local, national, and global actors are not enough to solve this problem.

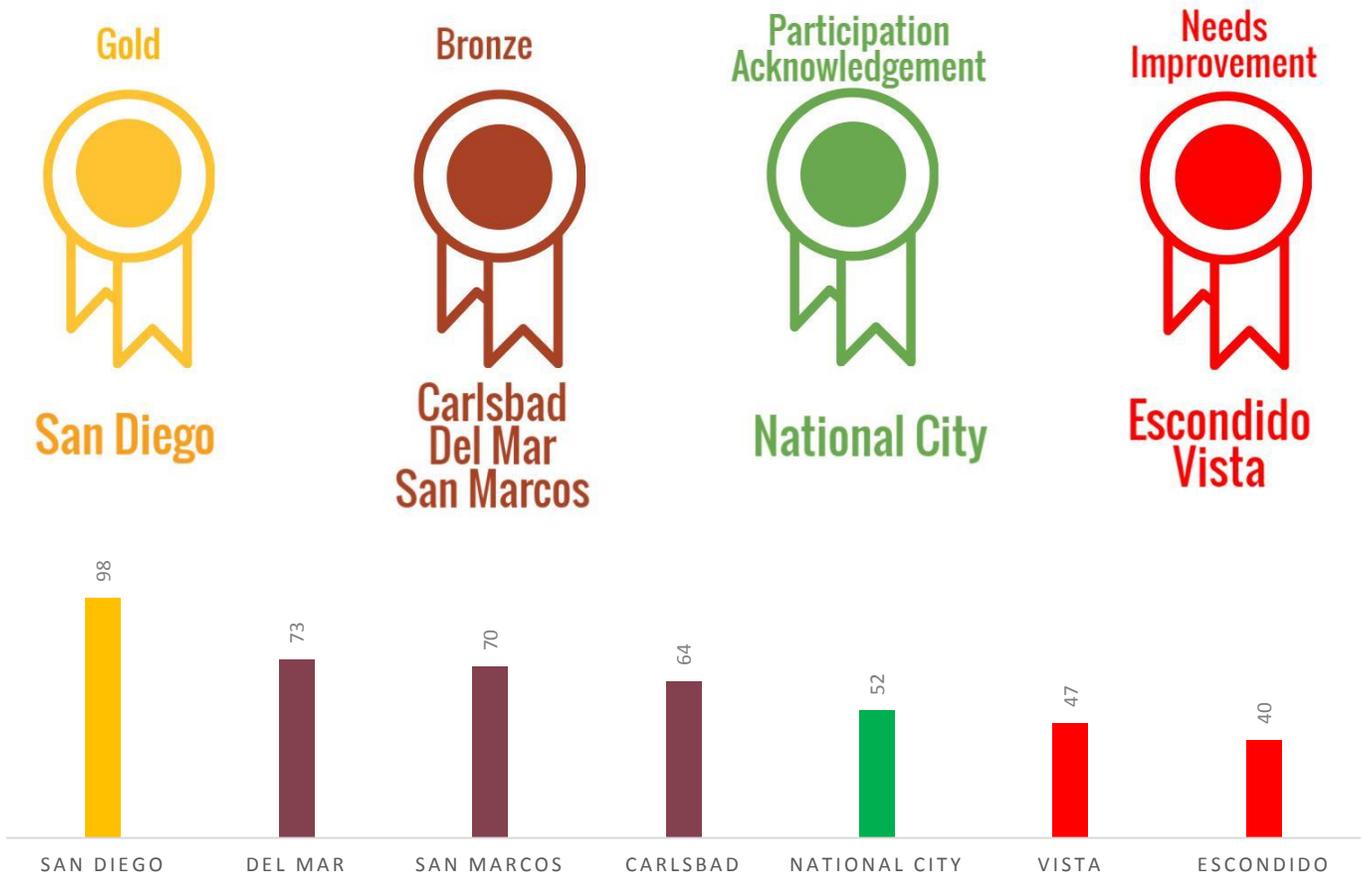
California is a world leader in the fight to reduce the impacts of climate change. Our state will only succeed at meeting its climate goals, however, if local governments take action, making cities and counties essential partners in achieving California's goals. In order to stop climate change, we need ambitious and legally binding climate policies at the local, state, and national levels.

## What is a Climate Action Plan?

Climate Action Plans (CAPs) are the most comprehensive, transparent way for local governments to mitigate climate change—detailing steps municipalities can take to reduce their greenhouse gas (GHG) emissions and prepare for impacts from a changing climate. CAPs can also quantify and outline strategies to address the emissions “gap”—the remaining emissions reductions needed to meet local and state emissions targets after accounting for state and federal policies.

# Summary of Findings

Climate plans in our region vary widely. Some are national leaders, while others need improvement.



## In Progress – Developing or Updating a Climate Action Plan:

Chula Vista, Encinitas, La Mesa, Lemon Grove,  
Oceanside, Solana Beach, County of San Diego

## Needs Improvement – No Commitment to Developing a Climate Action Plan:

Coronado, El Cajon, Imperial Beach, Poway, Santee

## Breakdown of CAP Scores

Scoring Criteria	City of San Diego	City of Del Mar	City of San Marcos	City of Carlsbad	City of National City	City of Vista	City of Escondido
<b>CAP Adopted</b> points (10)	10	10	10	10	10	10	10
<b>Legally Binding</b> points (10)	10	3	10	10	7	10	8
<b>State GHG Targets</b> points (10)	10	10	10	10	2	2	2
<b>Implementation &amp; Monitoring</b> points (10)	8	9	8	9	6	8	8
<b>Equity &amp; Jobs</b> points (10)	10	0	5	0	9	0	0
<b>Clean Energy</b> points (20)	20	19	5	11	6	1	2
<b>Trans &amp; Land Use</b> points (20)	20	12	19	11	9	13	8
<b>Zero Waste</b> points (5)	5	5	0	0	0	0	0
<b>Trees</b> points (5)	5	5	3	3	3	3	2
<b>Grand Total</b>	98/100	73/100	70/100	64/100	52/100	47/100	40/100

## Highlights from this Report:

Only nine (9) out of 19 San Diego region municipalities have adopted a CAP. We have graded seven (7) CAPs in this report. We have not graded the CAPs of Encinitas and Chula Vista, as those cities are in the process of updating their CAPs. Below are statistics on the seven (7) CAPs graded in this report.



### CAP Structural Elements:

- **6 are legally binding** (San Diego, San Marcos, Carlsbad, National City, Vista & Escondido)
- **4 meet state GHG targets to 2030** (San Diego, San Marcos, Del Mar & Carlsbad)
- **3 address social equity** (San Diego, San Marcos & National City)
- **2 address jobs** (San Diego & National City)
- **7 assign implementation responsibility to staff/department & have a timeline of strategies**
- **2 call for a public taskforce** (San Diego & Del Mar)
- **5 analyze costs of strategies** (Del Mar, San Marcos, Carlsbad, Vista & Escondido)
- **4 require annual monitoring** (San Diego, San Marcos, Carlsbad & Vista)
- **4 require GHG reporting at least every 3 yrs** (San Diego, Carlsbad, National City & Escondido)

### Key CAP Strategies:

- **2 include 100% clean energy goals & Community Choice Energy (CCE)** (San Diego & Del Mar)
- **3 have energy & water reduction goals and ordinances** (San Diego, Del Mar & Carlsbad)
- **4 have municipal & citywide ZEV policies** (San Diego, Del Mar, Carlsbad & National City)
- **5 have commuter mode shift goals** (San Diego, Del Mar, San Marcos, Carlsbad & Vista)
- **3 have actionable smart growth strategies** (San Diego, San Marcos & Vista)
- **2 call for Zero Waste** (San Diego & Del Mar)
- **2 have tree canopy goals** (San Diego & Del Mar)

# Purpose of Climate Action Plan Report Card

The San Diego Region Climate Action Plan Report Card recognizes local governments that are leaders on climate planning and identifies those that have room for improvement. It intends to provide a meaningful assessment of the region's climate planning to help the public and local governments understand what is otherwise an array of scattered and hidden data.

By providing enhanced transparency and accountability, we hope to spur cities to take action to protect our region's future with legally binding CAPs that include ambitious climate goals, promote best practices and collaboration between cities on climate planning in the region, and inform the public about what their city and county are doing to reduce pollution that causes climate change.



## What About Implementation?

Our first report card only assigns points and gives grades for goals, strategies and structural elements contained in local CAPs. We do not assess how well or poorly plans are implemented in this version.

We recognize that plans are only as good as how they are implemented and enforced. An example of this is San Diego's CAP, which we have ranked as a Gold Standard plan. San Diego has already seen implementation challenges since the CAP's adoption in December 2015. We will continue to work with the City to help ensure it is on track to meet its ambitious 100% Clean Energy, non-car transportation, Zero Waste and tree canopy goals, as well as work with other cities on their implementation.

As CAPs become a mainstay throughout our region, future editions of this report card will measure how effectively local governments are actually implementing their plans.

*\*For more topics to be included in future editions, see page 26.*

# What About Climate Adaptation?

Climate adaptation addresses how governments and institutions plan for and adapt to impacts of climate change. Adaptation strategies include resilient coastal development planning, wildfire prevention, tree planting, disaster preparedness, and many more.

While this Report Card does not grade adaptation, we hope to do so in the next edition.

Below is a summary of regional adaptation efforts, compiled using information from the Coastal Commission, local governments, and the San Diego Regional Climate Collaborative.



*Image: Sea level rise map for year 2100 with unchecked pollution (no cuts in carbon emissions). Sea level tools and analysis from Climate Central.*

## Assessing Vulnerability

By conducting a study to assess a municipality's vulnerability to climate impacts, local governments can better understand how to plan for and adapt to climate change.

A number of local cities have taken initial steps to assess their vulnerability—including Imperial Beach, San Diego, Del Mar, Encinitas, Solana Beach, Carlsbad, and Coronado.

## Climate Adaptation Plans

We encourage local governments to create comprehensive Climate Adaptation Plans utilizing best practices and detailing strategies to fit their unique municipal setting.

In 2011, Chula Vista published a 2011 Climate Adaptation Strategies Implementation Plan. The City of San Diego is currently pursuing funding to create a citywide adaptation plan.

## Local Coastal Programs

Local Coastal Programs (LCPs) are planning documents guiding coastal development. LCPs are becoming essential policy tools in addressing and planning for climate impacts on the coast. We encourage municipalities to update their LCPs to include coastal adaptation plans and policies.

Several municipalities are at the forefront of LCP adaptation planning—including Imperial Beach, Solana Beach, Del Mar, and Carlsbad.

*\*For more topics to be included in future editions, see page 26.*

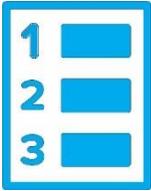
# Climate Action Plan (CAP) “Grading” Criteria

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

Points	CAP Structural Elements (50 PTS)
<b>CAP Adopted 10 pts</b> 	<p><b>What:</b> CAP has been adopted by the municipality (draft CAPs and actions not tied to a CAP are not graded).</p> <p><b>Why:</b> Only nine (9) out of 19 municipalities in the County have adopted a CAP.</p>
<b>Legally Binding 10 pts</b> 	<p><b>What:</b> Whether 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><b>Why:</b> 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>
<b>State GHG Targets 10 pts</b> 	<p><b>What:</b> 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 (EO S-3-05).</p> <p><b>Why:</b> State GHG targets set consistent, collective goals based on the best available climate science. Compliance with these goals reduces legal uncertainty. It is also a legal requirement for CAPs mitigating a General Plan (GP) and/or being used for CEQA streamlining.</p>

## Points CAP Structural Elements (Continued)

### 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.

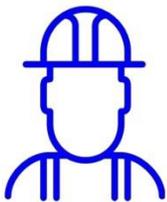
**Why:** Allows the public to track if a city is on a path to meet its targets and helps local governments set sufficient budgeting and staffing levels at the appropriate time.

#### 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 communities most impacted by climate change to be the first to benefit from CAP strategies, such as transit, walking and biking infrastructure, and infill development. CAPs should also include a green jobs section, and should include quantifiable data that measures job quality, demographic and geographic distribution of workers and commits 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 total

### 100% Clean Energy (5 pts) –

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

**Why:** 100% clean energy is becoming the new nation-leading standard. Its inclusion in CAPs is likely necessary to meet California's GHG targets. Energy is typically a city's 1st or 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 & foster local control of energy decisions. CCE allows municipalities to provide clean energy for residents & businesses at a competitive cost compared to a monopoly utility. \*Note: Municipalization is another policy option to achieve the above clean energy goals.

---

### 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. Water conservation is also a climate adaptation strategy, as fresh water becomes a scarcer resource in Southern California's changing climate.

---

### Zero Emission Vehicles (ZEVs) (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 total

**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 & 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; multi-modal 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.

## Points KEY CAP Strategies (Continued)

### Zero Waste 5 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 5 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 CO<sub>2</sub>.

# CITY OF SAN DIEGO – GOLD 98%

## What They Got Right

<b>CAP Adopted:</b>	- <a href="#">San Diego CAP</a> passed with a bipartisan, unanimous vote in December 2015.
<b>Legally Binding:</b>	-CAP is legally binding -Environmental Impact Report -Technical Appendix
<b>State GHG Targets:</b>	-CAP meets state GHG targets to 2035
<b>Implementation and Monitoring:</b>	-Advisory Group for CAP development & Implementation Working Group -CAP Program Manager & city department assigned to each strategy -Detailed timeline of strategies -Annual Monitoring Plan -Annual GHG Inventory Plan
<b>Equity and Jobs:</b>	-Prioritizes overburdened communities using CalEnviroScreen -Calls for goals/tracking quality, demographics & geography of CAP jobs
<b>Clean Energy:</b>	-100% Clean Energy by 2035 -Community Choice Energy -90% Zero Emission Vehicles in city fleet by 2035
<b>Transportation and Land Use:</b>	-Strategies include implementing General Plan Mobility Element, City of Villages Strategy, Pedestrian Improvements, Bicycle Plan, Traffic Signal Plan, Roundabouts Plan & Transit-Oriented Development -Mode Shift Goals: 50% shift to transit, walking, biking in urban core by 2035
<b>Zero Waste:</b>	-100% waste diversion goal by 2040
<b>Trees:</b>	-35% Urban Tree Canopy -Urban Forestry Program Manager -Urban Tree Canopy Assessment -Urban Forest Management Plan & Parks Master Plan

## What Could Improve

<b>Implementation and Monitoring</b>	-Add cost analysis for each strategy
--------------------------------------	--------------------------------------

*\*San Diego's CAP is the most ambitious climate plan in California and a model for our region. San Diego allocated \$127M in its FY17 budget for CAP implementation, including a feasibility study for Community Choice Energy. The City has also adopted a single-use bag reduction ordinance, a Downtown Mobility Plan, a Zero Waste Plan, and a "Pure Water" recycled water program. San Diego has been designated a Tree City USA.*

**CAP Consultants:** Krout Associates Sustainability Consulting; USD Energy Policy Initiatives Center

# CITY OF DEL MAR – BRONZE 73%

## What They Got Right

<b>CAP Adopted:</b>	- <a href="#">Del Mar CAP</a> passed in June 2016
<b>Legally Binding:</b>	-Technical Appendix (*Note, however, points deducted for not being binding)
<b>State GHG Targets:</b>	-CAP meets state GHG targets to 2035
<b>Implementation and Monitoring:</b>	-Departmental responsibility for implementation of CAP measures -Sustainability Advisory Board to advise City Council -Detailed timeline of strategies -Cost analysis for each strategy
<b>Clean Energy:</b>	-100% Clean Energy by 2035 -Community Choice Energy -Energy Efficiency and Water Conservation goals and policies -Zero Emission Vehicles: goal to increase VMT of electric vehicle (EVs) and alternative fuel vehicles to 30% by 2035, designate parking for high-efficiency/clean vehicles, dedicate EV parking and charging at city facilities
<b>Transportation and Land Use:</b>	-Commitment to incorporating bus stops, transit system infrastructure, "Complete Streets," and roundabouts. -Mode Shift Goals: 8% of commutes by transit & 10% walk-to-work by 2035
<b>Zero Waste:</b>	-95% waste diversion goal by 2035
<b>Trees:</b>	-30% Urban Tree Cover

## What Could Improve

<b>Legally Binding:</b>	-Make CAP legally binding -Conduct CEQA Environmental Analysis for CAP
<b>Implementation and Monitoring:</b>	-Commit to Annual Monitoring Report -Add GHG Inventory Plan
<b>Equity and Jobs:</b>	-Add Social Equity and Jobs section
<b>Transportation and Land Use:</b>	-Add biking mode share goal -Commit to biking/walking plans referenced in CAP -Add smart growth measures

*\*Del Mar undertook its CAP voluntarily, as opposed to as a legal mitigation requirement. In addition to its CAP, Del Mar passed a single-use carryout bag ordinance, hosts recycling drop-off events, limits lawn watering, gives vouchers for compost bins, approved electric vehicle charging stations, and passed a solar energy ordinance intended to reduce the City's dependence on non-renewable sources for the heating of buildings and water. In 2016, the City received a Silver level Beacon Award from the Institute of Local Governments for Sustainability Best Practices.*

**CAP Consultant:** ATKINS

# CITY OF SAN MARCOS – BRONZE 70%

## What They Got Right

<b>CAP Adopted:</b>	- <a href="#">San Marcos CAP</a> passed in September 2013
<b>Legally Binding:</b>	-CAP is legally binding -CEQA environmental analysis (Negative Declaration) -Technical Appendix
<b>State GHG Targets:</b>	-CAP meets state GHG targets to 2030
<b>Implementation and Monitoring:</b>	-CAP Coordinator & Implementation Team -Detailed timeline of strategies -Cost analysis for each strategy -Annual Monitoring Plan
<b>Equity &amp; Jobs:</b>	-Public Health and Equity section prioritizes overburdened communities.
<b>Clean Energy:</b>	-Energy Efficiency: goals for new and existing buildings; financing program -Water Conservation: CAP aims to exceed state targets by 15% in 2030, and expand recycled water use to 15% by 2030.
<b>Transportation and Land Use:</b>	-Strategies to promote smart growth, biking, walking, transit, commute trip reduction and improve traffic flow -Mode Shift Goals: 3% VMT reduction by 2030 as a result of shift to biking & walking; increase transit ridership to 4% by 2030. -CAP calls for pursuing funding to implement existing biking and trails plans (note: we recommend committing to implement these plans)

## What Could Improve

<b>Implementation and Monitoring:</b>	-Add more frequent GHG inventory Plan. CAP calls for updates every 5 years -Add public implementation taskforce
<b>Equity &amp; Jobs:</b>	-Add Jobs section
<b>Clean Energy:</b>	-Add 100% Clean Energy -Add Community Choice Energy -Energy Efficiency: add municipal energy reduction goal and citywide energy efficiency ordinance -Water conservation: add water conservation ordinance -Zero Emission Vehicles: add policies to promote ZEV and commitment to replace majority of city fleet with ZEVs. CAP aims to reduce GHG emissions associated with city vehicles & equipment 21% below 2005 levels by 2030.
<b>Trees:</b>	-Add tree canopy goal. CAP goal is to plant 2000 new trees by 2030.
<b>Zero Waste:</b>	-Add Zero Waste goal. CAP calls for 85% waste diversion by 2030.

\*In addition to its CAP, San Marcos has a Bikeway Plan, Trails Master Plan, LED streetlights and lawn watering restrictions.

**CAP Consultant:** Rincon Consultants, Inc.

# CITY OF CARLSBAD – BRONZE 64%

## What They Got Right

<b>CAP Adopted:</b>	- <a href="#">Carlsbad CAP</a> passed in September 2015
<b>Legally Binding:</b>	-CAP is legally binding -Environmental Impact Report -Technical Appendix
<b>State GHG Targets:</b>	-CAP meets state GHG targets to 2035
<b>Implementation and Monitoring:</b>	-CAP Administrator & Implementation Team -Detailed timeline of strategies -Cost analysis for each strategy -Annual Monitoring Plan -GHG Inventory in first CAP report and updates every 3 years thereafter
<b>Clean Energy:</b>	-Energy Efficiency: ordinances and targets for municipal, residential and commercial energy efficiency -Water Conservation: citywide water reduction target; ordinance requiring solar/alternative energy for water heating; water utilities improvements; encourages home water collection systems -Zero Emission Vehicles (ZEV): CAP aims to increase ZEV miles traveled to 25% of total vehicle miles traveled by 2035, and increase low and zero emissions vehicles to 25% of city-related VMT by 2035
<b>Transportation and Land Use:</b>	- Mode shift goal: 32% alternative transportation commutes by 2035 -General Plan Smart Growth measures -CAP calls for Transportation Demand Management Plan & Ordinance

## What Could Improve

<b>Implementation and Monitoring:</b>	-Add public CAP implementation taskforce
<b>Equity and Jobs:</b>	-Add Social Equity and Jobs section
<b>Clean Energy:</b>	-Add 100% Clean Energy -Add Community Choice Energy to CAP
<b>Transportation and Land Use:</b>	-Add specific mode shift percentage goals for biking, walking, and transit -Add Smart Growth measures to CAP -Add commitment to implement transportation strategies
<b>Zero Waste:</b>	-Add Zero Waste goal
<b>Trees:</b>	-Add tree canopy goal. CAP has goal to cover 50% of parking lots with trees within 10 years of construction.

*\*In addition to its CAP, Carlsbad has a bike plan, walking plan, sponsors compost workshops, subsidizes compost bins, participates in energy efficiency incentives, has EV charging stations, fast-tracks solar permits, restricts lawn watering, generates hydroelectric power, and has approximately 79 miles of recycled distribution pipeline. The City has GPS'ed every tree in the public right of way or parks for location and type, and conducts tree inspections and inventories.*

**CAP Consultant:** DYETT & BHATIA, Urban and Regional Planners

# CITY OF NATIONAL CITY – PARTICIPATION ACKNOWLEDGMENT 52%

## What They Got Right

<b>CAP Adopted:</b>	- <a href="#">National City CAP</a> passed in May 2011
<b>Legally Binding:</b>	-CAP is legally binding -Environmental Impact Report as part of Comprehensive Land Use Update
<b>Implementation and Monitoring:</b>	-City Department responsible for CAP implementation and monitoring -Detailed timeline of strategies -GHG Inventory Plan every 3 years
<b>Equity and Jobs:</b>	- City General Plan has a "Health and Environmental Justice" element; this element contains a Career Training and Development section. We recommend adding quantifiable jobs tracking data.
<b>Clean Energy:</b>	-Energy Efficiency: CAP calls for financing program for efficiency retrofits, and supporting New Solar Homes Partnership -Water conservation: CAP quantifies GHG emissions reductions for water and wastewater measures, and calls for adopting water efficiency principles -Zero Emission Vehicles: streamlined permitting/design guidelines for EV stations, adding alternative fuels/vehicles into government/contractor fleets
<b>Transportation and Land Use:</b>	-Bicycle Master Plan -Strategies to foster land use intensity, reduce parking requirements in smart growth areas, implement biking improvements, prioritize high occupancy vehicles, implement traffic calming, and coordinate traffic signals

## What Could Improve

<b>Legally Binding:</b>	-Add Technical Appendix
<b>State GHG Targets:</b>	-Add GHG targets extending to at least 2030
<b>Implementation and Monitoring:</b>	-Add public implementation taskforce -Add cost analysis for each strategy -Add Annual Monitoring Plan. CAP calls for monitoring every three years.
<b>Clean Energy:</b>	-Add 100% Clean Energy & Community Choice Energy -Energy Efficiency: add citywide and municipal energy reduction goals, as well as an energy efficiency ordinance -Zero Emissions Vehicles: add strategies to promote ZEVs and convert city fleet
<b>Transportation:</b>	-Add Mode Shift goals -Add more smart growth measures -Add walking or complete streets plans
<b>Zero Waste:</b>	-Add Zero Waste goal
<b>Trees:</b>	-Add tree canopy goal. CAP calls for an urban forestry program.

*\*The City has been implementing a zoning plan to separate polluting industrial uses from residences and schools. In 2015, National City was ranked Circulate San Diego's most "pedestrian-friendly" city in the County. The City received a 2016 Platinum level Beacon Award for Sustainability Best Practices, as well as a Gold level award in 2015.*

**CAP Consultant:** Design, Community & Environment

# CITY OF VISTA – NEEDS IMPROVEMENT 47%

## What They Got Right

<b>CAP Adopted:</b>	- <a href="#">Vista CAP</a> passed in November 2012
<b>Legally Binding:</b>	-CAP is legally binding. -CEQA environmental analysis (Addendum to General Plan Environmental Impact Report) -Technical Appendix
<b>Implementation and Monitoring:</b>	-CAP Coordinator & Implementation Team -Detailed timeline of strategies -Cost analysis for each strategy -Annual Monitoring Plan
<b>Clean Energy:</b>	-Energy efficiency incentive programs
<b>Transportation and Land Use:</b>	-Mode Shift goals: 2% shift to walking & biking; 2% shift to transit; 1% shift to carpool/vanpool; 1% reduction in commute trips from telecommuting -Strategies to promote smart growth -CAP calls for multi-modal improvements, minimum design criteria, coordinating with transit agencies, promoting non-car transportation through design review process

## What Could Improve

<b>State GHG Targets:</b>	-Add GHG targets extending to at least 2030
<b>Implementation and Monitoring:</b>	-Add public implementation taskforce -Add more regular GHG Inventory Plan. CAP calls for updates every 5 years
<b>Equity and Jobs:</b>	-Add Social Equity and Jobs section
<b>Clean Energy:</b>	-Add 100% Clean Energy -Add Community Choice Energy -Energy Efficiency: add citywide and municipal energy reduction goals, as well as energy efficiency ordinance -Water Conservation: add conservation goal and ordinance -Zero Emissions Vehicles: add strategies to promote ZEVs and convert city fleet
<b>Transportation and Land Use:</b>	-Add walking and biking/complete streets plans
<b>Zero Waste:</b>	-Add Zero Waste goal. CAP calls for requiring recycling for manufacturing & commercial buildings, and includes a waste diversion goal of 50% of construction debris.
<b>Trees:</b>	-Add tree canopy goal. CAP goal is to plant 500 new trees by 2020

*\*In addition to its CAP, Vista has a bike plan and hosts composting classes.*

**CAP Consultant:** Rincon Consultants, Inc.

# CITY OF ESCONDIDO – NEEDS IMPROVEMENT 40%

## What They Got Right

<b>CAP Adopted:</b>	- <a href="#">Escondido CAP</a> passed in December 2013
<b>Legally Binding:</b>	-CAP is legally binding -Environmental Impact Report
<b>Implementation and Monitoring:</b>	-CAP Implementation Administrator & GHG Reduction Team -Detailed timeline of strategies -Cost analysis for each strategy -Calls for GHG Inventories in 2014, 2017 and 2020
<b>Clean Energy:</b>	-Energy Efficiency: CAP calls for energy efficiency measures in Screening Tables for new development -Water Conservation: ordinance requiring conservation upgrades; CAP also calls for the City to explore increased use of recycled water and implement educational programs
<b>Transportation and Land Use:</b>	-CAP calls for implementing an updated bike plan

## What Could Improve

<b>Legally Binding:</b>	-Make technical appendix understandable to a lay audience
<b>State GHG Targets:</b>	-Add GHG targets extending to at least 2030
<b>Implementation and Monitoring:</b>	-Add public implementation taskforce -Add Annual Monitoring Plan
<b>Equity and Jobs:</b>	-Add Social Equity and Jobs section
<b>Clean Energy:</b>	-Add 100% Clean Energy -Add Community Choice Energy -Energy Efficiency: add citywide and municipal energy reduction goals, as well as an energy efficiency ordinance -Water Conservation: add citywide reduction goal -Zero Emissions Vehicles: add strategies to promote ZEVs and convert city fleet
<b>Transportation and Land Use:</b>	-Add Mode Shift goals -Add more smart growth strategies -Add walking or complete streets plan -Add more actionable transportation strategies
<b>Zero Waste:</b>	-Add Zero Waste goal
<b>Trees:</b>	-Add tree canopy goal. CAP encourages developers to exceed shading requirements by a minimum of 10% and calls for the City to evaluate feasibility of tree planting.

*\*In addition to its CAP, Escondido has a bike plan, watering restrictions and LED streetlights.*

**CAP Consultant:** ATKINS

# IN PROGRESS: WORKING TO CREATE A CAP

## CITY OF CHULA VISTA

Chula Vista pioneered climate action in San Diego County as the first to adopt a Climate Action Plan in 2000. In 2008, a stakeholder effort led to the creation of a new plan. The City's Climate Change Working Group (CCWG) developed policies to reduce GHG emissions, including increasing energy and water building code requirements, requiring energy evaluations as a part of the business licensing process, and enabling PACE financing in the City. The CCWG was re-grouped in 2011 to add adaptation measures to the plan.

We have chosen not to grade Chula Vista's 2000 plan because the City has been in the process of updating it since 2013, with the help of the CCWG. The City Council passed 2014 Working Group recommendations to adopt a CAP that calls for delivering more clean energy, explores Community Choice Energy, calls for a Zero Waste plan, and includes policies on water conservation, energy efficiency, urban forestry and smart growth. Chula Vista staff had indicated expectations for a 2016 CAP release, but that date has been pushed back to mid-2017.

The City has a bike plan, a walking plan, sponsors composting workshops, subsidizes compost bins, requires a free energy evaluation for issuance of business licenses, has 14 community EV charging stations at 5 municipal buildings and is installing 70 new chargers at municipal facilities, LED streetlights, and is installing LED in indoor buildings. The graphic below depicts some of the City's prominent sustainability efforts.



The City received a 2016 Platinum Level Beacon Award for Agency GHG Reductions, as well as previous Beacon Spotlight Platinum awards for best practices and energy reductions from the Institute of Local Governments. It also received the 2015 Award for Outstanding Public Involvement from the Associated Environmental Professionals San Diego Chapter, and the 2014 Organizational Leadership Award from the EPA. The City has been designated a Bronze Level Bicycle Friendly City, and a Tree City USA.

# IN PROGRESS: WORKING TO CREATE A CAP

## CITY OF ENCINITAS

We have chosen not to grade Encinitas' 2011 CAP—prepared by CTG Energetics, Inc.—as the City is in the process of updating it. The City Council supports Environmental Commission recommendations to create a new legally binding CAP to meet state GHG reduction goals in AB32 and California Executive Orders B-30-15 and S-3-015.

Encinitas' City Council has a Community Choice Aggregation Ad Hoc Subcommittee, which has been leading an effort to explore jointly pursuing Community Choice Energy with other North County cities. The City also has a 2005 Bikeway Master Plan and 2015 Pedestrian Master Plan. It passed a plastic bag reduction ordinance, an expanded polystyrene ordinance, an ordinance requiring new single-family homes to be pre-plumbed with grey water plumbing, has a fast track solar panel option for residents, and has been designated a Tree City USA. In 2016, the City received a Silver level Beacon Award for Sustainability Best Practices. The graphic below depicts city and community actions taken by the City of Encinitas.



## CITY OF LA MESA

La Mesa is developing a CAP to fulfill the legally binding commitment made in its 2012 General Plan Update. A 2015 draft CAP—drafted in consultation with AECON and EPIC—was tabled for being insufficient at reducing GHG and lacking actionable, measurable strategies. La Mesa is now revising its CAP and a new draft is expected by 2017.

La Mesa has been a Tree City USA since 1980. The City adopted a tree preservation policy in 1989 and a tree policy manual in 1999. According to staff, it is pursuing a tree inventory, analysis, and/or long term management plan. In 2009, La Mesa formed an Environmental Sustainability Commission to advise the City Council on policies and public awareness efforts related to climate change, sustainability and urban forestry. La Mesa has a Bike Facilities and Alternative Transportation Plan and a city fleet of hybrid vehicles. In 2013, the City developed an energy management plan known as the "Energy Roadmap" in Collaboration with SANDAG and SDG&E, with the hope of identifying ways in which the City could become more energy efficient. The City received a 2015 Platinum level Beacon Award for Community GHG Reductions, and a 2013 Silver level Beacon Award for Sustainability Best Practices.

# IN PROGRESS: WORKING TO CREATE A CAP

## CITY OF LEMON GROVE:

Lemon Grove is in the initial stages of developing a CAP, alongside updating its General Plan.

---

## CITY OF OCEANSIDE

Oceanside is in the process of creating a CAP in conjunction with the Economic Development section of its General Plan—in consultation with RECON. The City has a single-use bag reduction ordinance, has installed 7,700 LED streetlights, has a "Green Team" which encourages residents to complete sustainability projects, and has been designated as a Tree City USA. In 2016, the City received a Gold Level Beacon Award for Sustainability Best Practices.

---

## CITY OF SOLANA BEACH

Solana Beach has a Climate Action Commission and is on its way to developing a 100% clean energy CAP that will explore CCE.

The City has a 2005 Bike Plan and 2015 Active Transportation Strategy. It banned polystyrene and plastic bags, signed the Mayors Agreement on Climate Protection, converted all City-owned street lights to LED, and participates in a 20-gallon water conservation challenge. Solana Beach recently extended recycled water infrastructure on the west side of the City, and has committed to extend this infrastructure throughout the City.



The City received a 2016 Gold Level Beacon Award Sustainability Best Practices, 2016 silver level award for Community GHG Reduction, a 2015 silver level award for Sustainability Best Practices, and a 2015 gold level award for Agency Energy Savings.

# IN PROGRESS: WORKING TO CREATE A CAP

## COUNTY OF SAN DIEGO

The County of San Diego is developing a CAP to satisfy a mitigation measure from its 2011 General Plan Update EIR. The County is preparing a new CAP after its 2012 plan—drafted in consultation with AECOM—was rescinded following litigation. The County anticipates releasing a draft of its new plan in 2017 and bringing the final plan to public hearings in late 2017. Ascent Environmental and EPIC are assisting the County with developing the new CAP.

The County's existing sustainability-related initiatives include: a Bicycle Transportation Plan, Pedestrian Master Plan, Community Trails Master Plan; Strategic Energy Plan, Purchase of Agricultural Conservation Easement Program; Green Building Incentive Program, Compost Bin Voucher Program, ordinances that amend the Building Code to promote PV, wind energy and EV charging systems, and expedite processing of residential PV permits—among others.

The County collaborates with SDG&E through the Local Government Partnership to administer energy efficiency programs and is a founding and steering committee member of San Diego Regional Climate Collaborative, which assists local governments in climate planning efforts.

Some of the County's climate planning and resiliency initiatives under development include: Active Transportation Plan; Local Coastal Program; Strategic Plan to Reduce Waste; Multi-jurisdictional Hazard Mitigation Plan; a Food Systems Initiative; and a Comprehensive Renewable Energy Plan.

The County has completed the following sustainability improvements at County facilities:

- Completed retrofits on 2,246 streetlights with LED fixtures
- Completed Zero Net Energy Alpine Library and is constructing ZNE Imperial Beach Library
- Installed 37 EV charging stations and purchased 17 hybrid vehicles
- Installed over 20 small PV systems at local recreation centers
- Power Purchase Agreements for approximately 13 MW of PV systems and battery storage facilities at multiple County facilities
- 25% of electricity procured through County's Direct Access is renewable energy
- *Board Policy G-15 – Design Standards for County Facilities and Property* requires all new County buildings and facilities to be at least LEED Silver certified - County's Operations Complex includes Gold and Platinum LEED buildings

# NEEDS IMPROVEMENT – NO COMMITMENT TO DEVELOPING A CAP

## CITY OF CORONADO

Coronado does not have a CAP. The City has a mandatory recycling ordinance and a policy requiring new public buildings to be LEED Silver Status. It has reduced municipal water consumption year-to-year by 12 million gallons, and is converting its streetlights to LED.

The City established a Bicycle Advisory Committee in 2011 and passed a 2011 Bicycle Master Plan, but the City Council suspended the plan for 12 more miles of bike paths after complaints from residents. The City has designated safe routes to school, conducts ongoing bicycle education efforts, offers bike corrals and bike parking, has removed restrictions on the use of skateboards as transportation on residential streets, and is currently preparing an Active Transportation Master Plan. The City reports that 70% of Coronado students walk or bike to school. The League of American Bicyclists designated Coronado a Silver Level Bicycle Friendly City.

Coronado provides ridesharing for seniors, offering \$1 rides throughout San Diego and \$4 rides within a 25-mile radius. It provides free public transportation during the summer (approximately 178,400 riders in 2016). It also provides a free commuter ferry service (average annual ridership of 72,000).

The City has an adopted Street Tree Master Plan with a goal of planting 50 new trees per year, maintains an urban forest with over 8,500 trees, has a standing Street Tree Committee established in 2005, and has been designated as a Tree City USA since 1984.

Coronado's General Plan emphasizes compact building design, walkability, and providing essential services, such as hospitals and stores, within walking distance of most Coronado residents. The City has installed roundabouts and 14 electric vehicle charging stations.

---

## CITY OF EL CAJON

El Cajon does not have a CAP. Staff has indicated that the City is considering taking steps to begin developing a CAP in 2017 and that the proposed budget for FY 17-18 will include programming for a CAP—an effort brought forward by staff. However, we consider El Cajon in the category of no official commitment to a CAP, rather than “in progress”, as no official direction has been provided by Council yet.

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.

In 2016, after El Cajon ranked last in the region for walkability according to a 2015 Circulate San Diego report, the City collaborated with Circulate and the Health and Human Services Agency to develop a draft Active Transportation Plan (blending its 2011 Bicycle Master Plan with a new Pedestrian Plan). The City also has an Urban Forestry Ordinance, and is a Tree City USA.

# NEEDS IMPROVEMENT – NO COMMITMENT TO DEVELOPING A CAP

## CITY OF IMPERIAL BEACH

Imperial Beach does not have a CAP to address GHG emissions. The City passed a 2008 bike plan and has installed LED streetlights.

The City participated in the San Diego Bay Sea Level Rise Adaptation Strategy (2012) and the Tijuana River National Estuarine Research Reserve (TRNERR) Climate Understanding and Resilience in the River Valley (CURRV) study. In 2016, it released the City of Imperial Beach Sea Level Rise Assessment, which assesses vulnerability to sea level rise and analyzes adaptation strategies. The report also states that the City is currently seeking funding to complete its GHG inventory and develop a CAP.

---

## CITY OF POWAY

Poway does not have a CAP. The City uses efficient streetlights and traffic signals, encourages carpooling and mass transit by providing contract bus services and park-and-ride locations. The City has programmed traffic signals to improve traffic flow, and its fleet exceeds efficiency standards and uses low sulfur fuel. It has also been designated a Tree City USA.

---

## CITY OF SANTEE

Santee does not have a CAP. The City is developing a “Sustainable Santee Action Plan,” but the plan is not legally binding. The City passed a Bicycle Master Plan in 2009, and has installed LED streetlights and smart-water controllers in city landscaped areas.

# What's Next?

We hope to expand the scope of future editions of this report with other important topics—including:

- **Implementation:** how local governments are putting CAPs into action (discussed page 4).
- **Climate Adaptation:** strategies and planning to adapt to climate change (discussed page 5).
- **Affordable Housing:** correlates with VMT reductions and makes sense from a climate planning perspective (detailed in a [report](#) by the San Diego Housing Federation).
- **Carbon Sequestration:** emerging as an important climate strategy. Natural and working lands, like forests, wetlands, and farms, can store carbon and remove GHGs from the atmosphere.
- **Regional Transportation Planning:** SANDAG, MTS, NCTD, as well as how cities and city representatives vote and advocate on key transportation issues at SANDAG, have a profound impact on our region's climate future.
- **Public and Private Entities:** school districts, universities, the Port District, water agencies, the airport, and local businesses are key partners in regional climate planning.

**Image:** California will only succeed in meeting its climate goals if local governments take decisive action. Governor Brown's [six pillars](#) (graphic below) to reduce statewide GHG emissions to meet AB 32 goals are impactful strategies that can be incorporated into municipal climate plans.

**CALIFORNIA CLIMATE STRATEGY**

*An Integrated Plan for Addressing Climate Change*

**VISION**

**Reducing Greenhouse Gas Emissions to 40% Below 1990 Levels by 2030**

**GOALS**

- 50% reduction in petroleum use in vehicles
- Carbon sequestration in the land base
- Safeguard California
- 50% renewable electricity
- Double energy efficiency savings at existing buildings
- Reduce short-lived climate pollutants

The graphic features a silhouette of the California State Capitol building on the left. The text is arranged in a structured layout with blue and white background elements. The 'VISION' section is highlighted in a blue bar, and the 'GOALS' section is also highlighted in a blue bar. Each goal is accompanied by a circular icon: a solar panel for renewable electricity, a car for petroleum use, a building for energy efficiency, a tree for carbon sequestration, a shield for safeguarding California, and a cluster of dots for short-lived climate pollutants.

# Acknowledgments

## **Supporters:**

Clean Local Energy – Advancing Renewables (CLEAR)

David & Peg Engel

Louisa Campagna

## **City Staff:**

Blair King, City of Coronado  
Carol Dick, City of La Mesa  
Cody Hooven, City of San Diego  
Cory Downs, City of Chula Vista  
Crystal Najera, City of Encinitas  
Dan King, City of Solana Beach  
Jim Nakagawa, City of Imperial Beach

Kristen Krane, City of Del Mar  
Laurel Lees, County of San Diego  
Mike Grim, City of Carlsbad  
Mike Strong, City of Escondido  
Raymond Pe, City of National City  
Tony Shute, City of El Cajon

## **Reviewers:**

Angela Deegan, SanDiego350  
Andy Hanshaw, SD County Bicycle Coalition  
Anne Fege, San Diego Children and Nature  
Craig Rose  
Colin Parent, Circulate San Diego  
Diane Nygaard, Preserve Calavera  
Elly Brown, San Diego Food System Alliance  
Jim Wang  
Joy Williams, Environmental Health Coalition  
Julia Chunn, Surfrider Foundation San Diego  
County Chapter

Kaimipono Wenger, Thomas Jefferson School  
of Law Center for Law and Social Justice  
Kathleen Ferrier, Circulate San Diego  
Laura Engeman, San Diego Regional Climate  
Collaborative  
Laura Hunter  
Lisa Wellens, SanDiego350  
Laura Nunn, San Diego Housing Federation  
Masada Disenhouse, SanDiego350  
Mayela Manasjan  
Micah Mitrosky, IBEW 569  
Sam Ollinger, Bike San Diego

## **Interns and Volunteers:**

Alice Hu  
Charlie Lynn  
Denae DeForest  
Gary Jahns  
Julia Brown  
Robert Carr  
Samantha Schwimmer  
Sebastian Sarria

## **Staff Authors:**

Carolina Rodriguez-Adjunta  
Kath Rogers  
Kayla Race  
Nicole Capretz



4452 Park Blvd. Suite 209, San Diego, CA 92116 | 619-419-1222 | [info@climateactioncampaign.org](mailto:info@climateactioncampaign.org)

[www.ClimateActionCampaign.org](http://www.ClimateActionCampaign.org)

# APPENDIX

City of San Diego CAP			
Category	Points Possible	Points Earned	Description of Points
<b>CAP Adopted</b>	10 Points	10	<b>Points Earned:</b> San Diego approved its CAP in a bipartisan, unanimous vote in December 2015.
<b>Legally Binding</b>	10 Points	10	<b>Points Earned:</b> 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.
<b>State GHG Targets</b>	10 Points	10	<b>Points Earned:</b> San Diego's CAP is based on 2035 planning horizon and meets state GHG targets for 2020, 2030, and includes a 2035 goal consistent with meeting the state's 2050 goal.
<b>Implementation &amp; Monitoring</b>	Implementation Roles: 2 Points	2	<b>Points Earned:</b> 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	<b>Points Earned:</b> CAP divides actions into 3 phases (early, mid-term, and longer term) associated with corresponding timeline.  <b>Points deducted:</b> CAP does not assess costs/potential funding sources. (2 points reduced)
	Annual Monitoring: 3 Points	3	<b>Points Earned:</b> 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.
<b>Equity &amp; Jobs</b>	10 Points	10	<b>Points Earned:</b> CAP has 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. 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.
<b>Clean Energy</b>	100% Clean Energy: 5 Points	5	<b>Points Earned:</b> CAP includes a citywide goal to achieve 100% clean energy by 2035.
	CCE: 5 Points	5	<b>Points Earned:</b> CAP lists CCE as a possible strategy to achieve 100% clean energy.
	Energy Efficiency & Water Conservation: 6 Points	6	<b>Points Earned:</b> CAP sets energy efficiency targets for residential and municipal buildings: - Reduce energy use by 15% per unit in 20% of housing units by 2020, and 50% by 2035. - Reduce energy use at municipal facilities by 15% by 2020, and an additional 25% by 2035.  CAP sets water conservation target: Reduce daily per capita water consumption by 4 gallons by 2020 and 9 gallons by 2035.  CAP strategies for energy and water efficiency include: - Residential Energy Conservation and Disclosure Ordinance, City Municipal Energy Strategy and Implementation Plan. - Water Conservation and Disclosure Ordinance - Outdoor Landscaping Ordinance, and New Water Rate and Billing Structure. - Expand Property-Assessed Clean Energy (PACE) financing programs to further support residential and non-residential energy and water efficiency actions. - Expand incentive programs that further promote energy and water efficiency in residential and non-residential buildings.

	Zero Emissions Vehicles (ZEV): 4 Points	4	<b>Points Earned:</b> CAP aims to increase the number of ZEV in municipal fleet to 50% by 2020 and 90% by 2035. CAP also calls for the City to consider an integrated transportation strategy that combines ZEV deployment and infrastructure, and present to City Council for consideration an EV Charging Plan.
<b>Transportation &amp; Land Use</b>	Commuter Mode Shift Goals: 5 Points	5	<b>Points Earned:</b> CAP sets goal for 22% of commutes in the urban core to occur via transit, walking and biking share goal by 2020, and 50% by 2035. <i>Transit:</i> 25% by 2035 <i>Biking:</i> 18% by 2035 <i>Walking:</i> 7% by 2035
	Smart Growth Strategies: 5 Points	5	<b>Points Earned:</b> 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	<b>Points Earned:</b> CAP calls for implementing Bicycle Plan to increase commuter biking opportunities. CAP calls for using existing Pedestrian Master Plan to identify gaps and opportunities for improvement.
	Other Transportation Strategies: 5 Points	5	<b>Points Earned:</b> 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; incorporating Safe Routes to Transit strategies in TPAs; implementing pedestrian improvements in TPAs to increase commuter walking opportunities; implementing infrastructure improvements including "complete streets" to facilitate non-car transportation modes for all travel trips.
<b>Zero Waste</b>	5 Points	5	<b>Points Earned:</b> CAP has a goal of 100% waste diversion by 2040.
<b>Trees</b>	5 Points	5	<b>Points Earned:</b> CAP calls for 35% tree canopy, hiring an Urban Forestry Program Manager, and completing an Urban Tree Canopy Assessment and an Urban Forest Management Plan and Parks Master Plan.
<b>San Diego Total:</b>		<b>98 / 100</b>	

City of Del Mar CAP			
Category	Points Possible	Points Earned	Description of Points
<b>CAP Adopted</b>	10 Points	10	<b>Points Earned:</b> Del Mar's CAP was adopted June 6, 2016.
<b>Legally Binding</b>	10 Points	3	<b>Points Earned:</b> CAP has a detailed technical appendix explaining GHG emissions calculations for each measure. <b>Points Deducted:</b> CAP is not legally binding. (4 points deducted)  CEQA environmental analysis not conducted on CAP. (3 points deducted)
<b>State GHG Targets</b>	10 Points	10	<b>Points Earned:</b> 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.
<b>Implementation and Monitoring</b>	Implementation Roles: 2 Points	2	<b>Points Earned:</b> Implementation plan identifies departmental responsibility for overseeing or leading implementation of individual mitigation measures.  CAP calls for Sustainability Advisory Board to monitor and advise City Council and staff on CAP implementation.
	Timeline and Cost Analysis: 5 Points	5	<b>Points Earned:</b> 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	<b>Points Earned:</b> 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.  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.  <b>Points Deducted:</b> CAP does not require annual monitoring report. (1 point deducted)
<b>Equity &amp; Jobs</b>	10 Points	0	<b>Points Deducted:</b> CAP does not include section on social equity or job creation.
	100% Clean Energy: 5 Points	5	<b>Points Earned:</b> CAP has a 100% clean energy goal by 2035.
	CCE: 5 Points	5	<b>Points Earned:</b> CAP references exploring CCE.

**Clean Energy**

	<p>Energy Efficiency &amp; Water Conservation: 6 Points</p>	<p>6</p>	<p><b>Points Earned:</b> CAP sets targets for energy efficiency for single-family, multifamily, &amp; non-residential buildings:</p> <ul style="list-style-type: none"> <li>- 20% energy reduction in 10% of single-family homes by 2020 and 30% energy reduction in 20% of single-family homes by 2035.</li> <li>- 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.</li> <li>- 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.</li> </ul> <p>CAP sets targets for water conservation:</p> <ul style="list-style-type: none"> <li>- 20% reduction in water consumption in remodeled single-family homes by 2020 and a 40% reduction by 2035.</li> <li>- Reduce water consumption by 20 gallons per capita per day by 2020, and 30 gallons per capita per day by 2035.</li> </ul> <p>CAP strategies for energy and water conservation include:</p> <ul style="list-style-type: none"> <li>- Implementing a Water and Energy Conservation Ordinance (WECO) to require water and energy efficiency upgrades applicable to existing homes at time of sale.</li> <li>- Facilitating the permit process for 25% of planning or building applications for solar projects by 2020 (beyond state requirements).</li> <li>- Maintaining a water waste reporting, public education, and enforcement program to repair leaks and decrease over-irrigation;</li> <li>- Promote water agency efficiency rebate programs.</li> <li>- Promote efficient lawn programs and update City's landscape ordinance to implement a lower maximum area water allowance (MAWA) to exceed state minimum requirements.</li> <li>- Implementation of PACE and PACE education, as well as working with SDG&amp;E to develop targeted educational and marketing materials, working with SDG&amp;E to enroll Del Mar's top 10 energy users in a benchmarking program.</li> </ul>
	<p>Zero Emissions Vehicles (ZEV): 4 Points</p>	<p>3</p>	<p><b>Points Earned:</b> CAP sets goals: Increase preferential parking for clean vehicles; Increase percentage of VMT from electric vehicles (EVs) and other alternative fuel vehicles (AFVs) to 15% of VMT by 2020, and 30% by 2035.</p> <p><i>Strategies:</i></p> <ul style="list-style-type: none"> <li>- Supporting public and private sector provision of alternative fueling stations in Del Mar and adjacent cities,</li> <li>- Exploring grant funding for electric car chargers.</li> <li>- 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.</li> <li>- Dedicating stalls for EV parking and charging stations at City facilities</li> <li>- Exploring the potential for replacing municipal fleet with EVs when feasible</li> <li>- Advocating for expansion of an EV sharing fleet network to serve Del Mar.</li> <li>- 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.</li> </ul> <p><b>Points Deducted:</b> There is no commitment to replace City fleet with ZEV. (1 point deducted)</p>

<b>Transportation &amp; Land Use</b>	Commuter Mode Shift Goals: 5 Points	4	<p><b>Points Earned:</b> Transit goals: Achieve 4% mass transit ridership by 2020 and 8% by 2035. Walking goals: 4% labor force in walking to work by 2020; 10% labor force walking to work by 2035. Bicycling goals: Installation of 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><b>Points Deducted:</b> CAP does not have a biking mode share goal. (1 point deducted)</p>
	Smart Growth Strategies: 5 Points	0	<p><b>Points Deducted:</b> While 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. (5 points deducted)</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	3	<p><b>Points Earned:</b> 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. CAP 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><b>Points Deducted:</b> CAP does not commit to developing the above biking/walking plans. (2 points deducted)</p>
	Other Transportation Strategies: 5 Points	5	<p><b>Points Earned:</b> CAP calls for incorporating bus stops and transit system infrastructure as part of the Camino Del Mar streetscape project, incorporating a "Complete Streets" approach in designing streets, adopting a Complete Streets policy (either as stand alone policy or as part of Community Plan), installing at least 3 roundabouts by 2020, advocating at regional transit agencies for increased transit and funding for bus enhancements.</p>
<b>Zero Waste</b>	5 Points	5	<p><b>Points Earned:</b> CAP contains waste diversion goal of 80% by 2020 and 95% by 2035.</p>
<b>Trees</b>	5 Points	5	<p><b>Points Earned:</b> CAP sets goals to achieve 15% urban canopy cover by 2020 and 30% by 2035.</p>
<b>Del Mar Total:</b>	<b>73 / 100</b>		

City of San Marcos CAP			
Category	Points Possible	Points Earned	Description of Points
<b>CAP Adopted</b>	10 Points	10	<b>Points Earned:</b> San Marcos passed its CAP on September 10, 2013.
<b>Legally Binding</b>	10 Points	10	<p><b>Points Earned:</b> 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.</p> <p>A CEQA Negative Declaration was published for CAP.</p> <p>There is a detailed technical appendix explaining GHG emissions calculations for each measure.</p>
<b>State GHG Targets</b>	10 Points	10	<b>Points Earned:</b> 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.
<b>Implementation &amp; Monitoring</b>	Implementation Roles: 2 Points	1	<p><b>Points Earned:</b> 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.</p> <p><b>Points Deducted:</b> CAP does not call for public implementation taskforce. (1 point deducted)</p>
	Timeline and Cost Analysis: 5 Points	5	<b>Points Earned:</b> 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	<p><b>Points Earned:</b> CAP states Implementation Team will meet at least once per year to assess the status of CAP efforts. 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.</p> <p><b>Points Deducted:</b> CAP calls for updates to community and municipal GHG emissions inventories every five years, not at least every 3 years as we recommend. (1 point deducted)</p>
<b>Equity &amp; Jobs</b>	10 Points	5	<p><b>Points Earned:</b> 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."</p> <p><b>Points Deducted:</b> CAP does not contain a section on green jobs. (5 points deducted)</p>
	100% Clean Energy: 5 Points	0	<b>Points Deducted:</b> CAP does not contain overall clean energy target. (5 points deducted)
	CCE: 5 Points	0	<b>Points Deducted:</b> CAP does not reference CCE. (5 points deducted)

**Clean Energy**

<p>Energy Efficiency &amp; Water Conservation: 6 Points</p>	<p>3</p>	<p><b>Points Earned:</b> CAP sets goals for new and existing residential and nonresidential buildings:</p> <ul style="list-style-type: none"> <li>- As result of facilitating voluntary energy assessments, retrofitting, &amp; retro-commissioning, reduce energy use in existing buildings by 3% by 2020 and 9% by 2030.</li> <li>- As result of promoting incentive programs and targeted outreach &amp; education, reduce energy use by 3% in residential buildings and 4% in non-residential buildings by 2020. Reduce energy use by 7% in residential buildings and 8% in non-residential buildings by 2030.</li> <li>- As result of Smart Meters policies, 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.</li> <li>- 15% of homes and 3% of nonresidential buildings built between 2005 and 2020 are Zero Net Energy.</li> <li>- New Buildings: 100% of homes (per State law) and 15% of nonresidential buildings built between 2020 and 2030 are Zero Net Energy.</li> </ul> <p>CAP sets water conservation targets:</p> <ul style="list-style-type: none"> <li>- Exceed state water conservation targets by 5% in 2020 and 15% in 2030.</li> <li>- Expand recycled water use in the community to 3% of total water usage by 2020 and 15% by 2030.</li> </ul> <p>CAP 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&amp;E to promote energy assessments and PACE financing.</p> <p><b>Points Deducted:</b> CAP does not have a municipal energy reduction goal. (1 point deducted) CAP does not have an energy efficiency ordinance. (1 point deducted) CAP does not have a water conservation ordinance. (1 point deducted)</p>
<p>Zero Emissions Vehicles (ZEV): 4 Points</p>	<p>2</p>	<p><b>Points Earned:</b> 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><b>Points Deducted:</b> CAP does not have citywide strategies to promote ZEV. (1 point deducted)</p> <p>CAP does not commit to replacing the majority of City fleet with ZEV's. (1 point deducted)</p>
<p>Commuter Mode Shift Goals: 5 Points</p>	<p>5</p>	<p><b>Points Earned:</b> <i>Bike/walk goals:</i> Achieve 2% reduction in annual light-duty VMT in 2020 and 3% reduction in annual light-duty VMT in 2030 as a result of a mode shift to biking/walking. <i>Transit goals:</i> Achieve 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>

<b>Transportation &amp; Land Use</b>	Smart Growth Strategies: 5 Points	5	<p><b>Points Earned:</b> CAP includes 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).</p> <p>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><b>Points Earned:</b> 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><b>Points Deducted:</b> CAP does not commit to implementing these existing plans; it only commits to pursuing funding. (1 point deducted)</p>
	Other Transportation Strategies: 5 Points	5	<p><b>Points Earned:</b> CAP calls for: incorporating multi-modal 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; where applicable, requiring development to fund safe route and require new development at transit nodes; utilizing technology and intelligent transportation systems to improve traffic flow; conducting marketing and education campaigns to reduce idling and reduce commute trips; encouraging alternative fueling stations; pursuing funding to expand bike networks.</p>
<b>Zero Waste</b>	5 Points	0	<p><b>Points Deducted:</b> CAP has a goal to obtain citywide 75% waste diversion by 2020, and 85% by 2030. CAP does not have a Zero Waste goal. (5 points deducted)</p>
<b>Trees</b>	5 Points	3	<p><b>Points Earned:</b> 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><b>Points Deducted:</b> CAP does not contain a tree canopy coverage goal. (2 points deducted)</p>
<b>San Marcos Total:</b>	<b>70 / 100</b>		

City of Carlsbad CAP			
Category	Points Possible	Points Earned	Description of Points
<b>CAP Adopted</b>	10 Points	10	<b>Points Earned:</b> Carlsbad approved its Climate Action Plan on Sept. 22, 2015
<b>Legally Binding</b>	10 Points	10	<b>Points Earned:</b> CAP is mitigation for the City's General Plan, making it enforceable.  The CAP has an Environmental Impact Report.  CAP has a technical appendix explaining emissions reductions calculations for each measure.
<b>State GHG Targets</b>	10 Points	10	<b>Points Earned:</b> CAP is based on 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.
<b>Implementation &amp; Monitoring</b>	Implementation Roles: 2 Points	1	<b>Points Earned:</b> CAP calls for CAP Administrator and Implementation Team.  <b>Points Deducted:</b> CAP does not call for public implementation taskforce. (1 point deducted)
	Timeline and Cost Analysis: 5 Points	5	<b>Points Earned:</b> 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	<b>Points Earned:</b> CAP calls for annual monitoring program.  CAP also calls for updating the community and government operations GHG inventories every three years.
<b>Equity &amp; Jobs</b>	10 Points	0	<b>Points Deducted:</b> CAP does not contain a social equity or jobs section. (10 points deducted)
	100% Clean Energy: 5 Points	0	<b>Points Deducted:</b> While 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 % target. (5 points deducted)
	CCE: 5 Points	2	<b>Points Earned:</b> 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."  <b>Deducted:</b> CAP does not reference CCE as a clean energy strategy. (3 points deducted)

Clean Energy	Energy Efficiency (EE) & Water Conservation: 6 Points	6	<p><b>Points Earned:</b> CAP sets goal for new and existing residential, nonresidential, and municipal buildings:</p> <ul style="list-style-type: none"> <li>- 50% energy reduction in 30% of homes by 2035.</li> <li>- 5% improvement in EE in new construction.</li> <li>- Replace 50% of lighting citywide with efficient lighting by 2035.</li> <li>- 40% reduction in 30% of city facilities, commercial square footage and city owned buildings by 2035.</li> <li>- Retrofit up to 30% of existing homes and commercial buildings to include solar water heaters or heat pumps.</li> </ul> <p><i>Water goal:</i> Reduce the intensity of GHG emissions from water utilities (including water supply, wastewater, and recycled water) conveyance, treatment, and distribution by 8% by 2035.</p> <p><i>Strategies for energy and water efficiency:</i></p> <ul style="list-style-type: none"> <li>- Citywide Green Building Code and goals for EE lighting standards.</li> <li>- Residential energy conservation ordinance [existing homes]: Require owners to conduct and disclose an energy audit at the time of major renovations to ensure homes meet specified low-cost EE measures.</li> <li>- Commercial energy conservation ordinance [existing buildings]: Require owners to ensure commercial buildings meet specified EE measures at the time of conducting major renovations.</li> <li>- Residential and commercial energy conservation ordinances [new buildings]: Require 5% improvement in EE for residential and nonresidential new construction, above existing Carlsbad green building code.</li> <li>- Commercial energy conservation ordinances [new buildings]: Require new residential and commercial buildings to install solar water heaters or heat pumps, or use alternative energy for water heating needs.</li> <li>- 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).</li> <li>- 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.</li> <li>- Promote available incentive and rebate programs (e.g. SDG&amp;E's EE Business Rebates and Incentives Program) on the city website and other means.</li> </ul>
	Zero Emissions Vehicles (ZEV): 4 Points	3	<p><b>Points Earned:</b> CAP sets goals: Increase amount of ZEV miles traveled from a projected 15% to 25% of total VMT by 2035. Increase low and ZEV to 25% of city-related VMT by 2035.</p> <p><i>Strategies:</i> Create ZEV siting plan, offer ZEV parking, construct ZEV charging stations, adopt ZEV parking requirements for new developments, adopt ordinance requiring ZEV charging for major new developments.</p> <p><b>Points Deducted:</b> City does not commit to converting majority of city fleet to ZEV. (1 point deducted)</p>
	Commuter Mode Shift Goals: 5 Points	3	<p><b>Points Earned:</b> Carlsbad 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><b>Points Deducted:</b> CAP does not specify which percentage mode shift is due to transit, biking and walking. (2 points deducted)</p>

<b>Transportation &amp; Land Use</b>	Smart Growth Strategies: 5 Points	3	<p><b>Points Earned:</b> 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><b>Points Deducted:</b> While CAP 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. (2 points deducted)</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	5	<p><b>Points Earned:</b> 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><b>Points Deducted:</b> 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. (5 points deducted)</p>
<b>Zero Waste</b>	5 Points	0	<p><b>Points Deducted:</b> CAP does not have a zero waste goal. (5 points deducted)</p>
<b>Trees</b>	5 Points	3	<p><b>Points Earned:</b> CAP calls for incorporating drought resistant native trees into landscapes and providing parking lot areas with 50% tree cover within 10 years of construction.</p> <p><b>Points Deducted:</b> CAP does not have a citywide tree canopy goal. (2 points deducted)</p>
<b>Carlsbad Total:</b>	<b>64 / 100</b>		

City of National City CAP			
Category	Points Possible	Points Earned	Description of Points
<b>CAP Adopted</b>	10 Points	10	<b>Points Earned:</b> National City approved its Climate Action Plan in May 2011.
<b>Legally Binding</b>	10 Points	7	<p><b>Points Earned:</b> CAP is mitigation for the City's General Plan, making it enforceable.</p> <p>CAP environmental analysis is incorporated into the Comprehensive Land Use Update Environmental Impact Report.</p> <p><b>Points Deducted:</b> CAP does not have a technical appendix explaining emissions calculations for each measure. (3 points deducted)</p>
<b>State GHG Targets</b>	10 Points	2	<p><b>Points Earned:</b> CAP is based on 2020 and 2030 planning horizon and meets state GHG target for 2020 with a 15% reduction goal below 2005 levels.</p> <p><b>Points Deducted:</b> CAP does not meet the state target for 2030. CAP states that "[t]he City will strive to achieve additional reductions in GHG emissions by 2030." The EIR for the General Plan acknowledges that 2030 emissions under CAP would be only 0.5% lower than 2005 levels. (8 points deducted)</p>
<b>Implementation &amp; Monitoring</b>	Implementation Roles: 2 Points	1	<p><b>Points Earned:</b> CAP states that the Planning Division of the Development Services Department will be in charge of monitoring and implementing the CAP.</p> <p><b>Points Deducted:</b> 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. (1 point deducted)</p>
	Timeline and Cost Analysis: 5 Points	3	<p><b>Points Earned:</b> CAP has a timeline of strategies with system of prioritization.</p> <p><b>Points Deducted:</b> While CAP has an "Implementation Funding" section identifying several potential sources of funding, costs of CAP measures are not analyzed. (2 points deducted)</p>
	Annual Monitoring: 3 Points	2	<p><b>Points Earned:</b> CAP calls for a review every three years to evaluate implementation and achievement of measure reductions and to identify potential plan update needs.</p> <p>CAP also calls for GHG emissions inventory updates every three years.</p> <p><b>Points Deducted:</b> No annual CAP monitoring requirement. (1 point deducted)</p>

<p><b>Equity &amp; Jobs</b></p>	<p>10 Points</p>	<p>9</p>	<p><b>Points Earned:</b> City's General Plan (tied to CAP) contains a Health and Environmental Justice element with a goal to identify public health risks and environmental justice concerns and improve living conditions to foster the physical health and wellbeing of residents. This element includes a goal to apply environmental protection measures equally among geographic and socioeconomic sectors of the City (Policy HEJ-1.7). 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; work with COC to target/recruit employers." The General Plan 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 existing residential uses and other sensitive land uses from industrial uses (LU-3.6).</p> <p><b>Points Deducted:</b> No quantifiable data tied to job creation strategies. (1 point deducted)</p>
<p><b>Clean Energy</b></p>	<p>100% Clean Energy: 5 Points</p>	<p>0</p>	<p><b>Points Deducted:</b> CAP does not call for 100% Clean Energy. (5 points deducted)</p>
	<p>CCE: 5 Points</p>	<p>0</p>	<p><b>Points Deducted:</b> CAP does not reference CCE. (5 points deducted)</p>
	<p>Energy Efficiency &amp; Water Conservation: 6 Points</p>	<p>3</p>	<p><b>Points Earned:</b> CAP contains strategies for energy efficiency, distributed generation, and water conservation:</p> <ul style="list-style-type: none"> <li>- Adopt an energy financing program to encourage energy efficiency retrofits in existing buildings and providing low- or no-cost weatherization improvements for low-income households.</li> <li>- Support SDG&amp;E feed-in tariff or other policies that will facilitate increased, cost-effective installation of small-scale renewable energy systems; encourage homebuilders to participate in New Solar Homes Partnership.</li> <li>- Adopt water efficiency principles similar to the Ahwahnee Water Principles for Resource Efficient Land Use for new and existing residential and commercial developments.</li> </ul> <p>CAP states that GHG emissions reductions from the water and wastewater sector will be 5,993 MTCO<sub>2</sub>e per year by 2020 and 5,993 MTCO<sub>2</sub>e per year by 2030. (Note: we recommend framing this as a water reduction goal, and calculating a water reduction target, as opposed to only including a GHG target).</p> <p><b>Points Deducted:</b> CAP does not have a citywide energy reduction goal. (1 point deducted)</p> <p>CAP does not have a municipal energy reduction goal. (1 point deducted)</p> <p>CAP does not call for a citywide energy efficiency ordinance. (1 point deducted)</p>
	<p>Zero Emissions Vehicles (ZEV): 4 Points</p>	<p>3</p>	<p><b>Points Earned:</b> CAP calls for streamlined permitting and design guidelines for EV charging stations. It calls for the City to continue to integrate alternative transportation fuels and vehicles into the government fleet and the fleets of contractors. It also identifies actions the City has already taken, including removing inefficient vehicles from its fleet and adding four hybrid vehicles to the City's fleet.</p> <p><b>Points Deducted:</b> CAP does not commit to converting the majority of its fleet to ZEV. (1 point deducted)</p>
	<p>Commuter Mode Shift Goals: 5 Points</p>	<p>0</p>	<p><b>Points Deducted:</b> CAP does not contain a mode share or VMT reduction goal. (5 points deducted)</p>

<b>Transportation &amp; Land Use</b>	Smart Growth Strategies: 5 Points	2	<p><b>Points Earned:</b> CAP smart growth strategies include fostering land use intensity to reduce VMT and reducing parking requirements in smart growth areas.</p> <p><b>Points Deducted:</b> Other than reducing parking requirements and references to the General Plan, CAP does not give specific strategies to achieve smart growth goals. (3 points deducted)</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	2	<p><b>Points Earned:</b> A Bicycle Master Plan was adopted as part of the City's Comprehensive Land Use Update.</p> <p><b>Points Deducted:</b> CAP does not commit to developing walking or complete streets plans. CAP does not separately quantify GHG reduction potential from bike plan, nor does it commit to implement biking plan. (3 points deducted)</p>
	Other Transportation Strategies: 5 Points	5	<p><b>Points Earned:</b> CAP calls for supporting agencies to improve transit, implementing biking improvements, implementing strategies to prioritize HOVs, and encouraging telecommuting and alternative transportation commutes. Traffic strategies include education, implementing traffic calming, and coordinating traffic signals.</p>
<b>Zero Waste</b>	5 Points	0	<p><b>Points Deducted:</b> CAP does not contain a zero waste goal. (5 points deducted)</p>
<b>Trees</b>	5 Points	3	<p><b>Points Earned:</b> 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><b>Points Deducted:</b> CAP does not have a citywide tree canopy goal. (2 points deducted)</p>
<b>National City Total:</b>	<b>52 / 100</b>		

City of Vista CAP			
Category	Points Possible	Points Earned	Description of Points
<b>CAP Adopted</b>	10 Points	10	<b>Points Earned:</b> Vista approved a CAP in November 2012.
<b>Legally Binding</b>	10 Points	10	<p><b>Points Earned:</b> Vista CAP is mitigation for its General Plan, making it enforceable.</p> <p>City prepared an addendum to the General Plan's EIR to analyze environmental impacts of the CAP.</p> <p>CAP has a GHG Reduction Technical Appendix explaining GHG calculations for each measure.</p>
<b>State GHG Targets</b>	10 Points	2	<p><b>Points Earned:</b> CAP aims to reduce emissions 15% below 2005 levels by 2020, consistent with AB 32.</p> <p><b>Points Deducted:</b> CAP has no 2030 target. (8 points deducted)</p>
<b>Implementation &amp; Monitoring</b>	Implementation Roles: 2 Points	1	<p><b>Points Earned:</b> CAP calls for CAP Coordinator and Implementation Team.</p> <p><b>Points Deducted:</b> CAP does not call for public implementation taskforce. (1 point deducted)</p>
	Timeline and Cost Analysis: 5 Points	5	<p><b>Points Earned:</b> Implementation and Monitoring Table 4.1 categorizes measures as short, mid and long-term.</p> <p>For each measure, potential costs and savings to the City are categorized as low (\$0-\$10,000), medium (\$10,001-\$100,000), and high (\$100,001 or greater). Supporting information on costs and savings is provided in Appendix C.</p>
	Annual Monitoring: 3 Points	2	<p><b>Points Earned:</b> CAP calls for annual CAP implementation progress reports.</p> <p><b>Points Deducted:</b> CAP calls for GHG inventory updates every five years, but not at least every 3 years as we recommend. (1 point deducted)</p>
<b>Equity &amp; Jobs</b>	10 Points	0	<b>Points Deducted:</b> CAP has no section on social equity or jobs. (10 points deducted)
<b>Clean Energy</b>	100% Clean Energy: 5 Points	0	<b>Points Deducted:</b> CAP has no overall clean energy % target. (5 points deducted)
	CCE: 5 Points	0	<b>Points Deducted:</b> CAP has no reference to CCE. (5 points deducted)
	Energy Efficiency & Water Conservation: 6 Points	1	<p><b>Points Earned:</b> CAP quantifies GHG reduction potential and action items for energy efficiency. Efficiency measures include promoting energy efficiency financing, putting educational information on the City's website, and partnering with SDG&amp;E to provide/promote energy efficiency/conservation education, training, rebates, and incentives.</p> <p><b>Points Deducted:</b> CAP does not contain citywide energy reduction goal. (1 point reduced)</p> <p>CAP does not contain municipal energy reduction target. (1 point reduced)</p> <p>CAP does not contain an energy efficiency ordinance. CAP only requires new buildings to comply with state code. (1 point deducted)</p> <p>CAP has no citywide water conservation goal. The only reference to water conservation is A-3.1: "[c]ontinue to coordinate with the Vista Irrigation District to encourage water conservation, expand emergency water storage capacity, protect water quality, and explore, and promote more diverse sources of water." (1 point deducted)</p> <p>CAP does not call for water conservation ordinance. (1 point deducted)</p>

	Zero Emissions Vehicles (ZEV): 4 Points	0	<b>Points Deducted:</b> While CAP contains a recommendation to "[c]ontinue to convert fleet to more fuel-efficient vehicles and alternative fuel vehicles on a <u>replacement basis</u> ," CAP has no measurable commitment for this recommendation. (5 points deducted because there are no actionable strategies related to ZEV)
<b>Transportation &amp; Land Use</b>	Commuter Mode Shift Goals: 5 Points	3	<b>Points Earned:</b> Walk/Bike Goal: 2% mode shift from SOV to walking and biking; Transit Goal: 2% mode shift from SOV to transit; Other: 1% mode shift from SOV to carpool or vanpool; 1% reduction in commute trips from telecommuting by 2020.  <b>Points Deducted:</b> Mode shift goals do not go beyond 2020. (2 points deducted)
	Smart Growth Strategies: 5 Points	5	<b>Points Earned:</b> CAP calls for revising the City's zoning designations, development standards and design guidelines to be consistent with the General Plan 2030 Land Use and Community Identity Element, and developing and offering incentives for mixed-use, transit-oriented, and affordable housing projects, including reduced parking requirements.
	Walking, Biking and/or Complete Streets Plans: 5 Points	0	<b>Points Deducted:</b> CAP does not commit to developing or implementing walking and biking/complete streets plans. (Note: City did approve a bike plan in 2015.)
	Other Transportation Strategies: 5 Points	5	<b>Points Earned:</b> CAP calls for incorporating multi-modal improvements, establishing minimum design criteria, incorporating biking, walking and transit improvements into development review process, coordinating with transit agencies, working with community groups to encourage commute trip reduction, and pursuing funding for biking and walking infrastructure.
<b>Zero Waste</b>	5 Points	0	<b>Points Deducted:</b> While CAP has goals to require recycling for multifamily and commercial bldgs, and waste diversion of 50% of construction debris, it does not have a zero waste goal. (5 points deducted)
<b>Trees</b>	5 Points	3	<b>Points Earned:</b> CAP commits to planting 500 trees by 2020.  <b>Points Deducted:</b> CAP has no citywide tree canopy goal. (2 points deducted)
<b>Vista Total:</b>	<b>47 / 100</b>		

City of Escondido CAP			
Category	Points Possible	Points Earned	Description of Points
<b>CAP Adopted</b>	10 Points	10	<b>Points Earned:</b> Escondido Climate Action Plan (E-CAP) was adopted in December 2013.
<b>Legally Binding</b>	10 Points	8	<p><b>Points Earned:</b> CAP serves as mitigation for Escondido's General Plan, and it is a qualified reduction plan from which future development within Escondido can tier and streamline environmental analysis under CEQA. Therefore, the CAP is legally binding.</p> <p>CAP Environmental Impact Report was done in conjunction with Escondido General Plan and Downtown Specific Plan EIR.</p> <p><b>Points Deducted:</b> While the CAP has a technical appendix, the appendix does not explain to a lay audience how emissions were calculated. (2 points deducted)</p>
<b>State GHG Targets</b>	10 Points	2	<p><b>Points Earned:</b> CAP target is to reduce emissions attributable to Escondido to levels at or below 1990 GHG emissions by year 2020 consistent with the target reductions of AB 32.</p> <p><b>Points Deducted:</b> CAP's GHG goals do not extend to 2030. (8 points deducted)</p>
<b>Implementation &amp; Monitoring</b>	Implementation Roles: 2 Points	1	<p><b>Points Earned:</b> CAP calls for an Implementation Administrator and GHG Reduction Team.</p> <p><b>Points Deducted:</b> There is no public implementation taskforce. (1 point deducted)</p>
	Timeline and Cost Analysis: 5 Points	5	<p><b>Points Earned:</b> CAP contains a Timeline and Prioritization section, which prioritizes measures based on Cost effectiveness, GHG reduction efficiency, Availability of funding, Level of City Control, Ease of implementation and Time to implement. CAP divides measures into 3 phases based on this prioritization system.</p> <p>CAP describes cost savings associated with each of the reduction measures. Financing opportunities and strategies for implementing the reduction measures are also described.</p>
	Annual Monitoring: 3 Points	2	<p><b>Points Earned:</b> CAP calls for the City to implement a monitoring and reporting program to evaluate the effectiveness/progress of reduction measures.</p> <p>CAP also calls for GHG emissions inventories in 2014, 2017 and 2020.</p> <p><b>Points Deducted:</b> There is no requirement of an annual update. (1 point deducted)</p>
<b>Equity &amp; Jobs</b>	10 Points	0	<b>Points Deducted:</b> While CAP references social equity in SANDAG's RTP objectives and in Escondido's Complete Streets Policy 2.2 and the City's Transit System Policy, the CAP does not contain a stand-alone social equity or jobs section. (10 points deducted)
	100% Clean Energy: 5 Points	0	<b>Points Deducted:</b> CAP does not have an overall clean energy target. (5 points deducted)
	CCE: 5 Points	0	<b>Points Deducted:</b> CAP does not mention CCE. (5 points deducted)

<b>Clean Energy</b>	Energy Efficiency & Water Conservation: 6 Points	2	<p><b>Points Earned:</b> Water Ordinance: City Ordinance 96-14 requires that residential and nonresidential remodel improvements valued at or more than \$23,828.00 shall retrofit all existing toilets, showerheads and faucets with low-flow (2.2 GPM) faucets/showerheads and low-flush (1.6 GPF) toilets. In addition to City's existing conservation education/incentives and its ordinances on water conservation and lawn watering restrictions, CAP calls for City to explore increased use of recycled water and continue to implement educational programs on water conservation.</p> <p>Other strategies: CAP calls for energy efficiency measures in Screening Tables for new development, and coordination with local agencies such as CSE, SDG&amp;E, and SANDAG in order to educate building owners about rebates and incentive programs available for energy upgrades and renewable energy installations in new buildings.</p> <p><b>Points Deducted:</b> No goals: While CAP "assumes" energy reductions from new and existing buildings, no goals are actually set. (3 points deducted for lack of citywide energy reduction goal, lack of municipal energy reduction goal, and lack of citywide water conservation goal)</p> <p>No energy ordinance: While the CAP includes energy efficiency strategies in its Screening Table for new development, it does not call for an energy efficiency ordinance. CAP strategies only apply to new, not existing, buildings. (1 point deducted)</p>
	Zero Emissions Vehicles (ZEV): 4 Points	0	<p><b>Points Deducted:</b> CAP does not have a section on ZEV. (4 points deducted)</p>
<b>Transportation &amp; Land Use</b>	Commuter Mode Shift Goals: 5 Points	1	<p><b>Points Earned:</b> CAP quantifies expected efficacy of alternative transportation strategies. Mode share numbers assumptions (but not goals) referenced next to Bicycle Master Plan strategy: "these reductions assume a 1% decrease in passenger vehicle trips due to the expanded bicycle network," and in the transit section: "The expansion of the Bus Rapid Transit is estimated to reduce passenger vehicle VMT by 0.47% ... The expansion of the North County Transit District rail line is estimated to reduce passenger vehicle VMT by 0.96%."</p> <p><b>Points Deducted:</b> CAP does not contain mode share goals. Assumptions of alternative mode shift are not significant, and assumptions do not go beyond 2020. (4 points deducted)</p>
	Smart Growth Strategies: 5 Points	2	<p><b>Points Earned:</b> CAP references policies in the General Plan that promote smart growth, mixed-use projects, affordable housing, and transit oriented development. CAP also states that Screening Tables for new development will include measures to support transit and biking.</p> <p><b>Points Deducted:</b> The CAP does not quantify emissions targets from the above General Plan policies or Screening Tables, nor does it specify which actions will be employed to implement smart growth principles. (3 points deducted)</p>
	Walking, Biking and/or Complete Streets Plans: 5 Points	3	<p><b>Points Earned:</b> CAP states that implementing an updated Bicycle Master Plan (last updated 1999) will encourage replacement of vehicle trips with bike trips.</p> <p><b>Points Deducted:</b> CAP does not commit to developing a walking or complete streets plan. (2 points deducted)</p>

	Other Transportation Strategies: 5 Points	2	<p><b>Points Earned:</b> CAP transportation section references policies in the General Plan that promote complete streets. It states that the City will continue to work with SANDAG on transit services, and will work to expand the commuter rail system, and that the City could implement TDM strategies including incentives.</p> <p><b>Points Deducted:</b> CAP does not calculate emissions targets from transportation policies. Several transportation strategies are framed as optional, rather than as commitments. (3 points deducted)</p>
<b>Zero Waste</b>	5 Points	0	<p><b>Points Deducted:</b> CAP does not contain a zero waste goal. (5 points deducted)</p>
<b>Trees</b>	5 Points	2	<p><b>Points Earned:</b> CAP encourages commercial and retail development to exceed shading requirements by a minimum of 10% and to plant low emission trees. It also calls for the City to evaluate the feasibility of expanding tree planting.</p> <p><b>Points Deducted:</b> CAP does not contain citywide tree canopy goal, nor is there a commitment by the City to plant trees. (3 points deducted)</p>
<b>Escondido Total:</b>	<b>40 / 100</b>		