



September 25, 2017

Honorable Mayor Mary Casillas Salas
Chula Vista Mayor & Council Office
276 Fourth Avenue

Chula Vista, CA 91910

Re: Recommendations for CAP Revision, Request for Workshop

Dear Mayor Salas,

As a coalition of organizations, businesses, and community leaders dedicated to fighting climate change and improving quality of life in the San Diego region, we commend you and thank you for your leadership on environmental issues. From adopting the first Climate Action Plan in the county in 2000 to upholding the Paris Agreement in 2017, Chula Vista represents the bold and unrelenting dedication to a safe and healthy future our region needs.

We believe that key revisions to Chula Vista’s Draft CAP are necessary to enable the city to continue operating on the leading edge of global efforts to draw down greenhouse gas emissions.

Therefore, we request that a motion to adopt the CAP include commitments to the following:

- A 100% clean energy target for 2035 (reflecting a revision of the performance metric for Objective 3.2).
- Inclusion of funding in the 2018-19 budget for a Community Choice Energy Technical Feasibility Study.
- Inclusion of aggressive sustainable transportation mode share targets in the upcoming Active Transportation Plan.
- A full update of the CAP in 2020.

The requested revisions are outlined in greater detail below:

1. **A commitment to 100% clean energy on the grid by 2035.** Currently, the performance metric for Objective 3.2 reads, “Provide more than 50% of electricity from renewable sources by 2020 (70% by 2035).” It is increasingly clear that 100% clean energy is the future regionally and across California: already, San Diego, Del Mar, Encinitas, and Solana Beach have adopted 100% goals. These feasible and necessary targets are best practices for climate planning, and we encourage Chula Vista to revise its Draft CAP to reflect this turn toward 100% renewable electricity sources.

In any effort to achieve 100% clean energy, Community Choice Energy (CCE) is the most powerful tool available to local governments when implemented using best practices. CCE allows cities to offer cleaner energy to residents at competitive rates and to reinvest revenues back into the community to serve local needs such as energy efficiency retrofits or transportation

electrification. Additionally, CCE programs that prioritize local job creation from a skilled and trained workforce allow further economic growth for the region.

2. **Increased Alternative Commute Mode Share.** Currently, the performance metric for Objective 4.2 reads, “Increase citywide alternative commute rates to 7% by 2020 (9% by 2035).” This target should be increased. As a point of reference, Caltrans set a target in 2015 of tripling bicycle mode share and doubling walking and transit mode share by 2020; our cities can set and work toward similarly aggressive and achievable targets.

As Chula Vista continues to build out with compact, mixed use development, bringing accessible transit, protected bike lanes, and robust pedestrian networks to those areas presents an opportunity to significantly increase alternative commute mode share by 2035. The upcoming efforts to combine the Bikeway and Pedestrian Master Plans into a single Active Transportation Plan should include developing aggressive transportation mode share targets.

The recommendations above reflect key priorities of the undersigned organizations for Chula Vista’s 2017 CAP and a 2020 CAP Update. We look forward to continuing to work with Chula Vista to advance climate solutions and protect public health and quality of life in our region.

Sincerely,

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