

City of Chula Vista’s 2017 Climate Action Plan – Energy Efficiency

The programs referenced herein are representative of SDG&E’s 2017 energy efficiency portfolio, and are subject to change per California Public Utilities Commission directive. Notwithstanding any future changes, SDG&E is prepared to utilize its energy efficiency programs to help the City of Chula Vista achieve its Climate Action Plan goals.

Objective 3.1 – Energy Education & Enforcement	
Performance Metric: Engage 8% of households and businesses on energy conservation per year	
2020 MT C02e GHG Reductions: 1,936	2035 MT C02e GHG Reductions: 1,936

Strategy 1. Expand education targeting key community segments and facilitate energy performance disclosure.

- A. Offer free evaluations through Free Resource & Energy Business Energy Evaluations (FREBE) & Home Upgrade, Carbon Downgrade programs
 - a. FREBE can be funded through the City of Chula Vista and SDG&E’s local government partnership (LGP).
- B. Engage “green” business leaders through CLEAN Business program
 - a. CLEAN Business program can be funded through the City of Chula Vista and SDG&E’s LGP.
- C. Initiate community-wide social marketing campaigns to target key segments, such as DIY, disadvantaged residents and high energy users.
 - a. SDG&E offers both the Energy Savings Assistance Program (ESA) and the CARE program to provide low-income customers with bill discounts and energy-related services and products at no cost. Further, SDG&E partners with community based organizations, such as the Energy Solutions Partner Network to coordinate activities and social media outreach. In 2016, over 3,000 activities were coordinated to promote CARE and ESA, including through social media (nearly 450 social media messages).
- D. Launch a “Build Green” awareness and assistance program for builders and permit applicants.
 - a. The LGP budget can assist with this outreach.
- E. Promote the use of Green Leases to commercial property owners and tenants.
 - a. SDG&E can research the feasibility of utilizing Reach Codes and Ordinance development to help implement and define a Green Lease program.
- F. Create local incentives or policies for building benchmarking and public disclosure.
 - a. SDG&E provides both benchmarking support and ordinance research support.

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Strategy 2. Leverage the building inspection process to deter unpermitted, low-performing energy improvements.

- A. Initiate monthly energy code trainings for building permit and inspection staff.
 - a. SDG&E’s Workforce Education & Training (WE&T) program and Trade Pro Alliance at the Energy Innovation Center (EIC) can help with education and training services.
- B. Conduct secondary reviews of inspections to help identify common energy code errors.
 - a. N/A
- C. Integrate energy and sustainability info into permit counter and/or inspection outreach materials.
 - a. The LGP budget can be utilized to develop outreach material and educate residents and businesses about energy and sustainability information. Select trainings at the EIC are also open to the public that can provide this information to residents and businesses.
- D. Determine if bulk or annual permit program will encourage more permitted jobs.
 - a. N/A
- E. Create “Build Green Chula Vista” network to support contractors, inspectors, appraisers and others who work with homes.
 - a. SDG&E’s WE&T program can provide energy efficiency education to trade professionals within the network. Additionally, SDG&E will collaborate with the California Energy Commission on the adoption, implementation and enforcement of a responsible contractor policy per SB 350.
- F. Work with state/regional partners on consumer education of the value of permits and complaints related to energy code.
 - a. The SEEC partnership can be leveraged to discuss best practices and share program ideas to provide Chula Vista with the information to develop the outreach material related to permitting and complaints and their benefit to the energy code.

Objective 3.3 – Energy Efficiency Upgrades	
Performance Metric: Retrofit 13% of SF & MF homes and 10% of commercial SQFT to save 25% by 2020 (20% of both with 50% savings by 2035)	
2020 MT CO2e GHG Reductions: 9,428	2035 MT CO2e GHG Reductions: 22,432

Strategy 1. Reauthorize the City’s “cool roof” standards and expand to include re-roofs and western areas.

- A. In consultation with community stakeholders (such as Realtors) offer additional Property Assessed Clean Energy (PACE) programs to help finance cool roof retrofits in the community.

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- a. The Residential Energy Efficiency Loan (REEL) Assistance Program, one of SDG&E's new financing pilots, can be used to finance residential cool roofs through local credit union partners at market interest rates.
- B. Review related cost-effectiveness studies for the City's two climate zones and determine if cool roof requirements are cost effective.
 - a. The Codes and Standards group can be leveraged to provide these studies and additional reach codes can be implemented through these programs.

Strategy 2. Facilitate more energy upgrades in the community through incentives, permit streamline (where possible), and education.

- A. Leverage Community Development Block Grant funding for energy upgrades for low-income households.
 - a. SDG&E's ESA, CARE, and Low Income Home Energy Assistance Programs (LIHEAP) programs can be leveraged to identify incentives, provide free or low-cost energy upgrades, and lower bills for income qualified customers.
- B. Offer expedited permitting for projects in voluntary Green Building Plus program
 - a. N/A
- C. Transition to over-the-counter permitting for residential solar systems.
 - a. N/A
- D. Work with SDG&E to evaluate feasibility of a permit-based energy efficiency incentive
 - a. Through the recently filed Energy Efficiency Business Plan, SDG&E can assess the needs of the Public Sector and tailor program offerings to meet these needs. Although no program currently offers incentives for permit based energy efficiency, SDG&E will work with the City of Chula Vista to investigate the feasibility of this program.
- E. Evaluate if the city can allow SDG&E QA/QC program to serve as final permit inspection.
 - a. N/A
- F. Seek funds to subsidize expedited Cal Green Tier 1 projects.
 - a. Savings by Design, EEI, and the Codes & Standards Reach Codes can be utilized to reduce the cost of installing Cal Green Tier 1 projects.

Strategy 3. Require energy-savings retrofits in existing buildings at a specific point in time.

- A. Require free energy evaluations for businesses as part of licensing process.
 - a. This is currently an offering provided by the FREBE program, which can be funded through the City of Chula Vista and SDG&E's LGP. Another option is for businesses to enroll through either the Comprehensive Audit Program (CAP) to receive a free energy efficiency audit, or participate in the Business Energy Solutions (BES) program to receive audits and identify free or low-cost energy upgrades on the spot.
- B. Include free retrofit evaluations in Home Upgrade, Carbon Downgrade program.

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- a. This is currently an offering provided by the FREBE program, which can be funded through the City of Chula Vista and SDG&E's LGP.
- C. Offer additional Property Assessed Clean Energy (PACE) programs to help finance energy retrofits in the community.
 - a. In addition to PACE, Chula Vista's residents can finance energy retrofits through the financial pilot programs, and businesses can utilize both these pilot programs and the On-Bill Financing program for energy efficiency projects.
- D. Develop Residential and Commercial Energy Conservation ordinance for City Council consideration.
 - a. Through the LGP, SDG&E can research best practices and provide technical support for energy ordinances for both residents and businesses within the community.
- E. Require increase energy standards on projects that receive financing from the City via Notice of Funding Availability (NOFA).
 - a. This process can be standardized and the framework can be provided by utilizing the Reach Codes provided by SDG&E's Codes and Standards department.

SMART GROWTH & TRANSPORTATION

Objective 4.1 – Complete Streets & Neighborhoods

Performance Metric: Reduce average vehicle miles traveled by 4% by 2020 (5% by 2035)

2020 MT CO₂^e GHG Reductions: 14,106

2035 MT CO₂^e GHG Reductions: 16,552

Questions and Comments:

- SDG&E would like to see if the City is amenable to our providing material and/or assistance in helping design the City's EV-Ready outreach program. Please let us know your thoughts and feedback.
- SDG&E would like to request further details on the Cities EV Ready program for new construction. We may be able to assist with the program.
- In the City's transition of street sweepers and tow trucks it is possible SDG&E can be of assistance. SDG&E's commercial fleet team is one of the most well regarded in the industry and can provide an analysis of natural gas vehicles, engines, retrofits, and vendors available to convert gasoline or diesel vehicles to alternative fuel vehicles. It will include methods to provide public and private fueling, as well as information on new regulations for air quality, GHG reductions, fuel quality and station operations.
- Can the City provide more information on the Neighborhood EV network in Otay Ranch? We may be able to assist with the program and would like to have a better understanding.

Additional Services

- Grant Support:
 - With the numerous grants available to help with electric and natural gas fleet conversion, SDG&E can share best practices for grant success and help assist with the grants. We continue to send grant opportunities to the Office of Sustainability including the recent Federal Transit Administration (FTA) availability of approximately \$226.5 million of Fiscal Year 2017 funds for buses, bus facilities, and bus equipment (<https://www.transit.dot.gov/busgrants>).
- SB 350 Priority Review Programs:
 - SDG&E continues to invest in infrastructure, implement grid integrated rates, leverage and provide new opportunities for competitive charging equipment and service providers, partner with institutions and entities seeking support to

deploy EV charging, ensure public safety, and protect ratepayers. As part of SB 350, SDG&E proposed seven transportation electrification projects across a diverse set of transportation sectors, including goods movement, people movement and in-home charging.

- A majority of the programs will directly benefit the City of Chula Vista, specifically:
 - **Electrify local highways:** SDG&E proposes to install Level 2 and DC Fast Chargers located in or near disadvantaged communities at four Caltrans Park-and-Ride locations with existing plans for new construction and upgrades. A grid integrated rate will be offered to encourage charging at times beneficial to the grid. One DCFC will be located on Palomar Street off the I-805 in Chula Vista.
 - **Medium-duty/heavy-duty and forklift port electrification:** SDG&E proposes to install a combination of components such as electric vehicle supply equipment, circuits, load research meters and data loggers, in collaboration with the San Diego Unified Port District and its tenants.
 - **Green taxi/shuttle/rideshare:** SDG&E proposes to provide charging infrastructure and vehicle incentives with a grid integrated rate to encourage taxi owners/companies, shuttle bus owners/companies, and rideshare drivers/companies to lease or purchase EVs.
 - **Dealership incentives:** SDG&E proposes to offer EV education and incentives to dealerships and their salespeople to increase EV sales and enhance the associated customer experience.
 - **Residential charging program:** SDG&E proposes to install 90,000 Level 2 charging stations at the homes of EV drivers with a grid integrated rate.
- SDG&E expects a decision on the SB 350 priority review projects in October and a decision on the Residential charging program is expected in 2018.
- Electric Vehicle Climate Credit:
 - Nearly 7,000 SDG&E customers received a \$200 credit for driving a clean vehicle in 2017 – including Chula Vista residents. Customers who own or lease an all-electric or plug-in hybrid vehicle received the credit as part of the California Air Resources Board’s effort to reduce greenhouse gas emissions in California.
 - In total, SDG&E distributed over \$1.4M through the Electric Vehicle Climate Credit program. The program is closed for 2017 and will reopen again early next year.
 - If you applied for the credit in 2017 and you’re still driving an electric vehicle in 2018, you’re eligible to apply again.