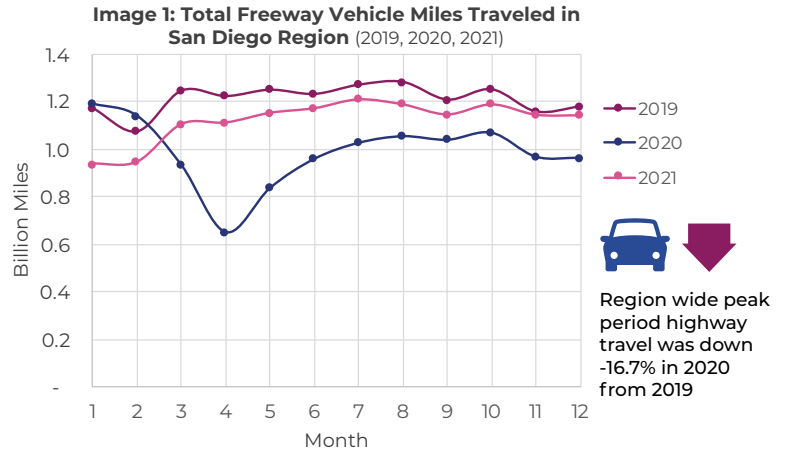




City of Chula Vista SNAPSHOT



The ReCAP Snapshot is prepared for the City as a part of the SANDAG Regional Climate Action Planning Framework (ReCAP) to support, but not replace, cities' monitoring of greenhouse gas (GHG) emissions and/or climate action plan (CAP) implementation over time. The 2020 Snapshots are unique as the Covid-19 pandemic had impacts on our day-to-day activities in 2020. More information, including a FAQ document is available at [FAQ \(sandag.org\)](https://www.sandag.org).

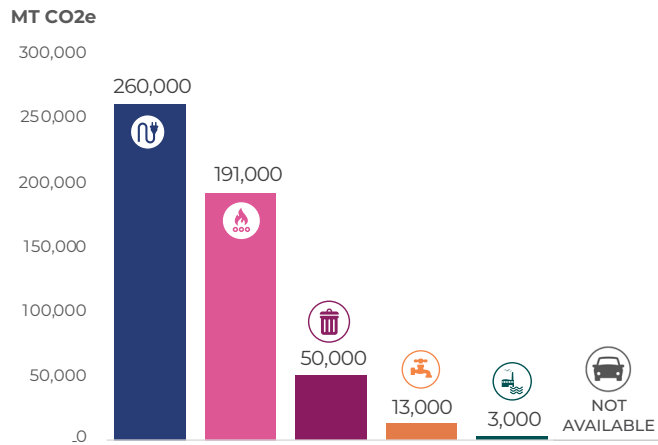


Source: PeMS, Caltrans. SANDAG 2020 State of the Commute Report

2020 GHG Inventory*

*This GHG inventory is based on best available data from 2020 for all listed sectors and excludes on-road transportation

- ELECTRICITY
- NATURAL GAS
- SOLID WASTE
- WATER
- WASTEWATER
- ON-ROAD TRANSPORTATION



CHULA VISTA QUICK FACTS

272,202 population in 2020

52 square miles

83,316 occupied housing units in 2020

Current CAP progress: Adopted 2017

Subregion: South Bay

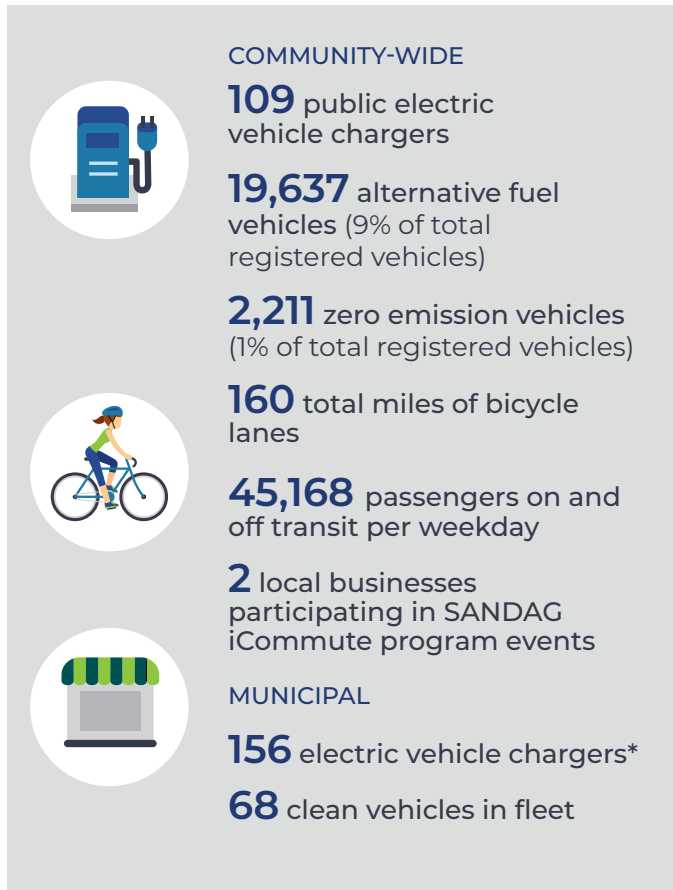
The 2020 GHG emissions inventory was prepared using the best available data for each emissions category and does not include on-road transportation. The activity data for electricity, natural gas, solid waste, and water sectors are based on tracked and observed usage for the year and therefore, correctly reflect the impacts of Covid-19. However, for on-road transportation, the vehicle miles traveled (VMT) data are estimates from the SANDAG activity based model (ABM). The most recent SANDAG activity based model, ABM2+, was last calibrated with observed data from 2016 and forecasts 2020 VMT. While transportation historically accounts for the largest share of GHG emissions in an inventory, the forecasted VMT does not take into account the impacts of the Covid-19 pandemic and cannot be updated to provide 2020 VMT data for each jurisdiction. Caltrans PeMS data provides observed regional VMT on freeways for 2020. Image 1 compares the observed VMT on freeways in the San Diego region for the years 2019, 2020 and 2021. The observed data is only available for freeway and it cannot be scaled down to individual jurisdictions which have different configuration of roads. While other sources of data and anecdotal experience show lower VMT in 2020, there is no data for how each jurisdiction's VMT changed during 2020. The Caltrans PeMS data set shows similar travel trends in 2021 as in 2019 which suggests that lower VMT in 2020 is likely due to the impacts of the Covid-19 pandemic and may not sustain long term.

GHG emissions inventories are one tool to support, but not replace, monitoring of CAP implementation at the local level. Together, a GHG emissions inventory and activity data reflect CAP implementation progress.

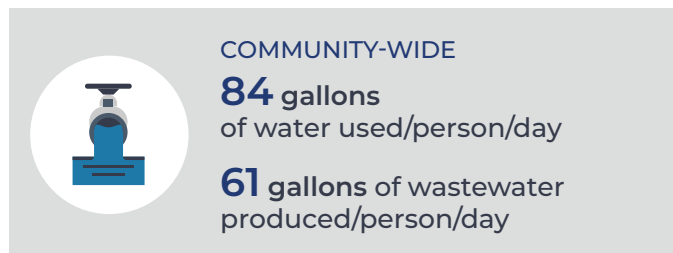
ReCAP Activity Data for the City of Chula Vista

These select activity data represent data for the year 2020 for common GHG reduction activities included in local CAPs across the SANDAG region and may not align precisely with GHG reduction measures and/or metrics identified within a jurisdiction's CAP. Community-wide activities occur within a jurisdiction's boundaries; municipal activities occur at City-owned facilities. For more information on data sources, the Methods and Data Sources Summary is available at sandag.org/climate.

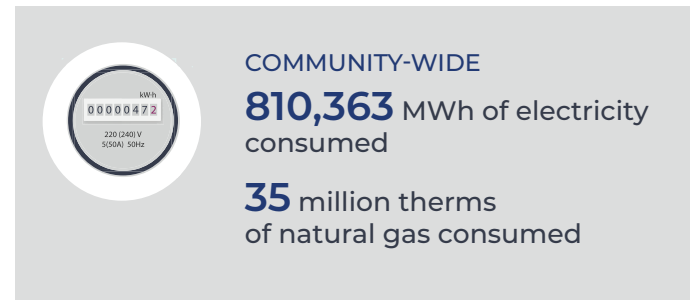
Transportation



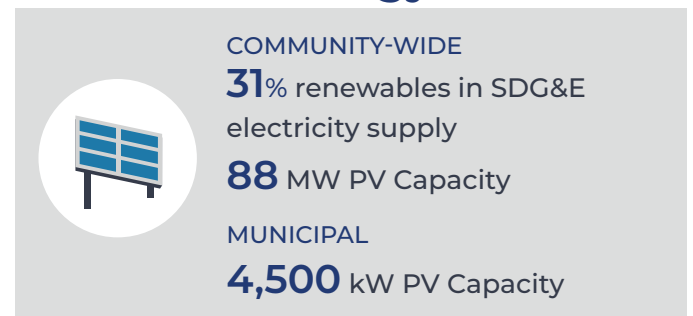
Water + Wastewater



Energy Use



Renewable Energy



Solid Waste



Carbon Sequestration



*EV chargers include both municipal fleet and publicly available chargers.