MEETING NOTICE
AND AGENDA

REGIONAL ENERGY WORKING GROUP
The Regional Energy Working Group may take action on any item appearing on this agenda.

Thursday, September 22, 2011
11:30 a.m. to 1 p.m.

SANDAG, Boardroom
401 B Street, Suite 800
San Diego, CA 92101-4231

Staff Contact: Susan Freedman
(619) 699-7387
sfr@sandag.org

AGENDA HIGHLIGHTS

• ENERGIA SIERRA JUAREZ WIND PROJECT
• UPDATE ON REGIONAL ELECTRIC VEHICLE ACTIVITIES
• ENERGY ROADMAP PROGRAM PROGRESS REPORT

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REGIONAL ENERGY WORKING GROUP
Thursday, September 22, 2011

ITEM #       RECOMMENDATION

1. WELCOME AND INTRODUCTIONS

2. MEETING SUMMARY OF JUNE 23, 2011

   The Regional Energy Working Group (EWG) is asked to approve the June 23, 2011, meeting summary.

3. PUBLIC COMMENTS/MEMBER COMMENTS

   Members of the public shall have the opportunity to address the EWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the EWG coordinator prior to speaking. Public speakers should notify the EWG coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. EWG members also may provide information and announcements under this agenda item.

CONSENT (4 through 5)

4. US DEPARTMENT OF ENERGY PLUG-IN ELECTRIC VEHICLE PLANNING GRANT

   The U.S. Department of Energy announced awards for its regional plug-in electric vehicle planning grant that the EWG discussed at its May and June meetings. The statewide proposal, including a submission by the California Center for Sustainable Energy (CCSE) on behalf of the San Diego Region, won an award for a one-year project starting in 2012.

5. STATE LEGISLATIVE STATUS REPORT

   The California legislative session ended on September 9, 2011. The Governor has until October 9, 2011, to take action on the legislative bills that were passed by both houses.

REPORTS (6 through 9)

6. ENERGIA SIERRA JUAREZ WIND PROJECT

   Sempra Generation will present information about its proposed wind project that is planned to be constructed in Mexico and provide power to San Diego through the Southwest Powerlink. Phase I of the project could provide 156 MW of renewable energy to San Diego and all phases could supply 1200 MW.
7. **UPDATE ON REGIONAL ELECTRIC VEHICLE ACTIVITIES**

CCSE will present an update on electric vehicle (EV) activities, including the number and type of EVs in the region and new EVs coming to market in 2012. Available rebates and incentives will be discussed, along with the status of the EV project and public charging sites in the region.

8. **ENERGY ROADMAP PROGRAM PROGRESS REPORT**

The SANDAG Energy Roadmap Program provides free technical assistance to local governments to help identify ways to save energy in government operations and in the community. The program was launched in July 2010 and is a collaboration between SANDAG and San Diego Gas & Electric. Staff will provide an update on progress with individual member agencies and plans for the next year.

9. **SCHEDULING AGENDA ITEMS FOR FUTURE MEETINGS**

Members of the EWG are invited to suggest topics for future meetings. The next EWG meeting will be from 11:30 a.m. to 1 p.m. on Thursday, October 27, 2011.

+ next to an agenda item indicates an attachment
MEETING SUMMARY OF JUNE 23, 2011

ITEM #1: WELCOME AND INTRODUCTIONS

Chair Carrie Downey, City of Coronado, called the meeting to order at 11:35 a.m. Chair Downey explained the consent items on the Agenda. The purpose of using “consent” for items is for those issues that do not need much dialogue or discussion. However, if the Regional Energy Working Group (EWG) wants to discuss an item in more detail, they can request the item to be moved to “discussion” or “information” for further discussion at another meeting.

Additionally, Chair Downey proposed changing the order of agenda items to skip Items 5 and 7 until the end of the meeting to provide more time for Items 8 and 9.

ITEM #2: MEETING SUMMARY OF MAY 26, 2011

Susan Freedman, SANDAG, stated that Mike Evans had pointed out a name correction for Wayne Sakarian. Irene Stillings, California Center for Sustainable Energy (CCSE), motioned to approve the meeting summary from May 26, 2011, and Scott Anders, Energy Policy Initiatives, seconded the motion, and the motion carried without opposition.

ITEM #3: PUBLIC COMMENTS/MEMBER COMMENTS

No public comments.

ITEM #4: ASSEMBLY BILL 631 (MA) ELECTRIC VEHICLE CHARGING STATIONS

Chair Downey announced that the EWG’s position to recommend that the Regional Planning Committee (RPC) recommend to the Executive Committee to support AB 631 was drafted and submitted to the RPC. She added that these issues are important for the EWG to become involved in as they support the Regional Energy Strategy.
**ITEM #5: U.S. DEPARTMENT OF ENERGY PLUG-IN ELECTRIC VEHICLE PLANNING GRANT**

Ms. Freedman provided an update of the grant opportunities from the U.S. Department of Energy (DOE) and the California Energy Commission (CEC) to promote regional planning for plug-in electric vehicle (PEV) charging stations. CCSE submitted a proposal to the DOE as the lead entity.

**ITEM #6: PLUG-IN ELECTRIC VEHICLE RULEMAKING UPDATE**

Chair Downey commented that information on PEV rulemaking was provided in the agenda packet.

**ITEM #7: CALIFORNIA ENERGY COMMISSION REGIONAL PLANS TO SUPPORT PLUG-IN ELECTRIC VEHICLE READINESS**

Ms. Freedman provided an overview of the CEC grant for “Regional Plans to Support Plug-In Electric Vehicle (EV) Readiness.”

Last month Ms. Freedman had provided information regarding the DOE grant. This CEC grant is open to public entities as the applicant, with up to $200,000 award and up to two years available in funding. SANDAG could take the position of lead entity, but would be required to provide 20 percent matching funds and include at least four other local governments or regional public agencies like the Airport Authority and Port of San Diego.

Ms. Freedman stated the goals of the CEC grant include:

1) EV readiness committee formed in regions across the state. ECOtality already created a group and that process can be used.

2) Regional plan specifically for EV plug-in readiness addressing infrastructure needs such as, home/public chargers, right-of-way as well as marketing, education to dealerships, and anything to help accelerate roll out of EVs in the region.

Chair Downey asked what is needed from the EWG. Ms. Freedman responded that she will be attending a CEC pre-proposal workshop next week to learn more details of what CEC will be looking for in applications.

Chair Downey asked if it would be possible to have more than four organizations participate as this would make it easier to collect in-kind matching funds. Ms. Freedman stated that she believes more than four entities would be allowable.

Ms. Stillings noted that CCSE is ready to leap into this process and will be installing three charging stations in their parking lot at their own cost. David Almeida, CCSE, added that CCSE is in the final stages of the contracts for installing their EV chargers.

Chair Downey stated that an issue that has been discussed at California Public Utilities Commission (PUC) meetings is how to motivate people to charge EVs at off-peak rates, and so the San Diego Regional EV plan should discuss both placement of EV chargers and incentivizing off-peak charging.
In response to Ms. Stillings, Ms. Freedman confirmed CEC grant applications are accepted July 2011 through July 2012. Ms. Freedman requested that EWG members begin considering which tasks could or should be completed under this grant.

ITEM #8: NAVY REGION SOUTHWEST RENEWABLE ENERGY PROGRAM

Nathan Butler, team leader of the Naval Facilities Engineering Command (NAVFAC) Southwest Renewable Program Office, provided an overview of the Navy Region Southwest renewable energy program and energy reduction goals. The Navy Region Southwest comprises of ten bases, nine of which are in California and one in Nevada.

The Navy is under federal mandates for energy reduction. Moreover, their goal is for energy intensity reduction, which is based on energy consumed per square feet of buildings on properties. Therefore, although the operational tempo has been high due to war time and construction boom at Camp Pendleton, there has still been a reduction in energy use from Fiscal Years 2003 to 2010. From Baseline Fiscal Year 2003, the Reduction Goal is to reach 30 percent reduction by Fiscal Year 2015. The overall energy reduction progress of the Navy Region Southwest is on target at 21 percent reduction to date. Mr. Butler added that after the goal is met, he believes that moving forward beyond 2015 reductions will continue.

Chair Downey asked if the Navy is included in regional numbers for the state’s numbers for AB 32 and Mr. Butler responded he will check on this information.

Additionally, the Navy’s renewable energy goal is to produce at least half of their shore-based energy requirements on installations from alternative sources by 2020 for facilities and bases as well as operating forces. The Department of Defense (DOD) is the single largest consumer of oil in the world, while the Navy comprises two percent of DOD consumption. Thus, a 50 percent reduction is an ambitious goal to meet.

The renewable energy opportunities that the Navy is exploring are solar, wind, geothermal, biomass, conversion technology, and alternative fuel sources. The Navy recently completed renewable energy projects including 7.2 MW of solar with 20 MW more in development; wind turbines in San Clemente, San Nicholas Islands, and Barstow; and 272 MW partnership at Naval Air Weapons Station, China Lake of geothermal.

However, wind has been challenging as studies have found that wind turbines can disturb radars on bases and research facilities. The Navy has been involved in regional working groups on wind. There are currently no biomass projects, but preliminary research of municipal solid waste is being conducted abroad. The Navy has been aggressively testing biofuel replacement potential where 50-50 blends of biofuel and jet fuel were placed in jets and ships. Alternative fuel sources that are most appealing are ones that would act as replacement fuels and would not require any replacement of engines.

Various funding tools are being examined to meet the Navy’s energy reduction and renewable energy goals. While direct funding through the American Recovery and Reinvestment Act (ARRA) is available through acquisitions and development, current economic circumstances preclude ARRA funding from being a lasting source. Instead, the Navy prefers the advantages of privately financed projects for renewable energy development. Power Purchase Agreements (PPA) such as the Solar
Multiple Award Contract (Solar MAC) PPA would require a third-party to build the solar system on Navy property and energy would be purchased from the third-party by the Navy. Energy Joint ventures would have the third-party build on Navy property, energy would be sold to the utilities and profits would be shared by both the Navy and third-party. Pursuing PPAs or energy joint ventures will depend on locations of Navy properties and whether or not they can use all the energy generated or not.

Challenges to large-scale renewable energy development that the Navy has faced include insufficient regulations and incentives for mid-sized projects of 5-20 MW; 1 MW thresholds through California Solar Initiative (CSI); net electric metering; Rule 21 requirements; existing tariffs on departing load; standby charges and transmission constraints. The Navy is trying to work on solutions to these issues with state government officials and staff through participation in working groups.

A member of the public asked if the Navy has explored biodiesel. Mr. Butler stated that they have not explored biodiesel extensively. Other comments, questions, and discussion were as follows:

- In response to a member of the public’s request, Mr. Butler explained standby charges and departing load. Departing load charges the state and utilities spent significant funds to build lock in generation contracts, this debt is being repaid through tariffs on customers’ bills. However, if a customer’s load is removed from the system, they are paying a smaller portion of the tariff which is then transferred and distributed amongst other customers. Departing load charges ensures that customers that install a lot of generation are still paying their fair share.

- Peter Livingston, County of San Diego, asked what software is used by the Navy to make sure systems are performing at the highest level. Mr. Butler stated that because operation and maintenance budgets are easy to cut, the Navy has not been able to fund and maintain their systems as well as they should. There is online tracking software that is used to see when systems go offline. Mr. Butler added that this would be another benefit to PPAs, as third-party entities would conduct operations and maintenance of systems.

- Dave Weil, UCSD, asked if PPAs would pencil out without solar incentives. Mr. Butler responded that the Navy experience has been that PPAs will still pencil out without CSI. Additionally, the steep decline in cost of solar panels has helped significantly. Mr. Weil added that campuses have been working with the Navy about 1 MW cap under CSI as well as other issues.

- A member of the public asked if the Navy has been working to get carbon credits and if the Navy is pursuing 20-year contracts for PPAs. Mr. Butler stated that the Navy is under an Executive Order for carbon limits, but they are not specifically required to get carbon credits. The Navy currently allows developers to keep renewable energy certificates (RECs), sell them, and subsidize the Navy’s cost for electricity. Mr. Butler confirmed that the Navy is targeting 20 years for PPA contracts as warranties on systems and life for solar panels are usually 25 years.

- Nicole Capretz, Environmental Health Coalition, asked if there was a difference to raising the 1 MW cap of systems versus raising feed-in tariffs. Mr. Butler stated that both would be beneficial. Net metering returns pure credit without consideration of the cost of power upon generation or use, while feed-in tariffs have the ability to compensate based on when the power is generated. Ideally, the Navy would like a feed-in tariff where it would use most of the energy and then sell the excess during off-peak hours.
Additional discussion followed including universities facing similar feed-in tariff issues, having existing facilities credited, and considerations for registering under the Renewables Portfolio Standard.

Chair Downey requested that Mr. Butler inquire about having the Navy participate in the EWG as a member or if staff would be available to attend meetings to share experiences.

Mr. Butler’s contact information also was provided: Nathan Butler, PE, NAVFAC Southwest, Renewable Program Office, (619) 532-1699, nathan.butler@navy.mil.

ITEM #9: INTO THE GREAT UNKNOWN: CLIMATE ADAPTATION PLANNING AT THE LOCAL GOVERNMENT LEVEL

The presentation addressed the City of Chula Vista’s climate planning. Brendan Reed, Environmental Resource Manager, City of Chula Vista, highlighted his city’s efforts to develop one of the first climate adaptation plans in Southern California. Special emphasis was given to describing how the City approached adaptation planning in the face of scientific uncertainty and used community stakeholders to develop action strategies.

Mr. Reed started by recognizing Pamela Bensoussan’s participation in an international conference on climate adaptation which led the City of Chula Vista down this road. Early climate work that the city participated in included joining Local Governments for Sustainability (ICLEI) as a charter member, developing a CO2 Reduction Plan in 1996 and developing mitigation actions such as alternative transportation, energy efficiency, solar retrofits, green buildings, and smart growth.

Initially, city staff worked to create a Planning Roadmap for climate adaptation planning which defined goals, timeline for effort, and guiding principles. This roadmap was approved by the City Council and focused on seven interconnected areas: Energy Management, Public Health, Business and Economy, Water Management, Wildfires, Ecosystems and Biodiversity, and Infrastructures and Resources.

The City leveraged a Climate Change Working Group to guide this process. The working group met 13 times over a 12-month period with 16 local stakeholder representatives. Moreover, representatives from every department in the City were involved in this process to answer any questions regarding operations. Additionally, the San Diego Foundation and ICLEI provided in-kind planning and technical support throughout the planning process. There were three phases during this process:

- Phase 1: Information gathering: All the working group meetings were open to the public and for the initial meetings there were guest speakers to provide the best available data to get everyone on the same page.
- Phase 2: Risk Analysis and Measures Evaluation: Climate adaptation planning matrices were used where all potential impacts, how affects the City and how to respond to impacts.
- Phase 3: Strategies Selection: From these matrices, there were 181 strategies which were narrowed down throughout the process and EWG to 106, 40, and finally to 11.
After making recommendations to the City Council in October 2010 of the final 11 strategies, the Council then directed staff to develop more specific implementation components for the recommendations. In April 2011, the Council unanimously approved the City staff’s detailed implementation plan.

Ms. Capretz asked if the City is the only jurisdiction that is doing this update to California Environmental Quality Act (CEQA) standards. Chair Downey commented that the entire region will be subject to CEQA updates to address sea level rise issues. Don Mosier, City of Del Mar added that Del Mar had to revise its CEQA for the new Safety facility and this revision was due mostly to sea level rise.

New tools that are available to other jurisdictions include the launching of the State’s CAL-ADAPT tool at: cal-adapt.org where local temperature and climate information can be downloaded.

Other comments, questions, and discussion were as follows:

- Ms. Bensoussan commended Mr. Reed for his work throughout the Climate Adaptation planning process. Additionally she noted that this planning effort has been a bottom up process and has facilitated the City being there to support a true ground up process, while still going to the Council and getting constant buy-in and support. These were innovative techniques and the key to success has been this type of process.

- Mr. Anders commented that Mr. Reed downplayed what the City staff accomplished for the implementation plan for the City’s mitigation and adaptation plans. However, this detailed planning is important to address what specific regulations and ordinances have to be changed.

- Mr. Reed noted that the City holds multi-department meetings on climate every other month and that staff reports progress to the Council every six months.

- Ms. Bensoussan commented that each report by staff to the Council includes information about cost benefit and savings such as the energy efficiency rebate program where $100,000 of subsidies for appliances generated one and a half million dollars in sales and revenue within the City. She added that making this link of bottom line numbers has been crucial in gaining buy-in from Council members. Moreover, coordination across City departments has helped in getting all staff on the same page.

ITEM #10: STATE LEGISLATIVE STATUS REPORT

Ms. Freedman stated that the Agenda packet held updated summaries on pending legislation.
ITEM #11: ADJOURNMENT AND SCHEDULING AGENDA ITEMS FOR FUTURE MEETINGS

Ms. Capretz suggested discussion of the 1 MW cap and feed-in tariff issues as a future agenda item. Chair Downey added that a better understanding of these issues is needed and if there are better ways to address them without increasing cost for customers. Mr. Weil suggested that CCSE should take the lead on this as they may have the necessary data. Chair Downey requested SANDAG staff to place these issues as future agenda items.

The meeting was adjourned at 12:58 p.m.
# ENERGY WORKING GROUP MEETING ATTENDANCE  
*June 23, 2011*

<table>
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<tr>
<th>REPRESENTATION</th>
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<td>City of Coronado</td>
<td>Hon. Carrie Downey, Chair</td>
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<td>Michelle White</td>
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<td>Matt Burkhart</td>
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<td>Andrew McAllister</td>
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<td>Scott Anders, Vice Chair</td>
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<td>Mike Evans</td>
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<td>Economic Development</td>
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<td>David Lloyd</td>
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<td>Pamela Bensoussan</td>
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OTHER ATTENDEES:
David Almeida, CCSE
Rob Colosimo, Primera
Michael Gervais
Dean Kinports, SDG&E
Mo Lahsaie, City of Oceanside
Heather Shepard, CCSE
Marty Turock, CleanTECH San Diego
Nathan Butler, NAVFAC
Brendan Reed, City of Chula Vista
Susan Freedman, SANDAG
Katie Levy, SANDAG
Rob Rundle, SANDAG
U.S. DEPARTMENT OF ENERGY PLUG-IN ELECTRIC VEHICLE PLANNING GRANT  File Number 3200300

Introduction

The statewide Plug-In Electric Vehicle Collaborative submitted a grant proposal on behalf of several regions in California to the U.S. Department of Energy (DOE) on June 13, 2011. The submittal was in response to a regionally-based planning grant entitled, Clean Cities Community Readiness and Planning for Plug-in Electric Vehicles and Charging Infrastructure. The DOE announced awards in September 2011 and plans to begin one-year projects in January 2012. The California Center for Sustainable Energy (CCSE) submitted the San Diego region’s proposal to address streamlining of local permit and inspection processes. The Regional Energy Strategy (2009) recommended standardized permit and inspection processes across jurisdictions.

Discussion

As proposed, CCSE should receive $100,000 to perform a permit and inspection streamlining effort. San Diego Gas & Electric (SDG&E), the City of San Diego, and San Diego Association of Governments (SANDAG) would provide in-kind staff support to the project. SANDAG would be seeking input from, and disseminating results to, the local jurisdictions. To reduce a potential policy barrier to the acceptance of Plug-In Electric Vehicles (PEVs) in the region, CCSE would:

- Develop a PEV charger deployment best practices assessment based on our region’s permit and inspection experiences with installations of single family home charging equipment.
- Create and implement an education and outreach program communicating the electric vehicle supply equipment (EVSE) installation process to potential EV consumers and conduct broader stakeholder engagement with municipalities, EVSE installers, and SDG&E.
- Provide this information on the San Diego Regional Clean Fuels Coalition Web site that can be resourced by stakeholders within San Diego County, the state, and nationwide.

Key Staff Contact: Susan Freedman, (619) 699-7387, sfr@sandag.org
The last day for any bill to be passed by the California State Legislature was on Friday, September 9, 2011. The Governor has until Sunday, October 9, 2011, to sign or veto bills. The following have been identified as bills of interest for the Energy Working Group. A short description as well as the status of each bill is included. Bills listed as “pending” will be addressed in the next legislative session. The two bills sent to the Governor (Assembly Bill 631 [Ma] [AB 631] and Senate Bill 535 [Kehoe] [SB 535]) are highlighted in boxes.

**PUBLIC GOODS CHARGE**

**AB 723 (Bradford) Energy: Public Goods Charge**
AB 723 amends the Public Utilities Act that requires an electrical corporation to identify a separate electrical rate component, commonly referred to as the public goods charge to fund energy efficiency, renewable energy, research, development, and demonstration programs that enhance system reliability and provide in-state benefits. Additionally, this bill makes technical and conforming changes, and requires the Public Utilities Commission (PUC) to implement various elements relating to energy efficiency.
Pending; Senate Energy, Utilities and Communications Committee

**AB 1303 (Williams) Renewable Energy Resources Program**
AB 1303 increases the amount to be collected by the largest electrical corporations for renewable energy, research, development, and demonstration programs. AB 1303 extends the authorization to expend moneys in the Renewable Trust Fund for the implementation of renewable resources programs. Further, this bill revises and recasts the Public Interest Research, Development, and Demonstration Program that develops and helps bring to market energy technologies that provide increased environmental benefits, system reliability, and lower costs.
Pending; Senate Energy, Utilities and Communications Committee

**SB 35 (Padilla) Public Interest Energy Research and Development Program**
SB 35 enacts the Energy Research and Technology Program Act of 2011. This bill requires the State Energy Resources Conservation and Development Commission to establish and administer the California Energy Research and Technology Program (CERT) to fund research, development, and demonstration projects to lead to advancement and breakthroughs to overcome barriers to the achievement of statutory energy goals. Additionally, the bill requires regulation adoption, requires the CERT council to track project progress, and requires a program review contract.
Pending; Assembly Natural Resources Committee
**SB 410 (Wright) Public Interest Research, Development, and Demonstration**
This bill requires the Energy Commission to follow prescribed procedures in adopting regulations to implement the Public Interest Research, Development, and Demonstration Program until a specified date. SB 410 extends the use of moneys collected from electrical corporations for purposes of the program until a specified date.

Pending; Senate Appropriations Committee

**ALTERNATIVE FUEL VEHICLES/TRANSPORTATION**

**AB 631 (Ma) Electric Vehicle Charging Stations**
AB 631 provides that a facility that supplies electricity to charge electric vehicles (EVs) is not a public entity regulated by the PUC. Since 2009, SANDAG has been partnering with ECOtality on the EV Project, which seeks to install about 2,500 plug-in electric vehicle (PEV) charging units in the San Diego region by December 2012. The SANDAG Regional Energy Strategy identifies support for EV charging infrastructure planning as a priority.

AB 631 will help remove barriers to the widespread deployment and use of EVs throughout the state as well as provide market certainty that will ensure consumer and fleet adoption in California and in the San Diego region.

To Governor

**SB 730 (Kehoe) Building Permits: Electric Vehicle Charging**
SB 730 establishes the Plug-In Electric Vehicle Readiness Pilot Program. SB 730 requires that the program include, but not be limited to, strategies that address several objectives relating to the permitting and planning of PEV residential charging. Additionally, this bill requires the commission to solicit statewide the involvement of cities and counties for participation in the program.

Pending; Senate Appropriations Committee

**ENERGY EFFICIENCY**

**AB 904 (Skinner) Energy Efficiency**
AB 904 requires the PUC to ensure that energy efficiency programs result in real, absolute reductions in energy consumption, examine alternatives to traditional administration, delivery, and evaluation mechanism for such services, evaluate all reasonable alternatives for financing residential energy efficiency retrofits, including efficiency improvement of heating, ventilation, and air-conditioning. This bill requires the commission to consult and coordinate with the Energy Commission.

Pending; Assembly Appropriations Committee
RENEWABLE ENERGY

AB 512 (Gordon) Local Government Renewable Energy Self-Generation
This bill expands the definition of an eligible renewable generating facility to include a facility with a specified generation capacity. AB 512 prohibits an electrical corporation from being required to compensate a local government for electricity generated from a facility in excess of the bill credits applied to the benefiting account and prohibits a local government facility from being eligible for any other tariff or program that requires such corporation to purchase generation from that facility while in the program.
Pending; Assembly Appropriations Committee

AB 915 (Fletcher) California Solar Initiative
AB 915 declares the intent of the Legislature to modify the California Solar Initiative. Under existing law, the PUC has regulatory authority over public utilities, including electrical corporations. Decisions of the PUC adopted the California Solar Initiative.
Pending; Assembly

SB 118 (Yee) Public Contracts: Energy Service Contracts: Bidding
SB 118 amends existing law that authorizes a public agency, prior to awarding or entering into an energy service contract, agreement, or lease, to request proposals from qualified persons. This bill requires a public agency to publish a request for information, qualification, or proposal pursuant to a public process determined by the public agency. Additionally, this bill provides that the contract be awarded on best value.
Pending; Senate Appropriations Committee

SB 372 (Blakeslee) Distributed Generation
SB 372 requires each large electrical corporation and large local publicly owned electric utility to identify and designate zones within their service territory that are optimal for deployment of distributed generation. This bill requires the Energy Commission to review each electrical utility's designation of zones that are optimal for deployment of distributed generation and approve or disapprove the designation of zones.
Pending; Senate Energy, Utilities and Communications Committee

This bill amends existing law that requires the PUC, under the State Solar Initiative, to ensure the cost over the duration of the program does not exceed a specified sum, and imposes monetary limits on programs funded by charges collected from customers of certain electrical corporations. SB 585 requires, prior to collecting additional ratepayer funds, funding program shortfalls by allocating interest accumulated from customer collections and increasing collections. Additionally, this bill sets the rate for interest.
To Governor
SMART GRID

AB 37 (Huffman) Smart Grid Deployment
AB 37 requires the PUC to identify alternative options for customers of electrical corporations that decline the installation of wireless advance metering infrastructure devices or smart meters as part of an approved smart grid deployment plan. Requires the PUC, when it has identified those alternative options, to require each electrical corporation to permit a customer to decline the installation of an advanced metering infrastructure device and make the alternative options available.
Pending; Assembly Utilities and Commerce Committee

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ENERGÍA SIERRA JUAREZ 1

Sempra Generation’s Energía Sierra Juarez taps into one of the strongest wind resources on the west coast to generate a new supply of clean energy for San Diego. Construction on the wind power installation is expected to begin in 2012. When completed in 2013, Energía Sierra Juarez 1 will generate up to 156 MW or enough power for approximately 64,000 average homes. The renewable power generated by the project’s 52 wind turbines will be sold to San Diego Gas & Electric (SDG&E) under a 20-year contract pending approval from the California Public Utilities Commission and Federal Energy Regulatory Commission.

Located about 70 miles east of San Diego and just south of the U.S.-Mexico border, the wind power project will connect to the existing Southwest Powerlink at SDG&E’s proposed ECO Substation in eastern San Diego County via a new cross-border transmission line.

CLEAN ENERGY AND ENVIRONMENTAL BENEFITS

- Project delivers locally produced renewable power directly to San Diego homes and businesses
- Diversifies the region’s energy resource mix and moves state closer to reaching its clean energy goals
- Produces no harmful air emissions and requires no water to generate electricity
- Cross-border power line will be dedicated to renewable power—fossil-fueled energy cannot be imported on this line
- Sempra Generation worked with the San Diego Zoo and Insituto de Ecología in Mexico to assess the migratory patterns of birds and bats in the area, including the Golden Eagle and California Condor

LOCATION
La Rumorosa, Baja California, Mexico

CAPACITY
156 MW

HOMES POWERED
About 64,000

WIND TURBINES
52 turbines

CUSTOMER
SDG&E

COMMERCIAL OPERATION
2013

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Sempra Generation is not the same company as the utility, San Diego Gas & Electric (SDG&E) or Southern California Gas Company (SoCalGas), and Sempra Generation is not regulated by the California Public Utilities Commission.

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