MEETING NOTICE
AND AGENDA

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

Thursday, April 25, 2013
11:30 a.m. to 1 p.m.

SANDAG 7th Floor Conference Room
401 B Street, 7th Floor
San Diego, CA 92101-4231

Staff Contact: Allison King
(619) 699-1973
allison.king@sandag.org

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN: UPCOMING PUBLIC WORKSHOPS
• REGIONAL ENERGY MAPPING PROJECT INFORMATION
• UPDATE ON 2013 ENERGY LEGISLATION

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REGIONAL ENERGY WORKING GROUP
Thursday, April 25, 2013

ITEM # | RECOMMENDATION
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1. | WELCOME AND INTRODUCTIONS
2. | APPROVAL OF MEETING SUMMARY
   APPOVE
The Regional Energy Working Group (EWG) is asked to approve the March 28, 2013, 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. Public speakers are limited to three minutes or less per person. EWG members also may provide information and announcements under this agenda item.

CHAIR’S REPORT

4. | REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG REGIONAL ENERGY WORKING GROUP
Regional Energy Working Group (EWG) members appointed to represent the EWG outside of SANDAG will provide brief reports orally or in writing on external meetings and events attended on behalf of the working group since the last EWG meeting.

REPORTS

5. | MONTHLY STATUS REPORT ON REGIONAL ENERGY STRATEGY
TECHNICAL UPDATE
Going forward, staff will prepare a monthly progress report on the technical update to the Regional Energy Strategy (RES). A table of RES goals and activities is attached.

6. | SAN DIEGO FORWARD: THE REGIONAL PLAN: UPCOMING PUBLIC WORKSHOPS
A series of workshops on the various proposed topic areas of the regional plan will be held in May, June, and July. The schedule and content of the upcoming series of workshops is provided. The Community-Based Outreach Network is assisting with the workshops. EWG members are encouraged to attend and invite others that might be interested.
7. REGIONAL ENERGY MAPPING PROJECT INFORMATION

The Regional Energy Mapping Project (REMP) was developed by the California Center for Sustainable Energy (CCSE) with funding through the San Diego Gas & Electric (SDG&E) Local Government Partnerships (LGPs). The Regional Energy Mapping Project tool has two components, a Geographic Information Systems based model of residential energy efficiency potential and an interactive tool for local governments to explore regional trends in residential building stock, demographics and energy use. In 2013-14, the SDG&E LGPs are providing additional funding for CCSE to perform targeted EUC outreach based on the retrofit potential modeling. Tim Treadwell, CCSE, will present on the process used to develop the tool as well as its functionality.

8. UPDATE ON 2013 ENERGY LEGISLATION

A summary of relevant energy legislation is included. Staff will provide an overview of the bills. The EWG is asked to comment on the legislation and suggest other bills that may help implement the Regional Energy Strategy.

9. UPCOMING MEETINGS

The next meeting of the EWG is scheduled from 11:30 a.m. to 1 p.m. on Thursday, May 23, 2013.

+ next to an agenda item indicates an attachment
MARCH 28, 2013 MEETING SUMMARY

ITEM #1: WELCOME AND INTRODUCTIONS

Deputy Mayor Pamela Bensoussan, City of Chula Vista and South County Economic Development Counsel, called the meeting to order at 11:35 a.m. Energy Working Group (EWG) Chair Carrie Downey appointed Deputy Mayor Bensoussan as Chair for the meeting because both Chair Downey and the EWG Vice Chair were unavailable.

ITEM #2: FEBRUARY 28, 2013 MEETING SUMMARY

Kayla Race, Environmental Health Coalition (EHC), submitted a few revisions for the February 28, 2013, EWG meeting minutes. Dave Weil, University of California San Diego, motioned to approve the meeting summary from February 28, 2013, with Ms. Race’s edits, and Ms. Race seconded the motion. Michelle White, San Diego Unified Port District, abstained from approving the minutes due to her absence from the February EWG meeting. The motion carried without opposition. The meeting summary revisions were made and the updated EWG agenda was uploaded to the SANDAG website.

ITEM #3: PUBLIC COMMENTS/MEMBER COMMENTS

John Wotzka, member of the public, discussed energy-related news and provided written comments that are summarized here: San Onofre Nuclear Generating Station design problems were known as far back as 2005 and the design team went to great lengths to correct them; in Japan power shifted to the National Conservative Party that wants to build new and better nuclear power plants rather than shutting them down; the International Energy Agency forecasts that coal will become the world’s dominant fuel in the next 4 years; Sempra energy wants to sell their shares of its Mexico unit; Zea Chem’s bio-refining plant is manufacturing ethanol using hybrid poplar trees; state excise tax for gasoline is going up 3.05 cents/gallon on July 1, 2013; United States average temperatures have risen from 50.5°F in 1895 to 55.34°F in 2012; warmer arctic temperatures put more stress on ice sheets and sea ice; British Petroleum could face more civil damage fines under the Clean Water Act; President Obama is dedicating $2 billion to alternative fuels.

ITEM #4: REPORTS ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG REGIONAL ENERGY WORKING GROUP

Susan Freedman, SANDAG, explained that a webinar was scheduled for March 29, 2013, from 9 a.m. to 12 noon to discuss the San Diego Solar Cost of Service Study. More information on the Study can
be found on the University of San Diego’s Energy Policy Initiatives Center’s website: http://www.sandiego.edu/epic/projects/?year=2012.

ITEM #5: REGIONAL ENERGY EFFICIENCY GOAL AND ENERGY UPGRADE CALIFORNIA

Ms. Freedman introduced the item and described the Regional Energy Strategy (RES) goal for energy efficiency: to reduce per capita electricity consumption in the commercial and residential sector by 20 percent by 2030, in order to keep total electricity consumption flat between now and then. The RES identified measures above and beyond business as usual that would help the region achieve this goal. Energy efficiency retrofits in the commercial and residential sectors were identified as critical to achieve the efficiency goal. With regard to the technical update, Ms. Freedman explained that an analysis of specific programs addressing deep energy efficiency retrofits would be included, such as Energy Upgrade California (EUC).

Next, Lindsey Taggart, California Center for Sustainable Energy (CCSE), presented an overview of EUC; a residential whole house energy upgrade program funded by the Public Utilities Commission, California Energy Commission, utilities, and local governments. The local EUC program launched in December 2010, and over the last two years 308 Advanced Path projects were completed. Ms. Taggart explained that Advanced Path projects are very comprehensive in scope and include many energy efficiency measures and energy modeling. The savings seen from these projects are approximately 450,000 kilowatt-hours and 40,000 therms of natural gas. Other projects follow the Basic Path, with prescriptive upgrades. Savings are estimated at 10 percent per home for Basic Path projects, of which there have been 87 projects. Ms. Taggart also explained that the EUC brand will change in the next year or two to encompass all state-funded energy efficiency programs and efforts. The brand will apply to plug loads, appliances, and occupant behavior.

Ms. Taggart next described the City of San Diego’s Home Energy Upgrade Program, a direct installation program for low to moderate income homeowners. It leveraged San Diego Gas & Electric’s (SDG&E) existing programs for low to moderate consumers, including Energy Saving Assistance Program and Middle Income Direct Install Program. 683 projects were completed through this program with an average 11 percent savings per home.

Ms. Taggart went on to describe the San Diego Regional Energy Partnership (SDREP), a project of the San Diego Regional Climate Collaborative. She explained that SDREP is a $1.6 million contract funded by SDG&E’s local government partnerships and SDG&E. SDREP is a two year program with a comprehensive approach designed around success stories to support EUC. Program goals are to increase uptake of home retrofits, reduce greenhouse gas (GHG) emissions from the residential sector, increase awareness and engagement from stakeholders, increase Title 24 compliance, increase availability of energy financing programs, increase availability of workforce training, and inform future policy and regulations under California Assembly Bill 758 (Skinner, 2009). Ms. Taggart described the nine tasks for SDREP and encouraged EWG members to get involved with SDREP activities through the Retrofit Advisory Council (RAC). These tasks include:

1) RAC
2) Regional Energy Map and targeted outreach
3) Energy Upgrade California Permit Streamlining.
4) Home Energy Rating Rebates
5) Workforce Development
6) Zero Net Energy Codes
Ms. Taggart opened it up to questions from the working group:

- Mike Grim, City of Carlsbad, asked if the latest court ruling surrounding residential Property Assessed Clean Energy (PACE) financing and the Federal Housing Financing Agency has impacted any of these efforts. Ms. Taggart responded that EUC would defer to the PACE providers to answer that for the most part. She declared that residential PACE did not look too promising, and that commercial PACE was still active.

- Mo Lahsaie, City of Oceanside, asked how students can learn more about the programs available. Ms. Taggart replied that local community colleges in the region and career networks, including CCSE’s green career network, are engaging in students in this area.

- Ms. Race asked if the EUC numbers for the last few years covered all of SDG&E territory. She expressed her concern that less than 11 percent of SDG&E’s goal for retrofits was met, and that the goal for the next program cycle is even higher. Ms. Taggart responded that the numbers presented do represent all of SDG&E territory.

- Mike Evans, San Diego Regional Chamber of Commerce, asked where funding for the program comes from. Mr. Evans also asked if the goals that Ms. Freedman laid out for the reduction in per capita energy consumption take into account plug-in electric vehicle (PEV) consumption from commercial and residential per capita calculations. Ms. Taggart responded that SDREP is funded by local government partnership programs through SDG&E, which is funded by ratepayers through the public purpose programs fee. She explained that the City of Chula Vista, City of San Diego, County of San Diego, SANDAG, and the Port of San Diego have individual partnerships with SDG&E and also work collaboratively on SDREP. Ms. Freedman added that SDG&E is studying localized and region-wide impacts of PEVs on the grid, and that SANDAG could recognize PEV consumption within the data for the energy efficiency goal. She also explained that some regional PACE programs in the state include PEV chargers as a clean energy measure that can be financed in an energy retrofit project. A PEV combined with solar power can allow houses to get closer to a zero net energy home rating.

- Dustin Reilich, HERO Financing, offered to help anyone answer questions about residential PACE. He commented that the HERO program is approving about $20 million monthly in funding for residential retrofit projects.

- Deputy Mayor Bensoussan asked if EUC is looking at multi-family homes. Ms. Taggart replied that a EUC multi-family program is underway, and began as an American Recovery and Reinvestment Act funded project through the County of San Diego and SDG&E provided rebates. SDG&E has continued the multi-family EUC program through 2014, and offers rebates.

ITEM #6: UPDATE ON THE SAN DIEGO REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE WORKING GROUP

Ms. Freedman gave a quarterly update on the San Diego Regional Electric Vehicle Infrastructure Working Group (REVI) which meets monthly at the SDG&E Energy Innovations Center. The REVI
focuses on barriers to PEV charger installations that can be addressed by local governments and public agencies such as permit streamlining, inspection processes, and guidelines for getting electric vehicle (EV) chargers sited in the public right of way. A flow chart was included in the agenda packet showing the prioritization of different barriers.

Ms. Freedman described regional planning for publicly accessible PEV chargers through the EV Project. The effort was led by Ecotality and received input and direction from many local governments, universities, SDG&E, CCSE, and Nissan during the first year of the EV Project. The stakeholders described the parameters that should be used when siting a level 2 charger or fast charger. Ms. Freedman commented that SANDAG will prepare a fact sheet for the REVI that briefly describes the process.

Ms. Freedman shared that the EV project was wrapping up installations. Figures at present include almost 900 residential PEV chargers installed, over 400 level 2 commercial blink chargers installed, and 4 DC fast chargers installed. Blink is the EV project or Ecotality brand charger. The state is working on the interoperability of chargers so that users can easily use any charger.

EWG members provided the following questions and comments:

- Mr. Weil shared that he recently saw an agreement between Chargepoint and Blink (Ecotality) that allows members of one to use the other. They are trying to develop a standard along the same lines.

- Mr. Evans asked if SDG&E subtracts electric vehicle charger consumption when calculating demand costs or when commercial properties have electric vehicle charging stations.

- Thomas Brill, SDG&E, replied that SDG&E has a demand charge structure. Whether there are locations where charging can be added and create system benefits that would create an opportunity for reduction are currently being evaluated.

- Ms. Freedman stated that SDG&E could present on the utility issues related to PEVs at a future EWG meeting including some initial results that they are seeing from different time of use rates for residential and commercial charging.

- Mr. Evans, added that it may be beneficial to the REVI that the California International Organization for Standardization is currently conducting studies that will show a substantial amount of electricity during peak periods which is causing significant concern on how resources are balanced on the grid. This explores the idea of electric vehicles sensing real-time energy supply to help meet grid reliability needs.

- Mr. Brill added that there are tremendous opportunities to come. Electric vehicle batteries can provide services to the grid capacity and locations which create an opportunity for a win-win. It saves money for the utility and creates an opportunity for the owner of that battery to reduce their costs or create revenue. There may be opportunities to locate charging facilities in areas where chargers can ramp down to slower charging to provide additional capacity to the utility. SDG&E is investigating this to identify ways PEVs can be part of the overall energy system.
Ms. Freedman presented information on the NRG Energy, Inc.’s eVgo program. Through a California Public Utilities Commission settlement, eVgo is to install 80 DC fast chargers across California and at least 20 in the San Diego region. If local governments or commercial business are interested, more information can be found at: www.EVgonetwork.com. Ms. Freedman also stated that eVgo was to pre-wire multi-unit dwellings and other sites to become EV ready.

- Len Hering, CCSE, asked how the region can take advantage of the eVgo project to meet larger scale PEV planning goals. He was concerned about lost opportunities to site chargers in the most optimal locations for the region.

- Ms. Freedman asked Randy Schimka, SDG&E, to further elaborate on the eVgo project. Mr. Schimka explained that eVgo operates two separate programs. He stated that 200 DC fast chargers, branded as Freedom Stations, would be installed state-wide, and of those, San Diego is slated to get 20. Mr. Schimka elaborated that SDG&E has been working with eVgo on site selection related to electrical issues in the field. Ms. Freedman stated that SANDAG also shared its site selection data on optimal PEV charger sites based on local land uses and the transportation network.

- Mr. Schimka continued to state that Freedom Stations will generally be installed in large public places such as shopping centers, retail environments, and other high-visibility areas. He also explained that the Freedom Stations will be marketed with a gym-membership type payment model with a monthly flat-fee to charge at any site. A level 2 charger program would target multi-unit dwellings and other properties. The purpose for eVgo in this area is to pre-wire for spaces for 10,000 charging stations at 1,000 locations state-wide. After the pre-wiring, eVgo has an 18 month window of exclusivity for installing the charger, after which the property owner/operator can choose from any PEV charger provider. Mr. Schimka concluded by stating that even though the cost of the PEV charger equipment and installation are paid for by eVgo, it can be difficult to get property owners to sign-up. This is due to the impact to available parking spaces, which are a lot more valuable than people think. So much so that getting a host to agree to take free equipment and installation typically revolves around how many parking spaces they have to give up.

Ms. Freedman described a few additional PEV planning efforts in progress. Ecotality is studying charging behavior nationwide in 15 metropolitan areas, and evaluating whether the data matches up with the earlier planning efforts. CCSE introduced at the last REVI meeting a study based on interviews with EV drivers and data from the clean vehicle rebate program to assess the value proposition for hosting a level 2 charging site. Ms. Freedman also explained that SANDAG is coordinating with various groups, including Caltrans and SDG&E, on inter-regional charging. She added that SANDAG is also working to integrate chargers into transit station construction along transportation corridors. The REVI will work to address these barriers and produce a regional PEV readiness plan. The REVI also released a Request for Proposals template for use by public agencies and commercial developers.

Dr. Don Mosier, City of Del Mar, asked if the Public Works Program for the I-5 corridor has any charging stations in it. Ms. Freedman answered that it does not yet include charging stations but that design criteria for level 1, level 2, and DC fast chargers has been developed for inclusion in future capital projects.
ITEM #7: 2013 SANDAG LEGISLATIVE PRIORITIES WITH AN ENERGY NEXUS

Anna Lowe, SANDAG, presented an introduction to the SANDAG legislative priorities with an energy nexus. Ms. Lowe explained that the SANDAG Board of Directors (Board) adopts a legislative program every year, and described the goals specifically related to energy and climate change.

Ms. Lowe asked members to bring legislation of interest up for discussion:

- Mr. Evans asked if SANDAG would take a position on and write a letter of support for certain bills. He asked if the letters would be from the EWG or go to the SANDAG Board for approval. Ms. Freedman replied that any letters of support would need to go to the Board for approval. She added that bills would need to fit with the SANDAG legislative priorities to be addressed by the Board.

- Ms. Lowe commented that last month Brendan Reed, City of Chula Vista, commented that Chula Vista had developed a template support letter for California Assembly Bill 39 (Skinner) and implementation of Proposition 39.

- Deputy Mayor Bensoussan added that another purpose of the EWG was to serve as a forum to discuss and disseminate regionally important bills for stakeholders to bring back to their own organizations for possible action. Deputy Mayor Bensoussan then asked if the SANDAG Board would take a position on Proposition 39 implementation. Ms. Freedman responded that the Board would not likely take a position, but that this issue was a good example of how the EWG can be used to get information out to the local governments and organizations around the table so they could forward it to members of their organizations.

Ms. Lowe encouraged members to send any information or recommendations that they may have on bills of interest to her at anna.lowe@sandag.org.

ITEM #8: STATUS OF CAP-AND-TRADE INVESTMENT PLAN DEVELOPMENT

Ms. Freedman presented an overview of the cap-and-trade concept paper released by the California Air Resources Board (CARB) in February 2013, on how to allocate revenues from the cap-and-trade program. She explained that for the first three years, ARB planned to target cap-and-trade revenues on a short list of energy and transportation measures that would reduce GHG emissions and help the state meet the targets of California Assembly Bill 32 (AB 32) (Nunez, 2006) and Governor Schwarzenegger’s Executive Order S-3-05. In the AB 32 Scoping Plan, the cap-and-trade program accounts for the largest amount of GHG reductions by any measure.

Ms. Freedman explained that the current investment plan focuses on transportation-related programs including electric vehicle charging infrastructure and alternative fuels. The energy program focus areas were water-energy measures and finance mechanisms for building retrofits. She stated that CARB is expected to release its draft investment plan in April 2013, and that CARB plans to include in the budget for the next fiscal year, beginning in June 2013, a list of projects/program areas to receive investment plan funds.
EWG members provided the following comments:

- Mr. Evans expressed his concern surrounding the amount of money invested in high-speed rail and suggested that the money might be better deployed to other local efforts to reduce transportation emissions and improve local infrastructure. He wondered if SANDAG shared that opinion. Ms. Freedman responded that high-speed rail was one of many transportation issues. In the comments by SANDAG to CARB on the concept paper, the agency stated it wanted transit to be a priority as well as sustainable communities strategy planning. Ms. Freedman could not speak to the position of SANDAG on the high-speed rail but stated she would make Mr. Evans point known. Deputy Mayor Bensoussan agreed to pass the point along to her representative on the Board.

- Ms. Race expressed the EHC's dislike for the negative comments made by SANDAG about the California Environmental Health Screening Tool. She explained that the EHC has been supporting the development of the tool because many of the communities that they work with have been impacted by the pollution sources that are regulated under cap-and-trade. Ms. Freedman emphasized that the comments made by SANDAG were about the tool and the assumptions used in it and that SANDAG supported the cap-and-trade funds targeting disadvantaged communities.

- Cheryl Laskowski, AECOM, commented that SANDAG could offer another role in developing the guidance for distributing funds. She explained that CARB is currently forming an advisory committee and have asked certain regional agencies to participate on that board. She suggested that SANDAG participate on that board if possible since the board will influence how the funds will be distributed. She added that SANDAG and the San Diego Region have many Climate Action Plans in place, and funding could help complete plans and implement them. She offered that this is a great opportunity for SANDAG to have its voice heard and to promote the San Diego Region.

ITEM #9: UPCOMING MEETINGS

The next meeting of the EWG is scheduled from 11:30 a.m. to 1 p.m. on Thursday, April 25, 2013.

Deputy Mayor Bensoussan adjourned the meeting at 1:04 p.m.
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OTHER ATTENDEES:
Nancy Adacho, City of San Diego
Craig Arms
Gary Bousquet, San Diego County Water Authority
Gretchen Crowsen, City of Del Mar
Patrick DePriest, member of the public
Steve Ferguson, Honeywell
Mike Grim, Carlsbad
Rich Grousset, Student at University of Michigan
Tim Hayes, McKinstry
Mo Lahsae, City of Oceanside
Cheryl Laskowski, AECOM
Elizabeth McCollum, TRC
Richard O’Donnell, City of Escondido
Anita Pyle, City of San Diego
Dustin Reilich, HERO Financing
Randy Schimka, SDG&E
Lindsey Taggart, CCSE
John Wotzka, member of public
Susan Freedman, SANDAG
Anna Lowe, SANDAG
Sarah McCutcheon, SANDAG
Rob Rundle, SANDAG
### Monthly Status Report on the Regional Energy Strategy (RES) Technical Update

<table>
<thead>
<tr>
<th>RES Topic Area &amp; Goal</th>
<th>Highlights since 2009</th>
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| **Energy Efficiency and Conservation** | Reduce per capita electricity consumption in the residential and commercial sectors 20 percent by 2030 to maintain flat total electricity consumption between now and 2030. | **Regional Energy mapping presentation at 4/2013 mtg.**  
**EUC/SDREP presentation from CCSE at 3/2013 mtg.**  
**SDREP, regional collaborative projects, climate activities presented by staff at 11/2012 and 1/2013 mtgs.**  
**Identify GWh savings from EE now, forecast EUC impacts and where region is compared to RES goal trajectory.**  
**Track policy support for goal via CAPs, General Plans, regional plans, etc. since 2009.**  
**EWG to recommend any course corrections/actions based on progress to date.** |
| **Renewable Energy** | Support the development of renewable energy resources to meet or exceed a 33% renewable portfolio standard (RPS) by 2020 and a 45% RPS by 2030. | **SDG&E RPS reached 20% in 2011**  
**Federal/state renewable transmission corridor actions**  
**County supported large scale wind development**  
**Document current RPS figures and forecast to 2050**  
**To be addressed at future EWG mtg.**  
**EWG to recommend any course corrections/actions based on progress to date.** |
| **Distributed Generation (DG)** | Increase the total amount of clean distributed generation (renewable and non-renewable) to reduce peak demand and diversify electricity resources in the San Diego region. | **Goal’s focus is on customer size DG including solar, combined heat and power (CHP), fuel cells, energy storage advancements**  
**Project finance – SGIP, CSI, PACE, CEC loans**  
**Necessary component for net zero buildings**  
**Net energy metering and feed-in tariff measures in discussion (legislation/CPUIC proceedings)**  
**Solar for existing/new buildings, multifamily homes, affordable housing**  
**Update installation and capacity figures for each DG technology.**  
**DG financing changes since 2009**  
**Policy changes that impact targets within goal**  
**To be addressed at future EWG mtg.**  
**EWG to recommend any course corrections/actions based on progress to date.** |
## Monthly Status Report on the Regional Energy Strategy (RES) Technical Update

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<td><strong>Energy and Water</strong></td>
<td>RES Priority action was to address reclaimed water uses &lt;br&gt;• CEC updated water research &lt;br&gt;• CPUC acknowledged energy-water connection</td>
<td>San Diego County Water Authority to present long range water plans and climate planning at 4/2013 EWG mtg. &lt;br&gt;• EWG to recommend any course corrections/.actions based on progress to date. &lt;br&gt;• STAFF COMMENT: In 2009, water was introduced as RES goal. Focus was providing education on topic. EWG could identify more regionally specific recommendations.</td>
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<td>Reduce water-related energy use.</td>
<td></td>
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<td><strong>Peak Demand</strong></td>
<td>SDG&amp;E leader on TOU rates for EV charging. &lt;br&gt;• SDG&amp;E Reduce Your Use and other demand response (DR) programs. &lt;br&gt;• Energy storage targets and use for DR.</td>
<td>Changing peak times in 2014-2015 and what that means for existing policies &lt;br&gt;• Role of renewables RE: peak demand &lt;br&gt;• To be addressed at future EWG mtg. &lt;br&gt;• EWG to recommend any course corrections/actions based on progress to date.</td>
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<td>Implement cost-effective steps and incentives to utilize demand response and energy efficiency measures to reduce peak demand.</td>
<td></td>
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<td><strong>Smart Grid</strong></td>
<td>Rollout of smart meters completed in region</td>
<td>Identify benefits/costs of SD installations and programs utilizing smart meters (for SDG&amp;E and customers) &lt;br&gt;• To be addressed at future EWG mtg. &lt;br&gt;• EWG to recommend any course corrections/actions based on progress to date.</td>
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<td>Modernize the electricity grid with smart meters, smart end-use devices, and interactive communication technologies.</td>
<td>STAFF COMMENT: Suggest removing as a Goal and moving to Existing Conditions or focus on interactive communication technologies.</td>
<td></td>
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<td><strong>Natural Gas Power Plants</strong></td>
<td>The two coastal plants in region: South Bay Power Plant shut down, Carlsbad Energy Center approved by CEC &lt;br&gt;• Loss of SONGS impacting level of use of natural gas power plants</td>
<td>Identify impact/projections for natural gas vehicles and impact on supplies for power plants &lt;br&gt;• Document changes in NG storage and supply needs due to SONGS offline and large RE plants online. &lt;br&gt;• To be addressed at future EWG mtg. &lt;br&gt;• EWG to recommend any course corrections/actions based on progress to date.</td>
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<td>Increase overall efficiency of electricity production and support replacement of inefficient power plants consistent with the state’s preferred loading order.</td>
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<td><strong>Transportation Fuels</strong>&lt;br&gt;Substantially increase the deployment of alternative transportation fuels and vehicles.</td>
<td>• Growth in fleet and private use of alternative fuels&lt;br&gt;• Electric vehicles were introduced. San Diego region has largest per capita EV # in country. Local EV projects - REVI Working Group, EV Project, SDG&amp;E TOU rates&lt;br&gt;• State (AB 118) funding for alt. fuels through 2015&lt;br&gt;• SANDAG SCS/ implementation for all alt. fuels&lt;br&gt;• Clean Cities Coalition leadership</td>
<td>• Progress reports on REVI and EV Project at EWG mtgs.&lt;br&gt;• Document growth of each alternative fuel use in region and forecast AF use for region.&lt;br&gt;• Wider AFs to be addressed at future EWG mtgs.&lt;br&gt;• EWG to recommend any course corrections/actions based on progress to date.</td>
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<td><strong>Land Use and Transportation Planning</strong>&lt;br&gt;Reduce the energy demand of the built environment through changes in land use and transportation planning.</td>
<td>• SANDAG Sustainable Communities Strategy&lt;br&gt;• Smart growth planning and project funding&lt;br&gt;• SANDAG complete streets policy, TOD strategy, safe routes to school, public health studies&lt;br&gt;• Bike master plan, urban design guidelines, etc.</td>
<td>• To be addressed at future EWG mtg.&lt;br&gt;• EWG to recommend any course corrections/actions based on progress to date.</td>
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<td><strong>Energy and Borders</strong>&lt;br&gt;Integrate energy considerations into existing and future collaborative border initiatives.</td>
<td>• Tribal governments energy planning&lt;br&gt;• Inter-county (Imperial, Orange, and Riverside) transportation policies/planning&lt;br&gt;• Binational climate planning and workshops held annually. Sharing of data and policies.</td>
<td>Address at future EWG meeting and document:&lt;br&gt;• Binational climate activities/cooperation&lt;br&gt;• Tribal energy activities/cooperation&lt;br&gt;• Interregional corridor planning&lt;br&gt;• EWG to recommend any course corrections/actions based on progress to date.</td>
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<td><strong>Clean Energy Economy</strong>&lt;br&gt;Collaborate with workforce entities, employers, and labor unions to identify and expand local job placement mechanisms in the Clean Energy Sector.</td>
<td>• ARRA funded workforce training programs related to EUC: County GETUP Program, regional contractor trainings, home energy rater and building performance trainings at SDG&amp;E and CCSE&lt;br&gt;• CleanTECH San Diego published local economic studies on certain Clean Technology sectors.&lt;br&gt;• SANDAG published regional analysis of economic sectors including Clean Technology.</td>
<td>• CleanTECH and SANDAG staff (energy and economic teams) to update economic impacts of clean energy sector.&lt;br&gt;• Identify job placement mechanisms since 2009 and methods to continue.&lt;br&gt;• EWG to recommend any course corrections/actions based on progress to date.</td>
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SAN DIEGO FORWARD: THE REGIONAL PLAN:  
UPCOMING PUBLIC WORKSHOPS  

Introduction

A series of workshops on the various topic areas of the Regional Plan will be held in May, June, and July. Daytime workshops on specific topics will be held at Caltrans on the third Friday in May, June, and July. Evening workshops on all topics will be held in June on Thursday nights in Oceanside, Escondido, La Mesa and San Ysidro. The Community-Based Outreach Network is assisting with the workshops. Regional Energy Working Group (EWG) members are encouraged to attend and invite others that might be interested. A flier for these workshops will be provided when available via email to EWG members.

Meeting Dates

Daytime Workshops at Caltrans, 11:30 a.m. – 1:30 p.m.
- June 21, 2013 – Topic Areas: Land Use/Transportation/Housing/Borders

Evening Workshops Countywide, 6 – 8 p.m.
- June 6, 2013 – San Ysidro (Tentative): All Topic Areas
- June 13, 2013 – Escondido City Hall: All Topic Areas
- June 20, 2013 – Oceanside Community Rooms: All Topic Areas
- June 27, 2013 – La Mesa Community Center: All Topic Areas

Key Staff Contact: Allison King, (619) 699-1973, allison.king@sandag.org
REGIONAL ENERGY MAPPING PROJECT INFORMATION

Introduction

The Regional Energy Mapping Project (REMP) was developed by the California Center for Sustainable Energy (CCSE) with funding through the San Diego Gas & Electric (SDG&E) Local Government Partnerships (LGPs). The REMP tool has two components, a Geographic Information Systems (GIS) based model of residential energy efficiency potential and an interactive tool for local governments to explore regional trends in residential building stock, demographics, and energy use. In 2013-14, the SDG&E LGPs are providing additional funding for CCSE to perform targeted Energy Upgrade California (EUC) outreach based on the retrofit potential modeling. Tim Treadwell, CCSE, will present on the process used to develop the tool as well as its functionality.

SANDAG staff is asking the Regional Energy Working Group (EWG) for its recommendations on how best to inform all local governments about the tool and train municipal staff on its use. Its initial development was conducted by CCSE with SDG&E’s local government partners: the Cities of Chula Vista and San Diego, County of San Diego, and SANDAG (representing the remaining 16 local governments in San Diego County). SANDAG’s next phase for the REMP is to further promote the functionality and capacity of this mapping tool to all local governments in the San Diego region.

Discussion

The REMP has been a collaborative project developed to help local governments and EUC program managers support more comprehensive residential energy efficiency upgrades and installations. It also is one of the tools that can help achieve the Regional Energy Strategy’s energy efficiency goal. Together, the LGPs, CCSE, and SDG&E coordinated efforts in support of reducing regional greenhouse gas (GHG) emissions from existing residences. CCSE has led this effort with funding and direction from the local government partners and SDG&E.

REMP is an interactive geographic information system (GIS) mapping tool developed to help local governments establish a clear understanding of residential energy use, needs, and interest for targeted outreach and education. REMP integrates various data sources including building stock (age and type), census, utility, and past EUC project data. The tool is now being used in support of targeted EUC outreach and marketing efforts. Local governments could use this tool to identify communities they would like to provide outreach to on the EUC, SDG&E’s CARE assistance program, or other energy programs.
The REMP also may be useful for identifying other local needs, such as locating affordable housing needs, or prime locations for transit oriented development and smart growth opportunities. These and other new ideas could be considered in the future.

Key Staff Contact: Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
UPDATE ON 2013 ENERGY LEGISLATION

Introduction

The Regional Energy Working Group (EWG) was presented with the 2013 SANDAG Legislative Program in March 2013. Goals 2B and 10B prioritized energy related legislation. The following bills have been identified as relevant or of interest for the EWG. A short description and status of each bill is included. Staff will provide an overview of the bills. The EWG is asked to comment on the legislation and inform staff of additional bills to monitor.

2013 Legislation of Interest

**ALTERNATIVE FUELS AND VEHICLES**

**AB 8 (Perea) Alternative Fuel and Vehicle Funding Programs**
This bill would provide that the State Air Resources Board (ARB), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station and require the California Energy Commission (CEC) to allocate $20 million each fiscal year, and up to $20 million each fiscal year thereafter, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. Authorize the CEC to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, for purposes of assisting in the implementation of these provisions, and require the ARB, to evaluate how the use of new and existing investment programs could be used to increase the state alternative transportation fuels use, and evaluate how the impact of federal fuel policies and existing state policies will help increase the use of alternative transportation fuels in the state. Require the CEC and the ARB, on or before November 1, 2015, and every 2 years thereafter, to report in the integrated energy policy report the status of the state alternative transportation fuels use and make specified evaluations and require the ARB to include a finding on the effect of proposed regulations on state alternative transportation fuels use and extend vehicle registration fees, vessel registration fees, specified service fees for identification plates, and smog abatement fees in the amounts until January 1, 2024. This bill would extend the current authorization for the Carl Moyer Memorial Air Quality Standards Attainment Program to fund a broader range of projects that reduce emissions until January 1, 2024.
AB 278 (Gatto) Criteria for Determining Carbon Intensity of Fuels Under Low Carbon Fuel Standard
This bill would require the ARB, in determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider the following: the life-cycle carbon intensity impacts of potential or actual deforestation, the environmental laws and practices of the jurisdiction from which the fuel originates, any disruptions or other effects upon food supply, food costs, and food shipping that could occur as a result of California policy, and changes to the local economy, including job loss or worker displacement, resulting from changes in the production of a fuel.

AB 1077 (Muratsuchi) Tax and Fee Exemption for Alternative Fuel Vehicles
This bill would exclude from the terms “gross receipts” and “sales price” the amount of the incremental cost included in the sales price of a new alternative fuel motor vehicle (the exclusion does not apply to the local sales and use taxes and transactions and taxes) on and after January 1, 2014, and before January 1, 2022, effective immediately as a tax levy.

AB 1079 (Bradford) Energy Management Zones
This bill would amend the Enterprise Zone Act to authorize a city, county, or city and county to propose one or more energy management plans, developed jointly with an electrical or gas corporation, local publicly owned electric utility, or rural electric cooperative, in order to reduce air emissions and to promote economic development, the addition of new business, and the retention of existing businesses in that enterprise zone. It would require the Public Utilities Commission (PUC) to provide expedited review of the proposed jointly developed elements and would prohibit the commission from limiting the role of the electrical or gas corporation that was cooperatively developed in the energy management plan and would make a project defined by the plan eligible for funding through California Infrastructure and Economic Development Bank.

SB 11 (Pavley) Alternative Fuel and Vehicle Funding Programs
This bill would provide that the ARB, until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. Require the CEC to allocate $20 million each fiscal year and up to $20 million each fiscal year thereafter for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. Authorize the CEC to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance for purposes of assisting in the implementation of these provisions and, no later than July 1, 2013, require the ARB and air districts to jointly evaluate the specified policies and goals of specified programs, and measure the progress of alternative fuels use, and evaluate how the use of new and existing investment programs could be used to increase the state alternative transportation fuels use and how the impact of federal fuel policies and existing state policies will help increase the use of alternative transportation fuels in the state. Require the CEC and the ARB, on or before November 1, 2015, and every 2 years thereafter, to report in the integrated energy policy report the status of the state alternative transportation fuels use and how the impact of federal fuel policies and existing state policies will help increase the use of alternative transportation fuels in the state. Require the CEC and the ARB, on or before November 1, 2015, and every 2 years thereafter, to report in the integrated energy policy report the status of the state alternative transportation fuels use and make specified evaluations and include a finding on the effect of proposed regulations on state alternative transportation fuels use and extend existing vehicle registration fees, vessel registration fees, specified service fees for identification plate, and smog abatement fee in the amounts required until January 1, 2024, at which time the fees would be reduced by those amounts. Extend the current authorization for the Carl Moyer Memorial Air
Quality Standards Attainment Program to fund a broader range of projects that reduce emissions until January 1, 2024, and on January 1, 2015, increase the California tire fee to $1.50 per tire until January 1, 2024, and reduce the tire fee to $0.75 per tire on and after January 1, 2024, and is to take effect immediately as an urgency statute.

SB 459 (Pavley) Financial Incentives for Middle-Income Households to Adopt Fuel Efficiency Vehicles
This bill would require the ARB, in consultation with the CEC, air pollution control and air quality management districts, and the Bureau of Automotive Repair, to submit a specified plan to the Legislature that identifies opportunities to utilize existing legal authorities to reduce fuel expenditures by middle-income households by accelerating the adoption of more fuel-efficient vehicles and require the ARB to convene an advisory board to provide guidance in developing the plan.

ELECTRIC VEHICLES

AB 1092 (Levine) Electric Charge Station Requirement for New Construction Projects
This bill would require a new construction project with four or more offstreet parking spaces to include one electric vehicle charge station per every four offstreet parking spaces included in the project and provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the California Constitution requirement that the state reimburse local agencies and school districts for certain costs mandated by the state.

SB 454 (Corbett) Electric Vehicle Charging Stations Open Access Act
This bill would create the Electric Vehicle Charging Stations Open Access Act that would require that an electric vehicle charging station that is installed in a public parking space be made available for use by the general public and shall not require persons pay a subscription fee in order to use the station, and shall not require membership in any club, association, or organization as a condition of using the station. An electric vehicle charging station to require additional out-of-network charges if those charges are disclosed to the public and must require an electric vehicle charging station to provide one or more specified options of payment to the general public. Require the CEC, on or after January 1, 2015, to adopt interoperability standards for network roaming payment methods for electric vehicle charging stations, and would require, if the CEC adopts standards, all electric vehicle charging stations to meet those standards within one year.

ENERGY EFFICIENCY

AB 122 (Rendon) Nonresidential Building Energy Retrofit Financing Program
This bill would enact the Nonresidential Building Energy Retrofit Financing Act of 2012 and would require the CEC to establish the Nonresidential Building Energy Retrofit Financing Program and to develop a request for proposal for a third-party administrator by July 1, 2013, for the development and operation of the program for financial assistance to owners of eligible nonresidential buildings through bonds recorded on the deed of the property for implementing energy improvements. Authorize the California Alternative Energy and Advanced Transportation Financing Authority (CAEATFA) to issue and renew the negotiable revenue bonds to generate moneys to finance energy improvements for approved applicants. Establish the Nonresidential Building Energy Retrofit Debt
Servicing Fund in the State Treasury and the Loan Loss Reserve Account and Administration Account within the fund and continuously appropriate the moneys and require a loan, up to $1,000,000, to the CAEATFA, and up to $7,000,000, to the CEC, from the General Fund for the purposes of implementing the program and require the loans to be repaid on or before January 1, 2023.

AB 489 (Skinner) CEC Funding for Existing Building Efficiency Program
This bill would repeal the provision of Section 25943 of the Public Resources Code requiring the CEC to fund a comprehensive program to achieve greater energy savings in the state’s existing residential and nonresidential building stock from the Federal Trust Fund consistent with the federal American Recovery and Reinvestment Act of 2009 (ARRA) or other sources of nonstate funds available to the Commission.

AB 719 (Roger Hernández) Efficient Street Lighting Requirement for Electric Utilities
This bill would require an electrical corporation to replace low-efficiency light bulbs with high-efficiency light bulbs in street light poles that the electrical corporation owns, at the same rate as the city, county, or city and county in which any of the electrical corporation’s street light poles are located. It is the intent of the Legislature that this program be funded through existing collection mechanisms of Section 384.5 to the Public Utilities Code, and that the implementation of this program not result in an increase in any amount collected.

ENERGY PLANNING

AB 284 (Quirk) California Energy Commission Road to 2050 Board
This bill would require the CEC to convene the Road to 2050 Board (Board) consisting of representatives from specified entities and require the Board to undertake specified studies regarding the achievement of a goal of reducing greenhouse gas (GHG) emissions by 80 percent of the 1990 emissions level by 2050. The Board would be required to conduct a review and provide a full public accounting of energy efficiency programs, alternative energy programs, and alternative fuel programs administered by the members of the Road to 2050 Board and a report on the findings of the studies.

ENERGY STORAGE

SB 674 (Corbett) Payment for Electricity with Integrated Energy Storage
This bill would require the PUC to adjust the payment rate for electricity purchased from electrical generation facility projects that integrate energy storage to adequately compensate for the additional value that energy storage system provides.

FINANCING

AB 1131 (Skinner) Changes to Clean Energy Upgrade (PACE) Program
Existing law, until January 1, 2015, appropriates up to $50,000,000 from the Renewable Resource Trust Fund for the CAEATFA to develop and administer Property Assessed Clean Energy (PACE) programs and submit a report to the Legislature regarding the implementation of the programs. This bill would extend that appropriation and the reporting requirement to January 1, 2017.
GREENHOUSE GAS / CLIMATE CHANGE

AB 153 (Bonilla) Offset Protocols for California Global Warming Solutions Act of 2006
This bill, if the ARB uses its authority to include the use of market-based compliance mechanisms, would require the ARB, on or before January 1, 2014, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols.

AB 416 (Gordon) Local Greenhouse Gas Emission Reduction Program
This bill would create the Local Emission Reduction Program and would require money to be available from the general fund for purposes of providing grants to develop and implement GHG emissions reduction projects in the state and would require the ARB to award moneys under the program to eligible recipients and would permit the ARB to give consideration to the ability of a project to create local job training and job creation benefits and provide opportunities to achieve GHG emissions reductions in ways that increase localized energy resources.

NATURAL GAS

AB 1257 (Bocanegra) California Energy Commission Natural Gas Report
This bill would enact the Natural Gas Act and would require the CEC, every four years, to prepare and submit to the Legislature a report containing specified information identifying strategies to maximize the benefits obtained from natural gas as an energy source and require the Governor to review that report and provide comment in support of, against, or suggest changes the report to the Legislature, and would declare the modified version of the report the natural gas policy of the state.

PROPOSITION 39

AB 29 (Williams) Proposition 39: Revolving Loans for State Colleges and Universities
This bill would state the intent of the Legislature to enact legislation that would use a portion of funds available in the Clean Energy Job Creation Fund to create three revolving loan funds for the University of California (UC), the California State University (CSU), and the California Community Colleges for energy efficiency retrofit projects, clean energy installations, and other energy system improvements to reduce costs and achieve energy savings and environmental benefits.

AB 39 (Skinner) Proposition 39: Grants and Loans for Public K-12 Schools
This bill would require the CEC to continuously appropriate funds and administer grants, no-interest loans, or other financial assistance to an eligible institution, defined as a public school providing instruction in kindergarten or grades 1 to 12, for the purpose of projects that create jobs in California by reducing energy demand and consumption at eligible institutions, and require an eligible institution that receives funding to report the amount of energy saved to the CEC and to compute the cost of energy saved as a result of implementing projects funded by the grant, as prescribed. Require moneys for job training and workforce development to be available from the Job Creation Fund to the California Conservation Corps, Certified Community Conservation Corps, Youth Build, and other existing workforce development programs and require moneys for public-private partnerships to be available for assistance to certain local governments to establish and
implement PACE programs or similar financial and technical assistance consistent with the requirements of the California Clean Energy Jobs Act.

AB 114 (Salas) Proposition 39: Workforce Development Programs
This bill would require the Employment Development Department (EDD), using funds made available from the Clean Energy Job Creation Fund for job training and workforce development purposes, to administer grants, no-interest loans, or other financial assistance for allocation to existing workforce development programs for the purposes of creating green energy jobs in California and would require existing workforce development programs to give higher priority to disadvantaged youth and veterans who reside in an economically disadvantaged community or in a community with a higher unemployment rate than the statewide unemployment rate.

AB 239 (Hagman) Proposition 39: California Clean Energy School Fund
This bill would establish the California Clean Energy School Fund in the State Treasury and would transfer 50 percent of the moneys deposited into the Clean Energy Job Creation Fund to the California Clean Energy School Fund and would require the Office of Public School Construction (OPSC) to expend moneys in the fund to fund a zero-interest revolving loan program for school districts to perform energy efficiency retrofit or clean energy installation projects at public schools.

SB 39 (De León) Proposition 39: Clean Energy Employment and Student Advancement Act of 2013
This bill would enact the Clean Energy Employment and Student Advancement Act of 2013 and would require the OPSC to establish a school district assistance program to distribute grants, on a competitive basis, for energy efficiency upgrade projects pursuant to the California Clean Energy Jobs Act, would require the OPSC, upon the approval of the State Allocation Board, to award a school district grants for energy efficiency upgrade projects and give priority to applications to projects meeting specified criteria, and state the intent of the Legislature to appropriate moneys to the OPSC from the fund for the purposes of awarding energy efficiency grants to the most disadvantaged schools in need of modernization for the purposes of energy efficiency upgrades.

SB 64 (Corbett) Proposition 39: Clean Energy on Schools, Universities, and Colleges
This bill would state the intent of the Legislature to install clean energy at public schools, universities, and colleges, and at other public buildings and facilities consistent with the California Clean Energy Jobs Act.

RATES AND TARIFFS

AB 327 (Perea) CPUC Authority to Change Residential Electric and Natural Gas Rates
This bill would repeal the limitations upon increasing the electric service rates of residential customers, including the rate increase limitations applicable to electric service provided to California Alternate Rates for Energy (CARE) customers. When the PUC approves changes to electric service rates charged to residential customers, the bill would require that the changes are reasonable, including that the changes are necessary in order to ensure that the rates paid by residential customers are fair, equitable, and reflect the costs to serve those customers. The bill would require the PUC to consider specified principles in approving any changes to electric service rates, to report to the Legislature its findings and recommendations relating to tiered residential electric service rates in a specified rulemaking by January 31, 2014. The bill would delete the statement of Legislative intent that CARE program participants be afforded the lowest possible electric and gas...
rates and, to the extent possible, be exempt from additional surcharges attributable to the energy crisis of 2000-01.

SB 743 (Steinberg) Changes to California Alternate Rates for Energy (CARE)
This bill would replace the existing authorization to increase CARE rates based upon the annual percentage increase in benefits under the CalWORKs program and instead authorize the PUC to increase the rates in effect for CARE program participants for electricity usage up to 130 percent of baseline quantities by the annual percentage increase of the Consumer Price Index from the prior year but not to exceed 4 percent per year, and subject to the limitation that the CARE rates not exceed 80 percent of the corresponding rates charged to residential customers not participating in the CARE program.

RENEWABLE ENERGY

AB 177 (Manuel Pérez) Renewable Portfolio Standard
This bill would state the policy of the state to require all retail sellers of electricity, including investor and publicly owned utilities, to procure new demand-side and clean energy generation to achieve GHG emissions reduction, resource adequacy, and renewable goals simultaneously in the most cost-effective manner practicable.

SB 124 (Corbett) Rules of Clean Energy Contracts for Public Entities
This bill would require state agencies and the Trustees of the CSU that accept bids or proposals for a contract for the purchase or installation of a clean energy device, technology, or system, as defined, to provide a 5 percent preference to a bidder that certifies that all of the parts of the clean energy device, technology, or system to be installed have been manufactured or assembled in the state, and would authorize a public agency, including, but not limited to, the Trustees of the CSU, to award a contract based on the fact that a clean energy device, technology, or system was manufactured or assembled in the state if the contract is an energy service contract determined to be in the best interest of the public agency.

SB 217 (Bradford) Low-Income Solar Homes Program
This bill would require the PUC to adopt a program to provide monetary incentives for the installation of solar energy systems on low-income residential housing commencing January 1, 2015, to December 31, 2021, would require the program to be funded by charges collected from customers of specified investor-owned utilities, would prohibit the total cost of the program from exceeding $108,000,000, establish the Low Income Solar Energy Fund, would require the moneys collected to be deposited therein, and to be made available to the commission for the purposes of this bill upon appropriation by the Legislature, and would require that all moneys set aside for the purpose of funding the installation of solar energy systems on low-income residential housing, that are unexpended and unencumbered on January 1, 2022, be utilized to augment existing cost-effective energy efficiency measures in low-income residential housing that benefit ratepayers.

SB 548 (Roth) Renewable Energy Requirements for Municipal Utilities
This bill would provide that, for a publicly owned electric utility in existence on or before January 1, 2010, that provides 200,000 megawatt-hours or fewer of electricity to retail end-use consumers in its service territory during a calendar year, electricity products from eligible renewable energy resources may be used for compliance with the existing California Renewables Portfolio Standard Program content requirements under Section 399.18 of the Public Utilities Code.
Existing Legislation of Interest

It is important to monitor existing legislation that continues to be pertinent due to the mandatory steps, phasing, or mechanisms required for full implementation. The following bills have already been adopted but may still impact or influence the region.

AB 758 (Skinner) Comprehensive Energy Efficiency Program for Existing Buildings (October 2009)
This bill requires the CEC to develop and implement a comprehensive program to achieve greater energy savings in the state of California’s existing residential and nonresidential building stock. The program is being developed over three distinct and overlapping phases:

Phase 1: Infrastructure Development & Implementation Plan (2010 - 2012) COMPLETED
Phase 2: Market Development & Partnerships (2012 - 2014) CURRENT
Phase 3: Statewide Ratings & Upgrades Requirements (2014 - 2015 and beyond) FUTURE

The CEC is addressing the progress of AB758 efforts in the 2013 Integrated Energy Policy Report (IEPR). Commissioner Andrew McAllister is the lead on this proceeding. The 2013 IPER Scoping Order and information about the status of the IEPR can be found here: http://www.energy.ca.gov/2013_energypolicy/.

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