MEETING NOTICE
AND AGENDA

JOINT MEETING OF THE REGIONAL PLANNING TECHNICAL WORKING GROUP AND THE REGIONAL ENERGY WORKING GROUP

The Regional Planning Technical Working Group and the Regional Energy Working Group may take action on any item appearing on this agenda.

Thursday, November 12, 2015

1:15 to 3:15 p.m.

SANDAG Board Room
401 B Street, 7th Floor
San Diego, CA 92101

Staff Contacts: Carolina Ilic
(619) 699-1989
carolina.ilic@sandag.org

Allison Wood
(619) 699-1973
allison.wood@sandag.org

AGENDA HIGHLIGHTS

• SAN DIEGO FORWARD: THE REGIONAL PLAN: ENERGY AND CLIMATE CHANGE COMPONENTS

• DRAFT ALTERNATIVE FUEL READINESS TOOLKITS

• COMMUNITY CHOICE AGGREGATION

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Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Speaker’s Slip, and then present the slip to the Clerk of the Working Group. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk of the Working Group no later than 12 noon, two working days prior to the meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list at either the SANDAG website or by sending an email request to webmaster@sandag.org.

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如有需要，我们可以把SANDAG议程材料翻译成其他語言。请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。
+1. WELCOME AND INTRODUCTIONS

+1A. Attached for background context is the roster for the Regional Planning Technical Working Group (TWG).

+1B. Attached for background context is the roster for the Regional Energy Working Group (EWG).

This is the first joint meeting between the two working groups.

2. PUBLIC COMMENTS AND COMMUNICATIONS

Members of the public will have the opportunity to address the TWG and 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 meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. TWG and EWG members also may provide information and announcements under this agenda item.

CHAIR’S REPORT

3. UPDATE TO THE GENERAL PLAN GUIDELINES FOR THE STATE OF CALIFORNIA

The Governor’s Office of Planning and Research (OPR) has released a public draft of the update to the General Plan Guidelines for the State of California. The comprehensive update seeks to create a suite of tools for planners, practitioners, and the general public to help update local general plans. The guidelines, which include updated sections on resilience and climate change (among others), are available at http://www.opr.ca.gov/docs/DRAFT_General_Plan_Guidelines_for_public_comment_2015.pdf. Comments are due by December 18, 2015.

REPORTS

+4. SAN DIEGO FORWARD: THE REGIONAL PLAN: ENERGY AND CLIMATE CHANGE COMPONENTS (Phil Trom and Allison Wood)

San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. On October 9, 2015, the Board of Directors adopted the Regional Plan and its Sustainable Communities Strategy, certified the Environmental Impact Report, adopted the air quality conformity determination, and adopted the 2050 Regional Growth Forecast. This item will highlight the energy and climate change components of the Regional Plan.
5. DRAFT ALTERNATIVE FUEL READINESS TOOLKITS (Anna Lowe, SANDAG, and Kevin Wood, Center for Sustainable Energy)

Refuel was formed through a two-year grant from the California Energy Commission. Refuel has prepared Draft Sector-Specific Alternative Fuel Toolkits to be used as a regional resource. The Toolkits will be integrated into the San Diego Regional Alternative Fuel Readiness Plan. Staff from SANDAG and the Center for Sustainable Energy will share the Toolkits. The Draft Toolkits are available online: sandag.org/refuel.

6. PLUG-IN SD: ELECTRIC VEHICLE READINESS PROGRAM (Allison Wood, SANDAG, and Kevin Wood, Center for Sustainable Energy)

Plug-in SD is an electric vehicle (EV) readiness program funded by a two-year grant from the California Energy Commission. Staff from SANDAG and the Center for Sustainable Energy will describe the resources available for local governments and other EV stakeholders to support the deployment of EV infrastructure.

7. BEACON AWARD PROGRAM (Michelle Martinez)

The Beacon Award program (Program) is a statewide recognition program administered by the Institute for Local Government and the Statewide Energy Efficiency Collaborative. It recognizes cities and counties for their work in promoting sustainability, reducing greenhouse gas emissions, and increasing energy efficiency. SANDAG staff will highlight the 2015 recipients from the San Diego region, ways the Program supports local efforts, and how SANDAG can assist additional jurisdictions with qualifying for the Program.

8. COMMUNITY CHOICE AGGREGATION (Anna Lowe, SANDAG, and Dan King, City of Solana Beach)

Community Choice Aggregation (CCA) is a governmental entity formed by cities and counties to offer their residents and businesses an alternative energy provider to that of the existing utility. Locally, a number of jurisdictions are exploring CCAs. SANDAG staff will provide program updates on active CCAs in California and share local CCA efforts. Dan King, City of Solana Beach, will present what the City of Solana Beach is doing around CCAs and why.

9. ADJOURNMENT AND NEXT MEETING

The next regularly-scheduled TWG meeting will be held on Thursday, December 10, 2015, from 1:15 to 3:15 p.m. The next regularly-scheduled EWG meeting will be held on Thursday, December 17, 2015, from 11:30 a.m. to 1 p.m.

+ next to an agenda item indicates an attachment
MEMBERSHIP

The Regional Planning Technical Working Group (TWG) advises the Regional Planning Committee on activities associated with the preparation and implementation of San Diego Forward: The Regional Plan (which merges the Regional Comprehensive Plan, Regional Transportation Plan, and Sustainable Communities Strategy), the Regional Growth Forecast, and other SANDAG land use and environmental planning activities.

The TWG generally meets from 1:15 to 3:15 p.m., on the second Thursday of every month.

Staff contacts: Carolina Ilic, (619) 699-1989; carolina.ilic@sandag.org
Susan Baldwin, (619) 699-1943; susan.baldwin@sandag.org

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City of National City

VICE CHAIR
Vacant

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Metropolitan Transit System

Jason Giffen
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San Diego County Regional Airport Authority

Dana Friehauf
San Diego County Water Authority

Matt Ryan
U.S. Department of Defense

Andy Hamilton / Kathy Keehan
Air Pollution Control District

Robert Barry
Local Agency Formation Commission
MEMBERSHIP

The Regional Energy Working Group advises the Regional Planning Committee on issues related to the coordination and implementation of the Regional Energy Strategy and tasks of the Regional Energy Planning Program. The Working Group consists of elected officials from the City of San Diego, County of San Diego, and the four subareas of the region. In addition to elected officials, the Working Group includes stakeholders representing business, energy, environment, economy, education, and consumer interests.

The Energy Working Group generally meets at 11:30 a.m., on the fourth Thursday of the month.

Staff contact: Susan Freedman, (619) 699-7387; susan.freedman@sandag.org

CHAIR

Chris Orlando
Councilmember, City of San Marcos

VICE CHAIR

Scott Anders
Energy Policy Initiatives Center, USD School of Law

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Councilmember, City of San Marcos

ALTERNATES

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Councilmember, City of Vista

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Councilmember, City of Del Mar

Lesa Heebner
Councilmember, City of Solana Beach

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Vacant

Dave Roberts
Supervisor, County of San Diego

Vacant

Sharon Cooney
Metropolitan Transit System (MTS)

Vacant

Brendan Reed
San Diego County Regional Airport Authority

North County Transit District (NCTD)

Michelle White
Unified Port District of San Diego

Brett Caldwell
San Diego County Regional Airport Authority

William Torre
University of California, San Diego

Renee Yarmy
Unified Port District of San Diego

Thomas Brill
San Diego Gas & Electric

Heather Honea
San Diego State University

Cameron Durckel
San Diego Gas & Electric

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<tr>
<th>Name</th>
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<tr>
<td>Len Hering</td>
<td>Center for Sustainable Energy</td>
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<td>Scott Anders</td>
<td>Energy Policy Initiatives Center, USD School of Law</td>
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<td>Greg Newhouse</td>
<td>San Diego Regional Clean Cities Coalition</td>
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<td>Paul Webb</td>
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<td>Mike Evans</td>
<td>San Diego Regional Chamber of Commerce</td>
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<td>David Lloyd</td>
<td>North County Economic Development Council</td>
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<td>Jason Anderson</td>
<td>Cleantech San Diego</td>
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<td>Jack Clark</td>
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<td>Nilmini Silva-Send</td>
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<td>Jennifer Case</td>
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<td>Sean Karafin</td>
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<td>Cody Becker</td>
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San Diego Forward: The Regional Plan (Regional Plan) combines the big-picture vision for how our region will grow over the next 35 years with an implementation program to help make that vision a reality. On October 9, 2015, the Board of Directors adopted the Regional Plan and its Sustainable Communities Strategy, certified the Final Environmental Impact Report (EIR), adopted the air quality conformity determination, and adopted the 2050 Regional Growth Forecast. This report describes the energy and climate change components of the Regional Plan.

Discussion

Energy and climate change are policy areas under the Healthy Environment and Communities goal of the Regional Plan. The following sections describe how energy and climate change are addressed in the Regional Plan through the Climate Change Mitigation and Adaptation White Paper, actions to implement the Regional Plan, and mitigation measures adopted in the Regional Plan EIR.

Climate Change Mitigation and Adaptation White Paper

The Climate Change Mitigation and Adaptation White Paper is one of four white papers developed on emerging topics. Other white paper topics included: public health, economic prosperity, and emerging technologies. Staff prepared the white papers based on feedback from SANDAG working groups and policy committees as well as input from the Regional Plan public workshops.

The Climate Change White Paper describes existing SANDAG energy and climate programs, including the Energy Roadmap Program, regional electric vehicle readiness planning, alternative fuel readiness planning, the San Diego Regional Climate Collaborative, and efforts to prepare for the impacts of climate change. The White Paper also incorporates elements of the following energy and climate change documents that were updated or prepared to inform the Regional Plan:

- Regional Energy Strategy Technical Update
- 2012 Regional Greenhouse Gas (GHG) Emissions Inventory and Projections
- San Diego Regional Plug-in Electric Vehicle Readiness Plan
All of the white papers and the technical documents listed above are included as appendices to the Regional Plan and informed Chapter 2: A Strategy for Sustainability, as well as the actions included in Chapter 5 to implement the Regional Plan described below.

**Actions to Implement the Regional Plan**

In Chapter 5: Ensuring Performance, the Regional Plan identifies both near-term and continuing actions to implement the Regional Plan. The following actions to implement the Regional Plan are specific to the continuation and/or expansion of energy and climate change planning and programs:

- Complete a follow-up study that details ways to reduce GHG emissions by expanding the use of alternative fuels regionwide.
- Continue to provide and/or expand incentive programs that support reduction of GHG emissions, protect open space and farmland, and create great places to live, work, and play.
- Promote the use of both zero-emission vehicles and alternative fuels and ensure that we have the infrastructure to support these innovations.
- Support the efforts of local jurisdictions to implement their Energy Roadmaps to save energy in their own operations and in their larger communities.
- Develop strategies to enhance our region's ability to adapt to the consequences of climate change, including planning and design strategies to help communities cope with hazardous events, such as storms, heat waves, wildfires, or ongoing drought.

**Energy and GHG Mitigation Measures**

The EIR for the Regional Plan identifies mitigation measures to reduce the significant environmental impacts of the Regional Plan. Energy and GHG mitigation measures include:

- Mitigate Impacts of New or Expanded Energy Facilities
- Develop Energy Demand Calculations and Reduce Energy Demand
- Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions
- Adopt a Detailed Regional Mobility Hub Implementation Plan to Reduce GHG Emissions
- Fund Electric Vehicle Charging Infrastructure
- Adopt a Plan for Transportation Fuels that Reduce GHG Emissions
- Assist in the Preparation of Climate Action Plans and Other Measures to Reduce GHG Emissions
- Implement Measures to Reduce GHG Emissions from Transportation Projects
- Implement Measures to Reduce GHG Emissions from Development Projects

Attachment 1 is the Mitigation Monitoring and Reporting Program for the energy and GHG mitigation measures adopted in the Regional Plan EIR. The table includes the content of each mitigation measure, timing of implementation, and the responsible party.
**Next Steps**

Several of the items in today’s agenda relate to some of the actions and mitigation measures included in this report. As staff moves forward with implementation of the energy and climate change components of the Regional Plan, we will continue to seek input and provide updates to the EWG and the TWG. The Regional Plan Performance Monitoring Report, due in 2018, will report on a number of indicators identified in the Regional Plan. In addition, staff will report on implementation progress of EIR mitigation measures on an annual basis.

Attachment: 1. Mitigation Monitoring and Reporting Program – Energy and GHG Measures

Key Staff Contact: Allison Wood, (619) 699-1973, allison.wood@sandag.org
### Mitigation Monitoring and Reporting Program – Energy and Greenhouse Gas Measures

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<th>Mitigation Measures</th>
<th>Implementation Timing</th>
<th>Responsible Party</th>
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<td>Planning/Design/CEQA Review</td>
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<td><strong>Energy</strong></td>
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<td><strong>EN-3A - Mitigate Impacts of New or Expanded Energy Facilities.</strong></td>
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<td>During the planning, design, and project-level California Environmental Quality Act (CEQA) review process, San Diego region energy providers, the County of San Diego, cities, and other local jurisdictions with responsibility for the construction or approval of new natural gas, electricity, and transportation fuel facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion should be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions should include those necessary to avoid or reduce environmental impacts associated with, but not limited to, air quality, noise, traffic, biological resources, cultural resources, greenhouse gas (GHG) emissions, hydrology and water quality, and others that apply to specific construction or expansion of natural gas and electric facilities projects.</td>
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<tr>
<td><strong>EN-3B - Develop Energy Demand Calculations and Reduce Energy Demand.</strong></td>
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<td>During the planning, design, and project-level CEQA review process for individual development projects, San Diego region energy providers, the County of San Diego, cities, and other local jurisdictions can and should develop electricity and natural gas demand calculations for any project anticipated to require substantial energy consumption. Projects should implement design and mitigation measures that reduce energy consumption and promote the use of on-site renewable energy.</td>
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<td><strong>Greenhouse Gas Emissions</strong></td>
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<td><strong>GHG-4A - Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions (SANDAG).</strong></td>
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<td>SANDAG shall revise the TransNet Smart Growth Incentive and Active Transportation Grant Programs in the following ways to achieve GHG reductions:</td>
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Mitigation Monitoring and Reporting Program
San Diego Forward: The Regional Plan

12
Mitigation Measures

- Adopt new or revised grant criteria to give greater weight to a project’s ability to directly reduce GHG emissions. Criteria include, but are not limited to, awarding points to projects that directly implement local climate action plans that reduce GHG emissions, or that directly implement parking strategies that reduce GHG emissions.
- Require locally adopted Climate Action Plans (CAPs) and complete streets policies as prerequisites to be eligible for grant funding. The locally adopted CAPs shall include measures to reduce GHG emissions to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets.
- If a local jurisdiction does not have an adopted CAP or complete streets policy, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP and/or complete streets policy.
- In addition to grant funding, SANDAG shall provide technical assistance to local jurisdictions for the preparation of CAPs as described in GHG-4E.
- These changes shall be adopted and effective for the fourth cycle of funding for both programs, which is expected to be released in December 2016.

GHG-4B - Adopt a Detailed Regional Mobility Hub Implementation Plan to Reduce GHG Emissions (SANDAG).

Mobility hubs are places of connectivity, where different modes of transportation—walking, biking, ridesharing, and transit—come together to connect people to their jobs, school, shopping, errands, recreation, and back home; they reduce GHG emissions through reducing Vehicle Miles Traveled (VMT) and increasing transit use and alternative transportation. To implement the general “Regional Mobility Hub Implementation Strategy” listed as a proposed Plan near-term action, once this general strategy is developed, SANDAG shall develop and adopt a detailed Regional Mobility Hub implementation Plan no later than 2017 that includes:

1. Identification of mobility hub features and infrastructure requirements
2. Selection of 20 mobility hub locations that align with the smart growth place types identified in the...
### Mitigation Measures

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<th>GHG-4C - Fund Electric Vehicle Charging Infrastructure (SANDAG).</th>
<th>Implementation Timing</th>
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<td>To implement the proposed Plan action calling for building a network of electric vehicle chargers to promote the use of electric vehicles, SANDAG shall set aside approximately $30 million of Congestion Management and Air Quality Improvement Program funds expected between 2020 and 2050 (approximately $1 million annually) to fund the installation of publicly available electric vehicle charging infrastructure. Increasing the number of publicly available electric vehicle charging points would reduce GHG emissions by extending the electric range of plug-in hybrid electric vehicles that would replace gasoline-powered internal combustion engines. The funding that would be provided is an incentive for installation of Level 1 and Level 2 electric vehicle chargers in publicly accessible locations throughout the region. Level 1 charging (similar to a standard wall outlet) adds about 2 to 5 miles of range to an electric vehicle per hour of charging time while Level 2 (240 V circuit) adds about 10 to 20 miles of range per hour of charging time. A detailed program will be developed and presented to the SANDAG Board of Directors before the adoption of the next Plan update with funding becoming available by 2020. Available funding will be leveraged to install up to 36,000 EV chargers by 2035 and an additional 44,000 chargers by 2050.</td>
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<th>GHG-4D - Adopt a Plan for Transportation Fuels that Reduce GHG Emissions (SANDAG).</th>
<th>Implementation Timing</th>
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<td>SANDAG shall adopt a regional readiness plan for the deployment of infrastructure for all alternative fuels by 2016. The plan will identify barriers to developing alternative fuel infrastructure, and include</td>
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| | Planning/Design/CEQA Review | Grading/Construction | Post-Construction | Ongoing | SANDAG Transportation Project Sponsor | Land Use Special District |
|---------------------------------------------------------------|-----------------------|-------------------|-------------------|-------------------|-------------------|
| Smart Growth Concept Map. Three mobility hubs will be implemented by 2020, and 17 more will be implemented by 2035. | | | | | |
| 3. Establishment of first mile/last mile transportation networks for each candidate mobility hub site based on travel patterns, access catchment areas, and adjacent land uses | | | | | |
| 4. Development of design guidelines for each candidate mobility hub site | | | | | |
| 5. Recommendation of specific mobility hub improvements and preparation of conceptual designs and capital cost estimates for each candidate mobility hub site | | | | | |
| 6. Site-specific implementation strategies | | | | | |

14
Mitigation Measures

recommendations and resources for stakeholders to overcome these barriers. The plan will build on the regional readiness plan for plug-in electric vehicles accepted by the Board in 2014. This plan will contribute to reductions in GHGs through developing recommendations for facilitating access to alternative fuels, which will reduce emissions from vehicles.

Also, SANDAG has received a notice of proposed award from CEC for additional funding to implement the Plug-in Electric Vehicle (PEV) Readiness Plan over two years. SANDAG shall provide technical assistance to local government staff, contractors, and property managers on permitting, inspection, and installation for EV charging and general PEV awareness activities. This funding is included in the FY 2016 budget.

GHG-4E - Assist in the Preparation of Climate Action Plans and Other Measures to Reduce GHG Emissions (SANDAG).

SANDAG shall assist local governments in the preparation of CAPs, and other policies/measures to reduce GHG emissions. SANDAG shall assist local governments in identifying all feasible measures to reduce GHG emission to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets. Specific forms of SANDAG assistance include, but are not limited to:

- Assisting its member agencies in obtaining funding for, directly funding, updating and implementing CAPs and other climate strategies through continued implementation of the SANDAG Energy Roadmap Program.
- Providing funding and energy planning assistance to local governments to implement projects that save energy and reduce energy-related GHG emissions.
- As described in GHG-4A, for local jurisdictions that do not have an adopted CAP, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP.
### Mitigation Measures

<p>| GHG-4F Implement Measures to Reduce GHG Emissions from Transportation Projects (SANDAG). |
|---|---|---|---|---|
| During the planning, design, project-level CEQA review, construction, and operation of transportation network improvements, SANDAG shall implement measures to reduce GHG emissions, including but not limited to, applicable transportation project measures on the Attorney General’s list of project specific measures (California Attorney General’s Office 2010), as well as the California Air Pollution Control Officers Association (CAPCOA) reference, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA 2010). These include, but are not limited to, the following: |
| • Implement construction measures through construction bid specifications, including the following topics: |
| o Use energy and fuel efficient vehicles and equipment; |
| o Use alternative fuel vehicles and equipment; |
| o Use lighting systems that are energy efficient, including LED technology; |
| o Use lighter-colored pavement, binding agents that are less GHG-intensive than Portland cement, and less-GHG intensive asphalt pavements; and |
| o Recycle construction debris. |
| • Install efficient lighting (including LEDs) for traffic, street, and other outdoor lighting. |
| • Incorporate infrastructure electrification into project design (e.g., electric vehicle charging; charging for electric bikes). |
| • Incorporate electric vehicle supply equipment into projects that include commuter parking areas. |
| • Design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. |
| • Design measures to reduce energy consumption and increase use of renewable energy, such as solar-powered toll booths and other facilities, including those listed in Mitigation Measure EN-3B. |
| • Design measures to reduce water consumption, such as drought-resistant landscaping, smart irrigation systems, and other measures including those listed in Mitigation Measure WS-1A. |
| • Construct buildings to Leadership in Energy and Environmental Design certified standards or equivalent standards. |</p>
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<td>GHG-4G - Implement Measures to Reduce GHG Emissions from Transportation Projects (Other Transportation Project Sponsors).</td>
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<td>GHG-4H - Implement Measures to Reduce GHG Emissions from Development Projects (Local Governments).</td>
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- During the planning, design, project-level CEQA review, construction, and operation of transportation network improvements, other transportation project sponsors can and should implement measures to reduce GHG emissions, including, but not limited to, those described in Mitigation Measure GHG-4F.

- During the planning, design, project-level CEQA review, construction, and operation of development projects, the County of San Diego and cities can and should implement measures to reduce GHG emissions, including but not limited to, applicable land use measures on the Attorney General’s list of project specific measures (California Attorney General’s Office 2010), as well as the CAPCOA reference, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA 2010). These measures include, but are not limited to, the following:
  - Construction measures, including those listed in Mitigation Measure GHG-4F.
  - Measures that reduce VMT by increasing transit use, carpooling, bike-share and car-share programs, and active transportation, including:
    - Building or funding a major transit stop within or near development, in coordination with transit agencies;
    - Developing car-sharing and bike-sharing programs;
    - Providing transit incentives, including transit passes for the Metropolitan Transit System/North County Transit District buses and trolleys;
    - Consistent with the Regional Bicycle Plan, incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;
    - Implementing complete streets consistent with the SANDAG Regional Complete Streets Policy, including adopting local complete streets policies;
### Mitigation Measures

<table>
<thead>
<tr>
<th>Implementation Timing</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning/Design/CEQA Review</td>
<td>SANDAG</td>
</tr>
<tr>
<td>Grading/Construction</td>
<td>Transportation Project Sponsor</td>
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<tr>
<td>Post-Construction</td>
<td>Land Use Agency/Special District</td>
</tr>
<tr>
<td>Ongoing</td>
<td></td>
</tr>
</tbody>
</table>

- **Mitigation Measures**
  - Measures that reduce VMT through parking strategies based on the SANDAG Regional Parking Management Toolbox, including:
    - Parking pricing strategies consistent with the Toolbox;
    - Reduced minimum parking requirements;
    - Residential parking permit programs;
    - Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
    - Provide adequate bicycle parking;
    - Other strategies in the SANDAG Regional Parking Management Toolbox
  - Measures that reduce VMT through Transportation Systems Management, including measures included in proposed Plan Appendix E.
  - Land use siting and design measures that reduce GHG emissions, including:
    - Developing on infill and brownfields sites;
    - Building high density and mixed use developments near transit; and
    - Retaining on-site mature trees and vegetation and planting new trees.
  - Measures that increase vehicle efficiency or reduce the carbon content of fuels, including constructing electric vehicle charging stations or neighborhood electric vehicle networks or charging for electric bicycles consistent with SANDAG’s regional readiness planning for alternative fuels.
  - Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

- **Mitigation Measures**
  - Measures that reduce VMT through parking strategies based on the SANDAG Regional Parking Management Toolbox, including:
    - Implementing mobility hubs consistent with the Regional Mobility Hub Strategy;
    - Improving transit access to bus and trolley routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to trolley and transit stations; and
    - Implementing employer trip reduction measures to reduce employee trips and VMT such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.
  - Measures that reduce VMT through parking strategies based on the SANDAG Regional Parking Management Toolbox, including:
    - Parking pricing strategies consistent with the Toolbox;
    - Reduced minimum parking requirements;
    - Residential parking permit programs;
    - Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
    - Provide adequate bicycle parking;
    - Other strategies in the SANDAG Regional Parking Management Toolbox
  - Measures that reduce VMT through Transportation Systems Management, including measures included in proposed Plan Appendix E.
  - Land use siting and design measures that reduce GHG emissions, including:
    - Developing on infill and brownfields sites;
    - Building high density and mixed use developments near transit; and
    - Retaining on-site mature trees and vegetation and planting new trees.
  - Measures that increase vehicle efficiency or reduce the carbon content of fuels, including constructing electric vehicle charging stations or neighborhood electric vehicle networks or charging for electric bicycles consistent with SANDAG’s regional readiness planning for alternative fuels.
  - Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.
<table>
<thead>
<tr>
<th>Mitigation Measures</th>
<th>Implementation Timing</th>
<th>Responsible Party</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Measures to reduce energy consumption and increase use of renewable energy,</td>
<td></td>
<td>SANDAG</td>
</tr>
<tr>
<td>including those listed in Mitigation Measures EN-3A and EN-3C.</td>
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<td>Transportation</td>
</tr>
<tr>
<td>• Measures to reduce water consumption, including those listed in Mitigation</td>
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<td>Project Sponsor</td>
</tr>
<tr>
<td>Measure WS-1A.</td>
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<td>Land Use Agency</td>
</tr>
<tr>
<td></td>
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<td>Special District</td>
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</table>
DRAFT ALTERNATIVE FUEL READINESS TOOLKITS

File Number 3200900

Introduction

Refuel: San Diego Regional Alternative Fuel Coordinating Council (Refuel San Diego) was formed through a two-year, $300,000 grant from the California Energy Commission. Refuel San Diego has prepared Draft Readiness Toolkits to be used as regional resources to help further the adoption of alternative fuel (AF) vehicles and infrastructure in support of federal, state, regional, and local clean fuel and greenhouse gas (GHG) emissions reduction policies. The Toolkits will be integrated into the San Diego Regional AF Readiness Plan (Readiness Plan) in early 2016.

SANDAG staff and the San Diego Regional Clean Cities Coalition (SDRCCC) Coordinator will present the Draft Toolkits. Feedback from the Regional Planning Technical Working Group and Regional Energy Working Group will be considered in the development of the Readiness Plan.

Background

San Diego Forward: The Regional Plan (the Regional Plan) was adopted last month (October 2015). It identifies regional AF programs, policies, and plans that will help reduce GHG emissions and support the State’s Advanced Clean Cars Program that calls for 1.5 million zero-emission vehicles on California’s roads by 2025. With the adoption of the Regional Plan, SANDAG committed, through Environmental Impact Report mitigation measure GHG-4D, to “Adopt a Plan for Transportation Fuels that Reduce GHG Emissions.” The Readiness Plan from this grant, when accepted, will satisfy the criteria for that measure.

SANDAG continues to secure grant funding to address regional alternative fuel planning and implementation, including:

- San Diego Regional AF Readiness Planning (2014)
- PEV Implementation (2015)
Discussion

SANDAG was awarded the California Energy Commission grant in partnership with the SDRCCC, through the Center for Sustainable Energy, and the San Diego County Air Pollution Control District. As part of the Agreement, Refuel San Diego, a multi-stakeholder group was formed to advise on the development of a regional AF strategic readiness plan.

Refuel San Diego comprises local governments, regional agencies, AF vehicle manufacturers, industry representatives, and other stakeholders. Refuel San Diego convenes to discuss regional barriers to AF vehicle and infrastructure deployment with one of the primary deliverables of both the grant and Refuel San Diego being the Toolkits.

Refuel San Diego began meeting in October 2014. Since that time, five quarterly meetings and ten fuel-specific subcommittee meetings have been held including Biodiesel, Ethanol, Hydrogen, Natural Gas, and Propane. Outreach on the Toolkits has extended beyond Refuel San Diego to groups such as the Fleet Managers Roundtable, South Bay Energy Action Collaborative, North Coast Energy Action Collaborative, and others. In addition, Refuel San Diego has helped bring additional resources and training to the region such as the Hydrogen Fuel Cell Electric Vehicles in California: A Briefing for Local Officials and Freeway Service Patrol Alternative Fuels Training.

The Toolkits are intended to address the barriers identified by Refuel San Diego. There are a total of five Toolkits. Each Toolkit functions as a single resource designed to focus on the unique needs and barriers faced by a specific audience or sector. The five Readiness Toolkits were developed for the following sectors and will serve as the foundation of the Readiness Plan:

- Public Agencies
- Fleet Managers
- Consumers
- First Responders
- Fuel Marketers

The Draft Readiness Toolkits are available on the Refuel San Diego website: sandag.org/refuel.

Next Steps

To satisfy the obligations set forth within the grant funding requirements, Refuel San Diego must adopt the Readiness Plan so that the SANDAG Board of Directors can consider acceptance of the San Diego Regional Alternative Fuels Readiness Plan, which includes the Toolkits. The proposed schedule for acceptance is:

- **December 17, 2015**: Regional Energy Working Group
  - Present Draft San Diego Regional Alternative Fuels Readiness Plan for discussion and recommendation
- **January 14, 2016**: Refuel San Diego – Public Workshop
  - Present Draft San Diego Regional Alternative Fuels Readiness Plan to solicit input
• **January 21, 2016**: Refuel San Diego
  o Present Draft San Diego Regional Alternative Fuels Readiness Plan for adoption

• **February 5, 2016**: Regional Planning Committee
  o Present Draft San Diego Regional Alternative Fuels Readiness Plan to consider a recommendation to the SANDAG Board of Directors

• **February 19, 2016**: SANDAG Board of Directors
  o Present Draft San Diego Regional Alternative Fuels Readiness Plan for consideration

Key Staff Contact: Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
Introduction

On January 24, 2014, the SANDAG Board of Directors accepted the San Diego Regional Plug-in Electric Vehicle Readiness Plan (Readiness Plan) as a guide for use by local governments, public agencies, and others, to support plug-in electric vehicle (PEV) adoption and electric vehicle charging station (EVCS) deployment throughout the region. In July 2015, SANDAG and the Center for Sustainable Energy (CSE) launched Plug-in SD to implement recommendations from the Readiness Plan through a combination of resource development, training, technical assistance, and outreach.

Discussion

Plug-in SD is funded through a two-year grant from the California Energy Commission’s Alternative and Renewable Fuel and Vehicle Technology Program. Over the next two years, SANDAG and CSE will work to implement the following activities:

- Offer training and technical assistance for local government staff to improve the permitting and inspection process for EVCS.
- Develop best practice resources on EVCS installations for local government staff, contractors, and other stakeholders.
- Provide technical assistance for siting EVCS at multi-unit dwellings.
- Expand PEV awareness activities at dealerships and workplaces.

A factsheet on Plug-in SD (Attachment 1) summarizes the program activities and includes contact information for an “EV Expert,” an on-call technical resource made available through the grant.

EVCS Permitting and Inspection

One goal of Plug-in SD is to provide local governments guidance on improving the permitting and inspection process to ensure EVCS installers and end users can receive timely and accurate approvals for EVCS installations. In support of this goal, a Draft EVCS Permitting and Inspection Best Practices Report has been developed and is available at sandag.org/pluginsd. The report includes:
• An overview of common barriers to EVCS installations including permit application delays and inspection corrections identified in the Readiness Plan.

• A catalogue of existing permit processes and compliance requirements for EVCS among building departments in the San Diego region.

• EVCS permitting and inspection best practices that assist local building departments in preparing for the anticipated increase in EVCS permits.

Technical assistance from an “EV Expert” is available now and additional EVCS permitting and inspection resources will become available by early 2016, including: permitting and inspection correction sheets, installation checklists, and standardized language for use on government websites. Plug-In SD will also host subregional workshops to train local government staff on best practices and use of these resources.

**Assembly Bill 1236**

In October 2015, Governor Brown signed into law Assembly Bill 1236 (AB 1236) (Chiu), which requires cities and counties to adopt an ordinance to streamline and expedite the permitting processes for EVCS projects (residential and commercial). Larger cities (population greater than 200,000) must adopt an ordinance by September 30, 2016, and smaller cities (population less than 200,000) must adopt an ordinance by September 30, 2017. In adopting the ordinance, local governments are required to:

• Adopt a checklist of all requirements to be eligible for expedited review.

• Publish the checklist and EVCS permitting documentation on the web.

• Allow for electronic submittal of EVCS permit application and authorize electronic signature.

Resources available through Plug-in SD can support local jurisdictions in meeting AB 1236 requirements.

**Next Steps**

SANDAG and CSE will continue to work closely with local jurisdiction staff and other EV stakeholders on the development of Plug-in SD resources and implementation of best practices to support EVCS deployment. Jurisdictions desiring to schedule a consultation should send an email to evexpert@energycenter.org or call (866) 967-5816.

Attachment: 1. Plug-in SD: Driving Into the Future

Key Staff Contact: Allison Wood, (619) 699-1973, allison.wood@sandag.org
Plug-in electric vehicles (PEVs) are growing in popularity in the San Diego region and their numbers are expected to rise with California’s goal of 1.5 million zero-emission vehicles on the road by 2025. With increasing PEVs comes a greater demand for residential, workplace and commercial electric vehicle charging stations (EVCS).

In support of PEV adoption, the Center for Sustainable Energy and the San Diego Association of Governments launched **Plug-In SD** to provide local stakeholders strategic and technical guidance to help ensure the San Diego region is PEV ready.

### Services for Target Audiences

<table>
<thead>
<tr>
<th>Local Governments</th>
<th>Employers</th>
<th>Contractors</th>
<th>Multiunit Dwelling Building Owners</th>
<th>Electric Vehicle Dealerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Permitting and Inspection Best Practices</td>
<td>• Workplace Charging Workshops: “PEV 101”</td>
<td>• Permitting and Installation Standards</td>
<td>• EVCS Siting Assistance</td>
<td>• Consumer Info and Incentive Details</td>
</tr>
<tr>
<td>• EV Expert Consultations</td>
<td>• Incentives and Policies</td>
<td>• Market Development</td>
<td>• Connection Cost and Fee Info</td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• EV Expert Consultations</td>
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</tbody>
</table>

### EV Expert at Your Service

**Plug-In SD** provides a technical expert who is available to assist PEV and EVCS stakeholders in person, via email or by phone. To schedule a consultation, email [evexpert@energycenter.org](mailto:evexpert@energycenter.org) or call (866) 967-5816.

Learn more about **Plug-In SD** and PEV/EVCS readiness at [energycenter.org/pluginsd](http://energycenter.org/pluginsd).
What is the Beacon Award Program?

The program is a voluntary statewide recognition program administered by the Institute for Local Government (ILG) and the Statewide Energy Efficiency Collaborative (SEEC). The program distributes criteria-based awards to California cities and counties for promoting sustainable activities through plans, programs, and policies, including efforts to reduce greenhouse gas (GHG) emissions and save energy in their communities. Beacon Awards enable local governments to elevate sustainable efforts to external stakeholders, within the agency, and up to the state level. SANDAG serves as the Regional Beacon Award Program Champion by providing a dedicated staff resource to help local government staff through the process, from start to finish.

Level of Commitment

Local governments need only to pass a resolution to join as a Beacon Award Program Participant. As a participant, cities have access to benefits and resources associated with the program, including recognition at League of California Cities events.

To receive awards, the agency must: designate a lead staff person as a point of contact; prepare or commit to prepare a baseline greenhouse gas inventory for agency facilities and the community as a whole; prepare or commit to prepare a climate action plan that includes actions in each of the ten Best Practice Areas; and track completed sustainability activities with the ILG.

How to Participate

SANDAG staff aids each city in compiling the application and navigating the recognition process by:

• Providing a Resolution for Council/Board approval to become a Beacon Award Program Participant.
• Identifying specific local sustainability actions already accomplished or currently underway by the municipality.
• Completing, submitting, and monitoring the status of a Beacon Award application.
• Highlighting achievements through local, regional, and statewide media outlets.

Types of Awards

Within each area, a participant can earn “Beacon Spotlight Awards” (silver, gold, or platinum) based on level of achievement. To win a full “Beacon Award,” participants are required to demonstrate achievement in all five areas listed below.

<table>
<thead>
<tr>
<th>SPOTLIGHT AWARD</th>
<th>SILVER LEVEL</th>
<th>GOLD LEVEL</th>
<th>PLATINUM LEVEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency GHG Reductions</td>
<td>5% Reduction</td>
<td>10% Reduction</td>
<td>20% Reduction</td>
</tr>
<tr>
<td>Community GHG Reductions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agency Energy Savings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural Gas Savings</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Sustainability Best Practice Activities</td>
<td>1 in each of 10 categories</td>
<td>3 in each of 10 categories</td>
<td>6 in each of 10 categories</td>
</tr>
<tr>
<td>FULL BEACON AWARD</td>
<td>Silver Level Beacon Award</td>
<td>Gold Level Beacon Award</td>
<td>Platinum Level Beacon Award</td>
</tr>
</tbody>
</table>

Benefits of Participating

SANDAG and the ILG/SEEC will provide support, track, and celebrate the City’s progress toward achieving a Beacon Award. This includes, but is not limited to:

• A participant profile page on the ILG’s website that lists the City’s sustainability activities.
• Use of the “Proud Participant” logo for facilities and an electronic version for website use.
• Sample press release announcing participation, with distribution assistance upon request.
• Spotlight Awards as the agency works towards reaching a full Beacon Award level.

For more information, contact Michelle Martinez, SANDAG, at michelle.martinez@sandag.org, or (619) 699-1932
Beacon Spotlight Award Winners from the San Diego Region

<table>
<thead>
<tr>
<th>Year</th>
<th>City</th>
<th>Award Type</th>
</tr>
</thead>
</table>
| 2013 | City of Chula Vista       | Gold Spotlight Awards for:  
• Agency GHG Reductions  
• Agency Energy Savings |
|      | County of San Diego       | Gold Spotlight Awards for:  
• Agency Energy Savings  
• Agency Natural Gas Savings  
• Best Practice Activities |
|      |                           | Platinum Spotlight Awards for:  
• Agency Natural Gas Savings  
• Best Practice Activities |
| 2014 | City of Chula Vista       | Platinum Spotlight Award for:  
• Agency Energy Savings |
|      | County of San Diego       | Gold Spotlight Award for:  
• Agency GHG Reduction |
|      |                           | Platinum Spotlight Awards for:  
• Agency Energy Savings  
• Agency Natural Gas |
| 2015 | City of La Mesa           | Gold Spotlight Award for:  
• Best Practice Activities |
|      | City of National City     | Gold Spotlight Award for:  
• Best Practice Activities |
|      | City of Solana Beach      | Silver Spotlight Award for:  
• Best Practice Activities |
|      |                           | Gold Spotlight Award for:  
• Agency Energy Savings |
COMMUNITY CHOICE AGGREGATION  

Introduction

Community Choice Aggregation (CCA) or Community Choice Energy, are governmental entities formed by local jurisdictions to serve the energy needs of their local residents and businesses. In California, a growing number of jurisdictions have established CCAs or are considering them. Locally, some jurisdictions are exploring a CCA as a means to reduce greenhouse gas (GHG) emissions and to achieve targets set within climate action plans (CAPs) and other policies or planning documents.

Several members of the Regional Planning Technical Working Group (TWG) and Regional Energy Working Group (EWG) have requested that CCAs be discussed at a working group meeting. SANDAG staff will provide an overview of CCAs and staff from the City of Solana Beach will share information on the City’s efforts to explore CCA for their community.

Discussion

Community Choice Aggregation enables the formation of governmental entities, such as a Joint Powers Authority (JPA), by cities and counties, or groups of cities and counties, to supply electricity to the constituents, or “electricity customers” within their boundaries. CCAs are responsible for procuring electricity for their customers. The local utility continues to provide the transmission and distribution infrastructure to move the electricity across the grid. Current CCAs are helping the jurisdictions they serve meet their CAP GHG reduction targets by supplying higher percentages of renewable energy to their communities than the local utilities, and could be at a lower cost to customers.

A number of different motivations have been cited as to why a state or jurisdiction may explore and/or create a CCA. Some jurisdictions focus on economic development benefits of keeping funds from electricity payments within their communities, others want to rely only (or mostly) on renewable sources of electricity in support of CAP implementation. Additional reasons have included wanting greater control over electricity supplies and costs, profit-sharing potential, and restructured electricity markets.
CCAs Across the Nation

States across the nation are legislating CCAs to allow for the establishment of an alternative to the traditional utility model for providing electricity. The following states, in order of adoption, have passed laws enabling CCAs:

- Massachusetts (1997)
- Rhode Island (1997)
- Ohio (1999)
- California (2002)
- New Jersey (2003)
- Illinois (2009)
- New York (2014)

The following states are currently exploring the possibility of a bill allowing for CCAs:

- Delaware
- Minnesota
- Utah

CCAs in California

In 2002, California Assembly Bill 117 (Migden, 2002) was signed into law. It authorized the creation of CCAs. It included language detailing essential CCA program elements, required utilities to provide certain services to CCAs, and established consumer protections for existing utility customers. Customers within a CCA’s boundaries are not obligated to receive electricity service from the CCA, they may choose to continue their utility service by “opting-out” of the CCA program. Local Energy Aggregation Network (LEAN) Energy U.S., a non-profit organization dedicated to the success of clean energy, developed a list of Frequently Asked Questions specific to CCAs in California (Attachment 1).

There are currently a number of active CCA programs in California.

- Marin Clean Energy (2010)
- Sonoma Clean Power (2014)

CCAs are being established or actively explored by the following:

- City and County of San Francisco (CleanPower SF scheduled to launch in 2016)
- San Mateo County (Peninsula Clean Energy expected formation by February 2016)
- Alameda County (Exploring)
• County of Los Angeles (Exploring)
• Monterey Bay Community Power (Exploring)
• South Bay Clean Power (Exploring)

**CCAs Around the Region**

Currently, there are no active CCAs in the San Diego region; however, a number of local jurisdictions are actively exploring the opportunity or have noted interest. The following entities are preparing feasibility studies:

• City of San Diego
• City of Solana Beach

San Diego Gas & Electric created a document specific to their service territory. Frequently Asked Questions About San Diego Gas & Electric and Community Choice Aggregation highlights the utility’s role in a CCA (Attachment 2).

Next Steps

SANDAG will continue to monitor local, regional, and statewide CCA activities and provide updates to the TWG and EWG when available.


Key Staff Contact: Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
Community Choice Aggregation (CCA)

Frequently Asked Questions

What is Community Choice Aggregation? Community Choice Aggregation (CCA) is a program that enables city and county governments to pool (or aggregate) the electricity demand of their communities for the purpose of supplying electricity. A CCA buys and/or develops power on behalf of the residents, business, and government electricity users in its jurisdiction. The electricity continues to be distributed and delivered over existing electricity lines owned by the investor-owned utility - Pacific Gas & Electric, Southern CA Edison, or San Diego Gas & Electric. CCA is not permitted in areas where a municipal utility is already providing electric service.

How is a CCA administered? In the State of CA, there are currently three options under which a CCA program can be managed. The most common approach is through an inter-jurisdictional joint powers agency (JPA) that serves as a public, non-profit agency on behalf of the municipalities that choose to participate in the CCA program. This is the model under which Marin Clean Energy and Sonoma Clean Power operate. A second option is a single city or county CCA structured through an Enterprise Fund; this is the model under which Lancaster Energy Choice operates. In this option, the CCA is managed “in house” as a separate program/fund within existing municipal operations. A third option involves commercial, third party management where the CCA’s operations are delegated by contract to a private firm. This model is new in California so its risks and benefits are yet to be fully vetted or realized.

It is important to note that regardless of administrative structure, the assets and liabilities of the CCA program remain separate from those of the County or City general funds, and financial liability is mitigated by specific JPA ordinance and vendor contract language that protects municipal assets. In the JPA model, surplus funds generated by the CCA may be reinvested back into the community in the form of new energy projects and programs that serve the entire service area. In the enterprise fund and privately managed models, a portion of revenues may be allocated to the general fund consistent with sound fiscal management practices and laws governing use of ratepayer funds.

How are CCAs funded? All CCAs, once they are operational, are completely ratepayer funded and are not subsidized by taxpayer dollars. Ratepayer revenues for electrical generation that currently flow to the incumbent utility are re-directed to the CCA program, which becomes the...
default provider of electrical generation services. Programmatic start-up funding can be provided by a municipal government, a local Agency, grant or private service provider. All start-up funding is recoverable through early program revenues.

Why are so many local governments considering CCA? CCAs provide consumer choice where none currently exists and have also resulted in competitive (so far lower) electrical generation rates. In addition, CCAs provide communities with local control over their energy supply, allowing them to increase the amount of electricity procured from renewable sources, such as solar, wind, and geothermal. CCAs can also develop innovative energy programs tailored specifically to their communities and support the development of local renewable energy and clean tech projects. Finally, CCAs introduce competition into the energy market, which helps drive costs down, stimulate new energy investments, and diversify power choices. Customers in a CCA jurisdiction can choose to stay with the CCA program or return to the utility’s generation service at any time; customers always have the power to choose.

What are the economic advantages of CCA? In addition to the potential for customer rate savings and the economic value of ratepayer revenues flowing into your community rather than diffused throughout the utility’s service territory, CCAs can accelerate the development of local renewable energy projects and facilitate other energy innovations such as community solar, energy efficiency retrofits, battery storage and EV charging stations to name a few. This translates into the potential for new local services and community benefits as well as significant regional and local jobs creation. It should be noted that renewable energy facilities provide many more jobs per unit of investment than traditional natural gas and coal plants.

What are the environmental advantages of CCA? CCAs can choose to purchase and develop electricity resources that are cleaner and carbon free. The production and burning of traditional energy sources, such as coal and natural gas, generates large amounts of greenhouse gas (GHG) emissions into the atmosphere. These GHG emissions are a leading cause of pollution, climate change and unhealthy air quality. By substantially changing what is put on the grid on behalf of its customers, CCAs are making a substantial and rapid impact on lowering greenhouse gas reductions and improving environmental quality.

How does this relate to our Climate Action Plan? Many cities and counties now have “Climate Action Plans” that outline various measures that the city or county can take to reduce its GHG emissions and conserve natural resources. In most communities, electricity consumption is the main source of GHG emissions after transportation which ranks slightly higher. Forming or joining a CCA that has a substantially lower emissions rate than the incumbent utility is the single most impactful step a municipality can take to rapidly achieve their climate action goals.

Has this been done in other areas and what are the results? There are three CCA programs up and running in California: MCE Clean Energy (MCE) in Marin and surrounding counties, Sonoma Clean Power (SCP) in Sonoma County, and Lancaster Choice Energy (LCE) in the City of Lancaster. All three CCAs are offering their customers 20-50% more renewable energy than the incumbent utility at prices that are competitive and currently lower than the utility rates. MCE and SCP are also procuring and co-developing in-State and local renewable resources and offering specialized energy programs designed for their local service areas. We expect Lancaster will follow suit as soon as its program is fully implemented; phase I roll-out is in process now.

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What is the utility’s role? The utility is a key partner in any community choice program. The CCA is responsible for buying and/or developing all the electricity required to meet the resource demands of its customers. Customers who choose to opt-out of the CCA continue to have the utility buy their electricity. All customers, whether they are a part of the CCA not, continue to pay the utility for transmission and distribution services and receive a single, consolidated bill as usual. The only difference between a CCA and utility customer’s bill is the source of electricity and a line-item charge for energy generation. The utility retains ownership and management of the pole and wire infrastructure (“the grid”) and continues to handle all line maintenance and power outage issues as is currently the case.

What about electric rates? To date, CCA electrical rates have been quite competitive, currently ranging from 3%-10% lower than utility rates. This is dependent on the customer class and the particular CCA option each customer chooses. Current CCAs offer a “default” option that is both cleaner and cheaper than the utility, as well as a voluntary, 100% renewable energy option offered at a rate premium. In addition, CCAs have the added advantage of price stability. While utility rates change several times a year, CCA rates generally adjust once per year, offering a measure of rate stability and certainty for CCA customers. While there is no guarantee that CCA generation rates will always be lower than utility rates, publicly managed CCAs do have the advantage of being non-profit agencies that pay no shareholder dividends, investor returns, high corporate salaries, or income taxes like commercial services or investor-owned utilities, which helps keep costs down.

Are there hidden or new costs? There are no hidden costs but there is a customer exit fee (called the Power Charge Indifference Adjustment or PCIA) paid to the incumbent utility for departing load. This fee is calculated on a vintaged, yearly basis and is included on a customer’s bill. The PCIA is intended to diminish over time as the utilities no longer need to procure power on a CCA customer’s behalf. To date, CCA default rates are lower than utility rates, inclusive of the PCIA exit fee.

How does a CCA procure electricity? A CCA must submit a plan to the California Public Utilities Commission (CPUC) that specifies how it will meet and purchase estimated electricity demand for its service area. Once the plan is certified, CCAs negotiate the purchase of electricity on the open energy market by entering into power purchase agreements (PPAs) with one or more energy providers. These PPAs can be long or short term, with a single or multiple counterparties, depending on the needs of the CCA and type of energy being procured; however, it is recommended that CCAs take the long view in power planning and build diverse power portfolios to hedge supply and market risk over time. A CCA can also sponsor a bidding process whereby project developers can bid to build new electricity sources solely for CCA customers. Through a utility service agreement, the power a CCA procures is transmitted over the utility’s power lines.

Do the electrons purchased or generated by the CCA actually go to my house or business? No, when we say that the CCA supplies power to customers, we mean that the CCA puts the same amount of electricity onto the grid that its customers use. When the individual electrons from all power resources go onto the grid no one can determine which electrons go where. Think of it as depositing $100 into one ATM and withdrawing $100 from another. It’s not the same $100 bill, but it’s still your money. The electrical grid is analogous; if you consume 500 kilowatt-hours in a month, the CCA must supply 500 kWh to the grid on your behalf. The advantage of a CCA is that what is supplied to the grid can be both cleaner and less expensive than what the incumbent utility is putting on the grid.
How is a CCA program set up? Local governments must pass an ordinance to join a CCA program, and the CCA agency must draft an Implementation Plan that is certified by the CA Public Utilities Commission (CPUC). This is typically done after an initial technical study to determine the amount of electricity that will be required, how much clean power can be integrated, and the extent to which a CCA can be cost competitive over time. The Implementation Plan outlines how the CCA will function, how it will set rates, how it will procure electricity, and how it will carry out all other functions required under CPUC regulations.

By law, CCAs are “opt-out” programs. What does that mean? When a county or city decides to create or join a CCA, all customers within that jurisdiction are automatically enrolled in the CCA; in this way, the CCA becomes the community’s default provider of electrical supply. However, every customer can choose to opt-out and return to the incumbent utility for generation service at any time. State law requires that customers receive several customer enrollment notifications just before and just after a CCA program launches. And at any time after that initial launch period, a CCA customer may return to the incumbent utility’s generation service.

What is the governance structure of a CCA? There is no law regulating how the governing body a CCA should be structured, so each CCA is a little different. Most CCAs are governed under a Joint Powers Agreement by a Board of Directors. The Board of Directors is usually comprised of a representative from each member jurisdiction within the CCA service territory. The Board sets the CCA’s policies and electricity rates. A CCA may also have an advisory committee made up of representatives from other stakeholder groups, such as local businesses and community organizations. CCAs also employ a small staff to run the day-to-day operations of the program and interface with CCA customers. As a public program, the CCA process is designed to be very transparent with all meetings and information open to the public.

If I installed solar panels on my home or business, would I need a Power Purchase Agreement to sell our excess energy to a CCA? No. This is called net metering, and the CCA is able to offer property owners fair market rates for their excess energy production without a Purchase Power Agreement, even if that solar installation took place before the CCA launched. CCAs have been able to offer better (retail) net metering rates and cash payments for customers who generate surplus electricity, and those customers would automatically be enrolled into a CCA’s net metering program unless they choose to opt-out. Larger solar projects that are “in front of the meter” can also be facilitated under a CCA’s feed-in-tariff program which uses a standard power contract with set prices to buy all the power generated from that facility on behalf of CCA customers.

What are the risks? As with any enterprise, there are some risks. The good news is that the key risk factors have been well mitigated and continue to receive close monitoring and management. Risks associated with CCA generally fall into four categories: energy market and price risk, customer opt-out risk, regulatory and legislative risk, and political risk.

For More Information...

For information about Marin’s CCA program, go to www.mcecleanenergy.com
For information Sonoma’s CCA program, go to www.sonomacleanpower.org.
For information about Lancaster’s program, go to www.lancasterchoicenenergy.org.
For general information about CCA in California and nationally, go to www.leanenergyus.org.
FREQUENTLY ASKED QUESTIONS ABOUT SAN DIEGO GAS & ELECTRIC
AND COMMUNITY CHOICE AGGREGATION

1. **What is Community Choice Aggregation?**

   Community Choice Aggregation is a program that permits cities, counties, and other authorized entities to purchase and/or generate electricity for residents and businesses located within the boundaries of their jurisdiction. The California Public Utilities Commission (“CPUC”) established a set of rules that govern the relationship between San Diego Gas & Electric (“SDG&E”) and a Community Choice Aggregator (“CCA”).

2. **What is SDG&E’s view on Community Choice Aggregation?**

   SDG&E supports a customer’s right to choose its electricity service provider, including a Community Choice Aggregator.

   SDG&E will fully cooperate with the CCA or potential CCA to provide them with information to facilitate the process of investigating, forming and implementing a CCA program, consistent with state law and SDG&E’s CPUC-approved tariffs/rules. See the attached links to SDG&E’s CCA-related tariffs.

3. **Are CCAs regulated by the CPUC?**

   The CPUC has only limited jurisdiction over CCAs. For instance, the CPUC is responsible for ensuring a CCA operates in compliance with SDG&E’s CPUC-approved tariffs. Additionally, the CPUC is responsible for ensuring that CCAs adhere to the resource adequacy requirements and renewable portfolio standards obligations established by the CPUC that are applicable to the utilities and other electric service providers.

3. **How is a CCA Program established?**

   a. Under PU Code Section 366.2, the authorized entity seeking to establish a CCA Program must do the following:
      
      - Be authorized by an ordinance
      - Develop an implementation plan that details the process and consequences of aggregation
      - Have the implementation plan, and any subsequent changes to it, considered and adopted at a duly noticed public hearing
      - Register the CCA with the CPUC
      - Have the implementation plan certified by the CPUC as a part of the CCA registration process

   b. Prepare a statement of intent with the implementation plan that provides for all of the following:
      
      - Universal access
• Reliability
• Equitable treatment of all classes of customers
• Any requirements established by state law or by the CPUC concerning aggregated service

4. What happens after a CCA Program is established?
   a. A CCA is required by State law to offer service to all residential customers. Customers will be automatically enrolled in a CCA Program and must affirmatively opt-out of the CCA Program if they don’t want to participate.
   b. Customers participating in a CCA Program will be responsible for costs incurred on their behalf by the Utility and will be assessed a Cost Responsibility Surcharge (CRS). The amount of the CRS, as determined by the CPUC, is intended to protect bundled service customers from being burdened with additional costs arising from the formation of a CCA Program.

5. If a customer participates in a CCA Program, how will that affect the relationship between SDG&E and the customer?
   SDG&E will continue to provide safe and reliable transmission and distribution service to all customers and will continue to ensure that customers receive accurate information concerning services provided by SDG&E.

6. Will customers participating in a CCA Program continue to receive a bill from SDG&E?
   Yes. SDG&E will continue to provide billing, metering, collection, customer service, and other CPUC-approved services to customers participating in a CCA Program. SDG&E’s charges will continue to be those required by law and the CPUC. Each month, the CCA will calculate its charges for electricity and send them to SDG&E. SDG&E will then include those CCA Program charges on customers’ monthly SDG&E bills. After SDG&E receives customer payments, we will transfer the amount paid to the CCA.

8. Who do customers call if they have questions about their bill?
   For questions about a CCA’s charges, rates and terms of service, customers should contact their CCA directly. For all other billing inquiries, including questions about SDG&E’s rates and services, customers should continue to contact SDG&E.
San Diego Forward: The Regional Plan
Energy and Climate Change Components
November 12, 2015

Aiming for a Vision that Works for All

To provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.
Actions to Implement the Regional Plan

- Plan for alternative fuels to reduce GHG emissions
- Provide incentive programs that reduce GHG emissions, protect open space, create great places to live, work, and play
- Promote the use of zero-emission vehicles and alternative fuels
- Support implementation of Energy Roadmaps
- Develop strategies to prepare for climate change

EIR: Greenhouse Gas Mitigation Measures

- Modify grant criteria to give greater weight to projects that reduce GHG emissions
- Adopt a Detailed Mobility Hub Implementation Plan
- Fund electric vehicle charging infrastructure
- Adopt a plan for alternative transportation fuels
- Assist local agencies with the preparation of climate action plans
- Implement measures to reduce GHG emissions from transportation projects
Implementation Underway

San Diego Regional Alternative Fuel Coordinating Council

refuel

San Diego Forward: The Regional Plan
Energy and Climate Change Components
November 12, 2015
Refuel: San Diego
Regional Alternative Fuel Readiness Planning

EWG/TWG Joint Meeting
November 12, 2015

Regional Alternative Fuel Planning Efforts

- 2009 SANDAG Regional Alternative Fuels, Vehicles, and Infrastructure Report
- Spring 2015 Development of San Diego Alternative Fuel Assessment
- Summer 2015 Development of Alternative Fuel Toolkits
- Fall 2014 Kick-off of Alternative Fuel Readiness Project
- Fall 2014 Creation of Refuel
- July 2015 Kick-off of Plug-in SD
- 2011-2013 Plug-In Electric Vehicle Planning/Review
What are Alternative Fuels?

- Electricity
- Hydrogen
- Natural Gas
- Propane
- Ethanol
- Biodiesel

Emissions & Economic Benefits

Local Alternative Fuel Applications

- Natural Gas
  - Transit
  - Refuse

- Electricity
  - Public Charging
  - Carshare
  - Consumer adoption
State Policies

Policy Drivers

- Petroleum Reduction
- AB 32 GHG Reduction
- Low Carbon Fuel Standard
- Incentives
- Governor’s ZEV goal
- Advanced Clean Cars: LEV & ZEV
- Heavy-Duty Vehicle Regulations

State Funding

<table>
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<tr>
<th>PON #</th>
<th>PON Name</th>
<th>Date Released</th>
<th>Amount Awarded to Local Entity</th>
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<td>10-602</td>
<td>Regional Plans to Support Plug-In Electric Vehicle Readiness</td>
<td>5/12/2011</td>
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<td>Biofuels Production Facilities</td>
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<td>Alternative Fuels Infrastructure: Electric, NG, Propane, E85 &amp; Diesel Substitutes Terminals</td>
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<td>Natural Gas Fueling Infrastructure</td>
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<td>$897,471 + $250,00</td>
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<td>Alternative Fuel Readiness Plan</td>
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<td>13-605</td>
<td>Centers for Alternative Fuels and Advanced Technology</td>
<td>11/2013</td>
<td>$272,263</td>
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<td>Electric Vehicle Charging Infrastructure</td>
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<td>13-607</td>
<td>Hydrogen Refueling Infrastructure</td>
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<td>Zero Emission Vehicle (ZEV) Readiness</td>
<td>9/23/2014</td>
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<td>14-604</td>
<td>Advanced Vehicle Technology Manufacturing</td>
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<td>Medium- and Heavy-Duty Advanced Vehicle Technology Demonstration</td>
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*PON: Program Opportunity Notice

Total State Funding: $19.5 M
Sustainability Planning

Alternative Fuel Strategies from Around the Region

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<tr>
<th>City of Carlsbad</th>
<th>City of National City</th>
<th>City of Vista</th>
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<td>City of San Marcos</td>
<td>Port of San Diego</td>
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<td>City of Escondido</td>
<td>City of Santee</td>
<td>San Diego Airport Authority</td>
</tr>
<tr>
<td>City of La Mesa</td>
<td>City of Solana Beach</td>
<td>UC San Diego</td>
</tr>
</tbody>
</table>
Refuel San Diego

• Two-year / $300,000 California Energy Commission Award

• Addressing the barriers to alternative fuel deployment

Barriers to Alternative Fuel Deployment

Toolkits
- Training and Education for Emergency Personnel and Transportation Fleet Staff
- Station Development: Codes and Permitting
- Access to Public Alt. Fuel Stations
- Converting Conventional Vehicles to AFVs

Plug-in SD
- Lack of Public Knowledge on Alt. Fuels
- Infrastructure Costs
- Workplace Charging Training and Education for Municipal Staff
- TOU Utility Rates/Grid Integration
- EVSE and Multi-Unit Dwellings
Alternative Fuel Toolkits

Audience specific information

<table>
<thead>
<tr>
<th>Audience</th>
<th>Fleet</th>
<th>Public Agency</th>
<th>Consumer</th>
<th>First Responders</th>
<th>Fuel Marketers</th>
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<tr>
<td>Propane</td>
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</tbody>
</table>

Goal: Create greater awareness and understanding of AFVs to address existing barriers

San Diego Regional Alternative Fuels Readiness Plan

- How have we addressed barriers?
- What barriers still remain?
- What future fuels/vehicles to we expect?
- How can the region prepare for this?
Next Steps

<table>
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<tr>
<th>Date</th>
<th>Group/Sponsor</th>
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<tbody>
<tr>
<td>December 17, 2015</td>
<td>Regional Energy Working Group</td>
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<tr>
<td>Draft San Diego Regional Alternative Fuels Readiness Plan – Discussion and Recommendation</td>
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<td>January 14, 2016</td>
<td>Refuel San Diego – Public Workshop</td>
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<td>Draft San Diego Regional Alternative Fuels Readiness Plan – Solicit Input</td>
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<td>January 21, 2016</td>
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<td>Draft San Diego Regional Alternative Fuels Readiness Plan – Adoption</td>
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<td>February 5, 2016</td>
<td>Regional Planning Committee</td>
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<tr>
<td>Draft San Diego Regional Alternative Fuels Readiness – Consider Recommendation to SANDAG BOD</td>
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<tr>
<td>February 19, 2016</td>
<td>SANDAG Board of Directors</td>
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<tr>
<td>Draft San Diego Regional Alternative Fuels Readiness Plan – Consider Acceptance</td>
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</table>

Refuel San Diego
Contact Information

Anna Lowe, SANDAG
anna.lowe@sandag.org
(619) 595-5603
www.sandag.org/refuel

Kevin Wood, SDRCCC
kevin.wood@energycenter.org
(858) 244-7295
www.sdcleancities.org
California State Goals for Zero-Emission Vehicles (ZEV)

By 2025, 15 percent of new car sales will be ZEVs

- Currently, 5 percent of new car sales are ZEVs

By 2025, 1.5 million ZEVs will be operating in CA

- Currently, California has nearly 160,000 ZEVs, which accounts for 45 percent of national sales
Growth of the PEV Market in San Diego County

- 13,000+ PEVs
- 67% Battery Electric, 33% Plug-in Hybrid
- 600+ Public Level 2 Chargers
- 35+ DC Fast Chargers

New PEV Readiness Grant

- Partnership with Center for Sustainable Energy

Goals:

- Implement PEV Readiness Plan recommendations
- Streamline permitting
- Improve installations
- Workplace & MUD siting
- Improve PEV awareness

- 2-year grant
AB 1236 (Chiu, 2015) Streamlined EVCS Permitting

Why is AB 1236 important?

Bill requires adoption of an ordinance to streamline and expedite the permitting process for EV charging stations

- Requires larger jurisdictions (population > 200,000) to adopt an ordinance by **September 30, 2016**
- Requires smaller jurisdictions (population < 200,000) to adopt an ordinance by **September 30, 2017**

Any level of EV supply equipment designed and built in compliance with Article 625 of the CEC

Plug-in SD Permitting Resources

**AB 1236 Requirements**

- Checklist for expedited permit review
- Publish checklist and permit documents on the web
- Allow for electronic submittal

**Plug-in SD Resources**

- Best Practices Report
- Permit correction sheets
- Standardized language for websites
- Subregional workshops
- EV Expert assistance
Permitting and Inspection Best Practices Report

- Common barriers to EVCS installations
- Existing permit processes
- Best practices:
  - Clear, consistent website language
  - EVCS permit guide/checklist
  - Fillable application
  - Permit fee incentives
  - Plan review/inspection correction lists
  - Online services

Available at www.sandag.org/pluginSD

Technical Assistance: EV Expert

- Technical infrastructure questions
- Promote program resources via 2016 Local Government Training Seminars
- Call/email or set up an in-person meeting

- Email EVexpert@energycenter.org
- Phone (866) 967-5816
PEV Awareness Activities

- Promote resources for multi-family installations
- Presentations to workplaces on benefits of providing charging
- Dealership outreach and education

THANK YOU!

Allison Wood, SANDAG
allison.wood@sandag.org

Kevin Wood, CSE
kevin.wood@energycenter.org

enenergycenter.org/pluginsd
INSTITUTE FOR LOCAL GOVERNMENT’S BEACON AWARD PROGRAM

Joint Regional Planning Technical Working Group and Regional Energy Working Group
Agenda Item 7
November 12, 2015

Background

• Statewide recognition program administered by:
  • Institute for Local Government (ILG)
  • Statewide Energy Efficiency Collaborative (SEEC)

• Voluntary Program
• No deadline to apply
• Beacon Program Champion—SANDAG
SANDAG’s Role as Beacon Champion

**Process**
- Submit an Application
- Adopt a Resolution
- Identify Sustainable Activities

**Sustainability Best Practices Framework**
- Energy Efficiency & Conservation
- Water & Wastewater Systems
- Green Building
- Waste Reduction & Recycling
- Climate-Friendly Purchasing
- Renewable Energy & Low-Carbon Fuels
- Efficient Transportation
- Land Use & Community Design
- Open Space & Offsetting Carbon Emissions
- Community & Individual Action

**Recognition**

Types of Awards Beacon Participants Can Receive:
- Spotlight Award
  - Energy Savings
  - Natural Gas Savings
  - GHG Reductions
  - Activities in Best Practice Activities
- Beacon Award

<table>
<thead>
<tr>
<th>SPOTLIGHT AWARD AREAS OF ACCOMPLISHMENT</th>
<th>SILVER LEVEL</th>
<th>GOLD LEVEL</th>
<th>PLATINUM LEVEL</th>
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<td>Agency GHG Reductions</td>
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<td>20% Reduction</td>
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<td>Agency Energy Savings</td>
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<td>Natural Gas Savings</td>
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<tr>
<td>Sustainability Best Practice Activities</td>
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<td>6 in each of 10 categories</td>
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<table>
<thead>
<tr>
<th>Silver Level Beacon Award</th>
<th>Gold Level Beacon Award</th>
<th>Platinum Level Beacon Award</th>
</tr>
</thead>
</table>
Beacon Award Program Participation and Benefits

Statewide and Regional Participation

- 76 cities and counties statewide
- Participants from San Diego region:
  - Cities of Chula Vista, La Mesa, National City, Solana Beach, and the County of San Diego

Benefits of Participation

- Aid from the ILG and SANDAG to document sustainability progress
- Participant profile on ILG website
- Social media promotion
- Yearly recognition ceremonies for award winners

Beacon Spotlight Winners—Past and Present

<table>
<thead>
<tr>
<th>Year</th>
<th>City</th>
<th>Award Type</th>
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<td></td>
<td>County of San Diego</td>
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<td>2014</td>
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<td></td>
<td>County of San Diego</td>
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<tr>
<td>2015</td>
<td>City of La Mesa</td>
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</table>
2015 League of California Cities Conference

The City of National City was awarded:

Gold Beacon Spotlight Award for Best Practice Activities

Councilmember Mona Rios receives the award for National City

2015 League of California Cities Conference

The City of Solana Beach was awarded:

Silver Beacon Spotlight Award for Best Practice Areas

Gold Beacon Spotlight Award for Agency Energy Savings

City Manager Greg Wade and Councilmember Peter Zahn received the awards for Solana Beach
Thank you!

For more information or support, contact:

Michelle Martinez
michelle.martinez@sandag.org
619-699-1932

Beacon Program Website:
www.ca-ilg.org/beacon-program
Community Choice Aggregation

Regional Planning Technical Working Group
& Regional Energy Working Group

November 12, 2015

Community Choice Aggregation (CCAs)

What is a CCA?

Aggregated electricity demand to supply electricity
Community Choice Aggregation (CCAs)

Why establish a CCA?

• Restructured electricity markets
• Electricity sources
• Electricity supply
• Electricity costs

How does it work?

• Three models
  1. Joint Powers Authority
  2. Enterprise Fund
  3. Third Party

CCAs Across the Nation
CCAs in California

• AB 117 (Migden, 2002)
• Active CCAs

CCAs in the San Diego Region

• Jurisdictions exploring CCAs
• CAP goals motivating local interest
• Option for reducing greenhouse gas emissions
• City of Solana Beach update
City of Solana Beach

• Solana Beach has been interested in CCA’s for several years
  – 2012 – placed in the City Council Workplan as an “Unprioritized” Environmental Sustainability Issue
  – 2013 – elevated to a “Priority” Environmental Sustainability Issue in the City Council Workplan
    • Monitor and work with the San Diego Energy District
    • Determined that it was not feasible for Solana Beach to form a viable CCA on our own
      – Lack of regional interest in forming a JPA
      – Solana Beach did not have the resources to form a single entity CCA

City of Solana Beach

• Solana Beach remained interested in exploring all options and supporting CCA formations
  – May 2014 – Council voted unanimously to send a letter of opposition to AB 2145
    • Would have placed significant obstacles to formation of CCA’s in California
  – January 2015 – became first jurisdiction in San Diego to adopt a Resolution of Support to continue studying the feasibility of CCA
    • Requested by the SDED to demonstrate to other jurisdictions in SD County that Solana Beach was interested and motivated to study a viable regional JPA
City of Solana Beach

• Where are we now...
  – Solana Beach remains determined to act quickly and aggressively to form a CCA
    • Interested in any feasible, viable CCA
  – However, the CCA movement in SD County has been slow to develop
    • Solana Beach had always envisioned a regional JPA
    • However, due to a relative slow acceptance or support regionally, City has decided to look at other options
    • Recently, the City has been contacted by various jurisdictions that have started to show some interest
      – Information meeting recently held at Solana Beach that included Staff and representatives from various north county cities

City of Solana Beach

• Solana Beach was approached by California Clean Power (CCP)
  – Offered to conduct a feasibility study free of charge to the City
  – Believed they could form a viable CCA for Solana Beach using a different business model
  – Feasibility Study is underway and preliminary results look very promising
Community Choice Aggregation (CCA)

Local Right to Control Energy Choices
   – AB 117
   – Code of Conduct

Default Program

Utility Is a Partner, System Reliability

Significant Benefits: Environmental, Economic, Local Control

Environmental & Economic Urgency
   – GHG reduction
   – Increase renewable energy
   – Capture revenue
   – Positive job creation
Growing Interest
Limited Progress

Establishing CCA

**Economics**
- Size of Program
- Start-up costs
- Energy procurement
- Initial operations

**Expertise**
- Legal and regulatory
- Market analysis
- Energy procurement
- Customer service
- Utility liaison
- Community relations

*California Clean Power provides all of the staff and infrastructure your program needs to operate, so your program can stand up and serve customers at a lower cost and with all of the control in your hands.*
California Clean Power's CCA Team

Peter Rumble, CEO
Kelly Foley, General Counsel
Lloyd Rowe, VP of Energy Services
Yesenia Cardona, Energy Analyst
Jack Tibbetts, Community Relations
Angie Grainger, Controller
Bill Gallaher, Chair
Doug Bosco, Vice Chair
Jonathan Kathrein, Board member
Komron Shahlousseini, Board member

CCP Partners

EDMS - Energy Data Management Services
SUNPOWER
SHAW/YODER/ANTWH, Inc.
Macquarie Energy
First Community Bank
Our Mission

Give communities their power back by empowering cities and counties to start and run their own Community Choice Aggregation programs

California Clean Power Services

**Capital Investment**
- Start up
- Initial Operation
- No Financing or Financial Guarantee

**Full Service**
- Staffing
- Infrastructure
- Jurisdictional Oversight & Control

**Transparency**
- Financial
- Environmental
Work with Solana Beach - Current

**Financially Feasible**
- Preliminary rate analysis
- Rate savings

**Renewable Portfolio**
- 33%, 50%, 100% scenarios
- Local resources
- Future projects

**CCA Programs**
- Financial
- Environmental
Work with Solana Beach – Next Steps

**Load and Rate Analysis**
Seasonal analysis, rate and use
2016 Rates

**Finalize Feasibility Report**
Detailed pro forma scenarios
Program options

**Council and Community Conversations**
Program goals
Single city/JPA
Local investment
Program priorities

Questions & Answers

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