MEETING NOTICE
AND AGENDA

REGIONAL ENERGY WORKING GROUP

The Regional Energy Working Group may take action on any item appearing on this agenda.

Thursday, March 26, 2015

11:30 a.m. to 1 p.m.

SANDAG, 7th Floor Conference Room
401 B Street, Suite 800
San Diego, CA 92101

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

Beginning in February, the parking garage elevators at Wells Fargo Plaza will undergo a six month mechanical modernization. During this period, only one garage elevator will be in service. Please allow yourself extra time to make your way up from the garage to the SANDAG offices and Board Room. For those requiring special assistance, please call the SANDAG front desk in advance of any meetings at (619) 699-1900.

AGENDA HIGHLIGHTS

• DRAFT CALIFORNIA EXISTING BUILDINGS ENERGY EFFICIENCY ACTION PLAN

• PROPOSITION 39 FUNDING FOR LOCAL SCHOOLS

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To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.
1. WELCOME AND INTRODUCTIONS

+2. APPROVAL OF MEETING MINUTES

The Regional Energy Working Group (EWG) is asked to review and approve the minutes from its February 26, 2015, meeting.

3. PUBLIC COMMENTS/MEMBER COMMENTS

Members of the public shall have the opportunity to address the EWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. EWG members also may provide information and announcements under this agenda item.

REPORTS

+4. DRAFT CALIFORNIA EXISTING BUILDINGS ENERGY EFFICIENCY ACTION PLAN

The California Energy Commission (Energy Commission) recently released the Draft Existing Buildings Energy Efficiency Action Plan (EBEE Action Plan) as required by Assembly Bill 758. The EBEE Action Plan provides a ten-year blueprint for reducing energy consumption in existing buildings. The Energy Commission will hold a workshop on April 7 and is accepting public comments through April 22. Staff will provide highlights on the draft EBEE Action Plan and solicit comments from the EWG. The Executive Summary of the draft EBEE Action Plan is attached, and the full document is available online (energy.ca.gov/ab758/documents/).

+5. PROPOSITION 39 FUNDING FOR LOCAL SCHOOLS

In 2012, Proposition 39 (Prop 39) was passed and the legislature directed funds to support energy-related projects at California schools. Staff will present an overview of Prop 39 and statistics on statewide funding. Stephen Kapp (San Diego County Office of Education) will highlight efforts to support local school districts in Prop 39 program participation and other efforts of the Energy Joint Powers Authority.

+6. LEGISLATIVE STATUS REPORT

Staff will describe energy-related bills introduced in the state legislature and provide an update on FY 2014-2015 cap-and-trade programs, including projects SANDAG has submitted for funding consideration.

7. UPCOMING MEETINGS

The next meeting of the EWG is scheduled from 11:30 a.m. to 1 p.m. on Thursday, April 23, 2015.

+ next to an agenda item indicates an attachment
FEBRUARY 26, 2015, MEETING MINUTES

1. WELCOME AND INTRODUCTIONS

Chair Chris Orlando (City of San Marcos), called the Regional Energy Working Group (EWG) to order at 11:32 a.m.

2. JANUARY 22, 2015, MEETING MINUTES (APPROVE)

There was one edit from Pamela Bensoussan (City of Chula Vista) to the January 22, 2015, meeting minutes. This correction will be made.

Dave Weil (City of San Diego) motioned to approve the meeting minutes from January 22, 2015, Greg Newhouse (San Diego Regional Clean Cities Coalition) seconded the motion. The motion carried without opposition.

Yes: Jack Clark (Center for Sustainable Energy [CSE]), Ms. Bensoussan, Dr. Don Mosier (City of Del Mar), Mr. Weil, Jason Anderson (CleanTech San Diego), Brett Caldwell (San Diego County Regional Airport Authority), Tom Brill (San Diego Gas and Electric [SDG&E]), Mike Evans (San Diego Regional Chamber of Commerce), Mr. Newhouse, Paul Webb (Sierra Club), and Cody Hooven (Unified Port District of San Diego); No: None; Abstain: None; Absent: City of Santee, County of San Diego, Energy Policy Initiatives Center, Environmental Health Coalition, Metropolitan Transit System, North County Economic Development Corporation, and UC San Diego.

3. PUBLIC COMMENTS/MEMBER COMMENTS

John Wotzka (Public Attendee) discussed energy-related news and provided written comments that are summarized here: the French Parliament pledges to cut the country’s nuclear power to 50 percent by 2025 and Germany vows to phase out nuclear by 2022; two projects involving nuclear reactors has been put on hold in China; Scotland plans to build a 100-mile long cable to bring energy from a tidal power system to electric users; in 2014, the United States oil production was 9.4 million barrels per day which was the highest since 1972; ExxonMobil will ship 10 million barrels per day of natural gas condensate to the Trans-Alaska Pipeline in early 2016; Exelon Generation will build two combined cycle gas turbine units in Texas to be completed in 2017; the United States is the world’s leading producer of natural gas; 2014 was the hottest year on average since records have begun; new smart meters for energy customers will allow for greater efficiency and faster response times to blackouts; and the California Public Utility Commission (CPUC) will issue new guidelines for an annual credit against utility bills, as a one-time vehicle rebate for alternative fuel vehicles.
Allison Wood (SANDAG) mentioned that the U.S. Environmental Protection Agency recognized the San Diego Regional Climate Collaborative (Climate Collaborative), as one of two nationally recognized programs with a climate leadership award for innovative partnerships. The Climate Collaborative was started in 2010 by the five local government partners (LGPs) in the region.

Ms. Wood informed the EWG that the California Energy Commission (Energy Commission) has officially approved an award for an Electric Vehicle (EV) Implementation grant that SANDAG and the CSE applied for last year. In March, staff will present to the Regional Planning Committee (RPC) and SANDAG Board of Directors (Board) to adopt a resolution accepting the funds, allowing the project to start later this year.

REPORTS

4. REGIONAL ENERGY NETWORK UPDATE (INFORMATION)

Anna Lowe (SANDAG) gave an update on recent activities related to the development of a Regional Energy Network (REN). Since the EWG expressed support of exploring a REN for the region in September, staff has presented on the REN to the RPC and the SANDAG Board. A REN is a mechanism for energy efficiency funding, which is made up of public entities from the region and administered through a collective of regional public agencies that report to the CPUC.

Ms. Lowe mentioned that the CPUC expects RENs to complement existing programs administered through SDG&E and LGPs. Evaluations of the impacts of existing RENs are being conducted, with reporting on effectiveness and savings scheduled for mid-year.

On October 24, 2014, the SANDAG Board approved: SANDAG becoming a party to the CPUC Energy Efficiency Proceeding; developing a draft Memorandum of Understanding (MOU) with REN member agencies; authorizing staff to begin the development of a REN application based on the draft MOU with REN member agencies; and directing staff to return to the RPC and Board to report on key milestones. Since receiving direction from the Board, SANDAG has filed a motion to become a party to the CPUC Energy Efficiency Proceeding and has been working on a draft MOU with other REN member agencies. REN exploration will continue at the direction of the Board via communications with existing RENs, the CPUC, SDG&E, and other relevant stakeholders. Ms. Lowe shared a timeline of next steps and added that upon completion of the draft MOU, staff will share the document with the EWG, RPC, and Board where the Board will consider approval of the draft MOU.

EWG members had the following questions and comments:

• Dr. Mosier inquired as to what is the funding source for the REN and if it competes with other programs for funding. Ms. Lowe explained that funding for the REN comes from ratepayer dollars that has already been collected for energy efficiency programs for the ratepayer’s specific region. Currently, there is money that is unspent and unallocated, and this could be potentially an additional REN funding source.

• Dr. Mosier asked how much funds are currently being unspent. Ms. Lowe answered that there is $28 million for the SDG&E territory available.
Ms. Bensoussan wondered about the timeframe for the MOU approval, and if it was consistent with CPUC requirements. Ms. Lowe reassured that staff is continually checking with the CPUC criteria and studying existing RENs as to ensure requirements are met.

Ms. Bensoussan asked if SANDAG is currently a participatory agency for the Proceeding. Ms. Lowe shared that SANDAG has submitted a motion to become a party to the Proceeding and are still awaiting final approval.

Mr. Evans referred to the timeline provided by staff. He asked if the REN scope could be discussed prior to the application development in mid-2015. Ms. Lowe agreed that input would be needed and will try to coordinate a time to bring this item back to the EWG.

Ms. Bensoussan suggested that the EWG hold a subcommittee meeting to provide comments on the REN scope to staff.

Chair Orlando inquired if there will be another REN item brought to the EWG before the MOU goes to the Board next quarter. Ms. Lowe will try to coordinate a time where staff could bring this item back to the EWG.

5. SAN DIEGO GAS & ELECTRIC CONNECTED TO THE SUN PROGRAM (INFORMATION)

Mr. Brill introduced the Connected to the Sun Program, an SDG&E program which will allow customers to purchase 100 percent of their energy from renewable sources. Mr. Brill informed the EWG that San Diego has one of the highest renewable energy portfolio percentages in the nation at over 32 percent. He also mentioned that only half of SDG&E customers own a home and not all can afford a solar investment.

Mr. Brill discussed two SDG&E programs approved by the CPUC to make renewable energy, more specifically solar energy, available to all: SunRate and Share the Sun. SunRate would allow bundled customers to buy some or all of their energy from local solar projects through a “green tariff” that focuses on local, renewable energy; and Share the Sun, which is a community solar program, would allow bundled customers to work directly with solar providers to acquire rights to a portion of energy produced by that solar power facility and receive bill credit for the value of that energy.

Mr. Brill went on to describe the benefits associated with participating in the programs, and also spoke of potential bill impacts from each program. He shared that SunRate implementation is projected for late 2015 and Share the Sun implementation will take around two years from signing an agreement with a solar provider. Mr. Brill also emphasized that in order to ensure that these programs benefit all, outreach and energy education with customers will need to occur.

EWG members had the following questions and comments:

Ms. Bensoussan inquired if these programs would require the apartment owner’s permission for multi-unit dwellings to participate. Mr. Brill explained that no permission would be needed from the apartment owner; the customer receives their own bill, and has the option to get 100 percent renewable energy from SDG&E.
Mr. Brill mentioned those that want to get solar panels can work with a third-party to receive solar energy from that project. He discussed that the same solar energy from that project would follow the tenant no matter if they move. Customers would get a bill credit that equates to the energy produced, but the transaction would be between the customer and the provider.

Mr. Wotzka added that solar companies are selling overpriced units to older home owners, and asked if the CPUC is regulating this. Mr. Brill emphasized that solar providers are not regulated by the CPUC; however, anything that SDG&E charges is regulated. He added that to ensure fair payment would be dependent on consumer education.

Ms. Hooven asked if SDG&E is charging a tariff on any energy produced above the Renewable Portfolio Standard (RPS) for the SunRate program. Mr. Brill responded that SDG&E is charging only the extra costs accrued. Aaron Franz (SDG&E) reassured the EWG that customers will not be double charged.

Mr. Mosier commented that the Marin County’s program for 100 percent renewable costs a considerable premium. He voiced his thoughts that the SunRate could likely cost a considerable amount of money. Mr. Brill explained that solar prices continue to decline, and his hopes of SDG&E doing this program in a competitive way.

Mr. Evans asked if solar was the only renewable energy that SDG&E was looking at for this program, and if the CPUC was the best entity to manage the risk. Mr. Brill responded that solar generation generates more electricity in the middle of the day, and there is a cost-free way to address excess generation and that is demand response. He shared that anyone investing in solar is taking a risk, but the utility will look at the best possible price scenario.

Mr. Clark inquired how SDG&E sees these programs increasing the percentage of renewable resources provided in the region. Mr. Brill mentioned the impact will not be to increase the RPS percentage, but to increase the amount of customers utilizing this resource.

Mr. Clark asked, based on goals, if staff has a forecast. Mr. Brill stated that the goal of the program is to get as much interest as possible.

6. REGIONAL ALTERNATIVE FUEL PLANNING UPDATE (DISCUSSION)

Kevin Wood (San Diego Regional Clean Cities Coalition) and Ms. Lowe provided the EWG with an update on regional alternative fuel planning efforts conducted through the San Diego Regional Alternative Fuel Coordinating Council (Refuel). Ms. Lowe informed the EWG of previous SANDAG alternative fuels (AF) planning efforts.

Ms. Lowe explained that the previous planning efforts have led to Refuel. SANDAG received a two-year, $360,000 grant from the Energy Commission for regional AF planning in partnership with the San Diego Regional Clean Cities Coalition and the San Diego Air Pollution Control District. Through the award, staff will assess the current state of AFs in the region to address trainings, infrastructure and funding gaps that will be comprised in a Regional AF Assessment. This
Assessment will drive the development of sector specific toolkits, which in turn, will help create a Regional AF readiness plan.

Mr. Wood gave an overview of the existing conditions and assessment staff is working on. The Existing Conditions Report, which will be completed next month, provides information on infrastructure availability, vehicle population, state and local policies, and incentives and trainings. A component of this report was an AF survey which asked what the needs of local governments are and the level of experience with other fuels.

Mr. Wood presented an infrastructure summary showing stations for E-85, biodiesel, compressed natural gas, and electricity; he emphasized that infrastructure is continuing to grow in the region with electric infrastructure growing exponentially. He informed the EWG that there are funding opportunities to promote vehicle adoption and infrastructure growth; however, AF vehicles make up a small portion of the light duty vehicle population. Mr. Wood did highlight that the electric vehicle market continues to grow with over five percent of new passenger car sales being Plug-In Electric Vehicles. Mr. Wood summarized that adoption of AF vehicle and infrastructure is growing, AF use remains small, and more efforts will be needed to meet escalating state goals.

EWG members had the following questions and comments:

- Chair Orlando asked if staff knew the appropriate number of AF infrastructure would be needed to support the AF vehicle population. Mr. Wood responded that there are many studies addressing this question, but there is not a good consensus of what is enough.

- Kristen Crane (City of Del Mar) asked how the private sector is being engaged in Refuel. Ms. Lowe informed the EWG that the private sector has been invited to and participates in Refuel meetings. Ms. Lowe explained that Refuel is looking at ways regional agencies can support adoption of AF types in the private sector.

- Mr. Clark shared that CSE has been running the Clean Vehicle Rebate Project for six years and the state of California has 120,000 EVs on the road. He added that nearly every year, the program doubles in size, and with this progression the state can reach the Governor’s Goal of 1.5 million Zero-Emission Vehicles by 2025.

- Chair Orlando shared discussion from the SANDAG Board Retreat that technology is exceeding infrastructure.

- Ms. Bensoussan asked how the Californian EV market compares with the rest of the country. Mr. Clark shared that California EVs represent 40 percent of the national market. California has been so successful in EV introduction, CSE has been asked to run EV programs in other states.

- Mr. Newhouse asked if staff could share the results of the Alternative Fuel Survey with EWG members. Mr. Wood mentioned that the results will be shared at an upcoming EWG meeting.
7. 2015 SANDAG LEGISLATIVE PRIORITIES WITH AN ENERGY NEXUS (INFORMATION)

Ms. Wood discussed the SANDAG 2015 Legislative Program and asked the EWG to share energy related bills that would be of relevance to the group. Included in the monthly EWG agenda will be a legislative report that monitors legislation that is of interest to group and that supports Regional Energy Strategy (RES) goals. Ms. Wood brought to the attention of the EWG the RES goals and recommendations found in the technical update of the RES.

Ms. Wood highlighted a few key bills that have been proposed so far: Senate Bill (SB) 32 (Pavley, 2014) calls for Greenhouse Gas reduction target of 80 percent below 1990 levels by 2050; and SB 350 (De Leon, 2015) sets the Governor’s goals of 50 percent reduction in petroleum use by 2030, 50 percent utility power coming from renewable energy, and 50 percent increase in energy efficiency in existing buildings.

8. UPCOMING MEETINGS (INFORMATION)

The next EWG meeting is scheduled from 11:30 a.m. to 1 p.m. on Thursday, March 26, 2015.

9. ADJOURNMENT

Chair Orlando adjourned the meeting at 12:57 p.m.
# Regional Energy Working Group

## Meeting Attendance for February 26, 2015

<table>
<thead>
<tr>
<th>Representation</th>
<th>Jurisdiction/Organization</th>
<th>Name</th>
<th>Member/Alternate</th>
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<td>City of San Marcos</td>
<td>Hon. Chris Orlando, Chair</td>
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<td>City of Vista</td>
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<td>Hon. David Alvarez</td>
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<td>Hon. Dave Roberts</td>
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<td>Noah Alvey</td>
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<td>Public Transit Operators</td>
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<td>Len Hering</td>
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<td>Jack Clark</td>
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<td>Energy Policy Initiatives Center, University of San Diego School of Law</td>
<td>Scott Anders, Vice Chair</td>
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<td>Jennifer Case</td>
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<td>Kayla Race</td>
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<td>Sierra Club</td>
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<td>San Diego Regional Chamber of Commerce</td>
<td>Mike Evans</td>
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<td>David Lloyd</td>
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<td>Cleantech San Diego</td>
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<td>Josh Harman</td>
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**OTHER ATTENDEES:**
Kimberly Burke, SDG&E
Kristen Crane, City of Del Mar
Aaron Franz, SDG&E
Hanna Grene, CSE
Mike Grim, City of Carlsbad
Anne Hartshorn, Ygrene
Jack Hogan, Clean Energy
Cheryl LaCombe, TRC
Mel Millstein, County of San Diego
Elizabeth McCollum, TRC
Brendan Reed, City of Chula Vista
Warren Ruis, SDG&E
Kevin Wood, San Diego Regional Clean Cities Coalition
John Wotzka, Public Attendee
Jeff Wyner, City of Escondido
Susan Freedman, SANDAG
Michelle Martinez, SANDAG
Rob Rundle, SANDAG
Sarah Strand, SANDAG
Allison Wood, SANDAG
Executive Summary

Plan Purpose
The Existing Buildings Energy Efficiency Action Plan (EBEE Action Plan) is required by Assembly Bill 758 (Skinner, Chapter 470, Statutes of 2009), which recognized the need for California to address climate change through reduced energy consumption in existing buildings.

The EBEE Action Plan provides a 10-year framework to focus state and local governments, the building, contracting industries, and real estate industries, financial market actors, and other key stakeholders on achieving much greater energy and water efficiency in existing residential, commercial and public buildings. The California Energy Commission intends to use its authority to the fullest extent, along with its strong partnership with the California Public Utilities Commission, to facilitate successful implementation of this Plan.

The EBEE Action Plan covers all existing buildings in the single-family, multifamily, commercial and public buildings sectors. The EBEE Action Plan is organized around five central goals and informed by a unifying vision for the future of California’s existing buildings. Each of these goals and most of the strategies apply to all of the building sectors covered in the Plan.

Vision
Robust and sustainable efficiency markets deliver multiple benefits to building owners and occupants through improvements, investments and operation of existing homes, businesses, and public buildings.

Resulting in: Doubling of energy savings in California’s buildings. This is equivalent to a 17% reduction in statewide building energy use in 2030 compared to projected levels of usage, and is realized by stimulating an $8 billion/year efficiency marketplace.3

Strategy Highlights
The EBEE Action Plan provides a broad range of strategies to realize the above vision; the strategies are detailed in Chapter 3. Following are the five core goals and overall objectives that guide this Plan, with highlighted strategies that are particularly important.

Goal 1. Proactive and informed government leadership in energy efficiency
Objective: Policies, initiatives and programs lead a long-term commitment to achieve energy efficiency at large scales.

Nonresidential Energy Benchmarking and Disclosure
(S 1.2)
• Required periodic benchmarking of commercial and multi-family buildings above 50,000 square feet in floor area.
• Energy use metrics reported via Energy Star Portfolio Manager.
• Builds on AB 1103 reporting infrastructure; significantly expands covered building population.
• Encourages ongoing performance monitoring and continuous commissioning.
• Public disclosure for each building at second reporting cycle; disclosure policy informs building market transactions.

Modernize Assessments, Ratings, & Labels
(S 1.3, 1.4)
Adopt minimum standards for residential and nonresidential performance assessments; modernize approaches for asset ratings and labels.
• Enable widespread use of third-party assessment tools for existing buildings.
• Adopt minimum performance certification for third-party tools and encourages their use.
• Make greater use of smart meter data and analytics.
• Reform HERS system as it applies to existing buildings (currently HERS II): simplify and clarify

California’s Existing Buildings Energy Efficiency Action Plan

while aligning with Public Resources Code Section 25942.

- Establish energy asset ratings as the primary vehicle to incorporate energy efficiency into real estate and financial property valuations.

**Codes & Compliance (S 1.5)**

- Clarify building energy code as it applies to existing buildings, including multifamily properties.
- Evaluate compliance rates and savings shortfall; incorporate findings into solutions.
- Reduce project compliance costs for consumers and local governments; harvest additional savings.

**Local Government Challenge Program (S 1.7)**

Encourage local governments to implement innovative efficiency programs and gather relevant experience for wider application. Examples include:

- Aggressive efficiency for public buildings.
- Early implementation of nonresidential benchmarking and disclosure programs.
- Innovation in building permitting and code enforcement systems.
- Data-driven community-wide energy planning.
- Energy performance districts.

**Existing Building Efficiency Collaborative (S 1.9)**

A new collaboration led by the California Energy Commission (CEC) and California Public Utilities Commission (CPUC), with active engagement of industry stakeholders, will provide Plan implementation oversight. Coordination with other relevant agencies will occur when warranted.

- Coordinate and align policy between agencies (energy forecasting, energy programs, broader carbon policies).
- Provide oversight of Action Plan implementation, evaluation and tracking.
- Facilitate ongoing industry engagement.
- Collect and maintain data needed to evaluate Plan implementation; provide trend analyses.

**Goal 2. Data drives informed decisions**

**Objective:** Building owners and residents demand energy-efficiency services informed by the full range of information relevant to them.

**Data Accessibility and Use (S 2.1)**

Ensure the availability, ease of access and usability of energy consumption data in all sectors.

- Utilities map meters to buildings, consistent with whole building benchmarking.
- Adopt common data exchange protocols for energy use and building energy performance data; maintain utility tariffs in a machine-readable format on a public web site.
- Provide efficiency project cost and saving data to all market actors.
- Provide data for policy making and program targeting. Baselining and market tracking efforts utilize standardized data reporting systems.

**Consumer Focused Energy Efficiency, Program Design Enhancement (S2.2)**

- Revamp efficiency program designs to better respond to customer needs and values, as well as industry practice.
- Understand and leverage key transaction events.
- Streamline processes to increase project participation.
- Institute periodic forums for industry and public - e.g. CSI “Public Forum” model.
- Migrate to verified performance rather than “deemed” savings.
- Incorporate operations and behavior; deploy robust energy management tools.
- Collaborate between energy and water agencies, utilities, local governments, and partners.

**Goal 3. Building industry delivers innovation and performance**

**Objective:** A robust and sustainable building industry drives and satisfies demand.
California’s Existing Buildings Energy Efficiency Action Plan

Performance-Driven Industry and Programs (S 2.2, 3.2)
Focus California’s approach on performance-based efficiency solutions.

- Explore and support monetization of energy savings, including through resource procurement.
- Facilitate long-term engagement by consumers; encourage innovative business approaches.
- Enable pervasive use of analytics to drive targeted improvements.

High Performance Workforce, Education & Training (S3.3)
Support the development and employment of a high performance industry for every level of professional involved in energy efficiency transactions.

- Maintain high performance curriculum to increase efficiency-related knowledge, skills and abilities.
- Work with workforce investment and apprenticeship organizations to reach critical labor groups.
- Adopt minimum certification requirements for firms and workers in the major building sectors.
- Provide relevant training for real estate, financial, and appraiser communities.

Goal 4. Californians recognize and benefit from the value of efficiency upgrades
Objective: Building values reflect energy performance and associated benefits.

Targeted Marketing, Education, & Outreach (S 4.2)
Educate, motivate, and activate consumers to take action on energy efficiency with a comprehensive suite of targeted marketing, education, and outreach materials.

- Develop strategies that communicate value propositions to decision-makers.
- Obtain business and civic leader commitments; foster energy competitions.
- Leverage Energy Upgrade California.

Goal 5. Solutions are accessible and affordable for all Californians
Objective: Efficiency is an integral part of routine transactions and readily financed

Affordability & Financing (S5)
Support a broad range of financial tools and expansion of products to attract self-sustaining private capital markets.

- Establish value proposition with real estate and finance industries.
- Complete and evaluate CPUC/California Alternative Energy and Advanced Transportation Financing Authority financing pilots.
- Leverage existing financing/refinancing tools, including PACE and EEM.

Future Discussion and Evolution
Over the next ten years, these strategies will be evaluated and refined as required to better support and ensure achieving the State’s goals. Examples include:

- Move from disclosure/assessment to action.
- Evaluate other options to facilitate market implementation of efficiency at scale, including via utility resource procurement.
- New business models.
- Integrating societal and private value propositions.
- Align energy efficiency, distributed generation, and demand response efforts in existing buildings.
- Align water and energy policies for existing buildings.
- Assess and develop feasibility of zero net energy and near-zero-emission existing buildings.
- Track market; if necessary, move toward mandatory time-certain retrofits.

Implementation
This Plan aims to mobilize market-based activity in California such that the existing $1.4 billion in annual ratepayer-funded programs is leveraged to activate sufficient private capital to reach an annual investment of at least $8 billion per year needed to significantly increase the scale of energy efficiency projects.
California’s Existing Buildings Energy Efficiency Action Plan

statewide. The majority of government-led activities in this Plan can be funded with existing resources and staffing levels. Financing to cover some new implementation costs, for example those to build and maintain certain data infrastructure (S2.1.8-9), and resources for local government innovation (S1.7), will need to be identified.

The Plan strategies are organized here by crosscutting goals; however implementation must proceed to match the priorities, needs, and stakeholders for each building sector. Periodic assessment of implementation progress will inform each biennial Integrated Energy Policy Report, with new and updated strategies to be proposed as needed.
PROPOSITION 39 FUNDING FOR LOCAL SCHOOLS

Background

The California Clean Energy Jobs Act, or Proposition 39 (Prop 39), is an initiative that was approved by voters in 2012 to change corporate income taxes and allocate projected revenue to California's General Fund and the Clean Energy Job Creation Fund for five fiscal years, beginning in FY 2013-2014. Senate Bill (SB) 73 (Committee on Budget and Fiscal Review, 2013) and SB 852 (Leno, 2014) allocated Prop 39 funds to California's K-12 schools and community colleges, with SB 73 codifying the California Energy Commission (Energy Commission) as the lead agency for the K-12 portion of the program. The statewide program provides up to $550 million in funding annually to Local Educational Agencies (LEAs) towards improving energy efficiency and creating clean energy jobs. Those eligible to apply include: LEAs (county offices of education, school districts, charter schools, and state special schools), public school districts, and community college districts. This report describes statewide statistics on the Prop 39 program as well as efforts supporting school district participation in the San Diego region. EWG members are asked to discuss opportunities for collaboration with local schools on energy saving efforts.

Discussion

Statewide Statistics

Prop 39 funding supports a variety of projects to improve energy efficiency and clean energy generation in schools. For FY 2014-2015, the California Legislature (Legislature) appropriated $279 million to LEAs and $39 million to California community college districts. The remaining allocated funds are to be used for no-interest loan programs, energy audits and technical assistance, and workforce development. A factsheet describing all available Prop 39 funding is included in Attachment 1. In the first two fiscal years of the Prop 39 initiative, the Legislature has allocated $660 million to the LEA program, with nearly half of the funding already approved. Since 2014, there have been 292 Energy Expenditure Plans at 932 project sites approved statewide. Energy Commission estimates these approved projects have the potential to yield close to 80.5 million kWh in energy savings, save $14.2 million in energy cost savings, and reduce greenhouse gas emissions by nearly 63 million pounds of carbon dioxide emissions.

Regional Efforts

The San Diego region has had one of the highest Prop 39 program participation rates in the state. Each LEA is allocated Prop 39 funds based on formula that considers average daily attendance and the number of students eligible to receive free and reduced-priced meals, next the LEA must submit
an Energy Expenditure Plan detailing how the funds will be spent to the Energy Commission for approval. From the total allocated for FY 2013-2014, San Diego County school districts were allocated a total of $29.1 million for 43 school districts. Of that total, $15.3 million has been approved for Energy Expenditure Plan funds, the most of any county in California. So far, in FY 2014-2015, of the $22.7 million allocated to San Diego County school districts, $9.1 million has been approved for Energy Expenditure Plans. Those awarded are planning to invest in projects dealing with energy efficiency retrofits and energy audits.

The San Diego County Office of Education has been providing support to small and medium sized school districts on the Prop 39 application and planning processes through an Energy Joint Powers Association (EJPA), unique to the San Diego region. The EJPA acts as a school’s one-stop source for unbiased energy and resource management information, with pre-vetted lists of consultants that perform planning and audit needs. A summary of the EJPA is included as Attachment 2. In an effort to help San Diego schools achieve maximum benefit from funding, Cleantech San Diego and San Diego Gas and Electric created the San Diego K-12 Schools Sustainability Strategy Collaborative to expedite projects and to share best practices among the school districts in the San Diego region.

**Next Steps**

Proposition 39 is operating on a five year cycle ending in FY 2017-2018, with Energy Expenditure Plans being approved continuously. Projects have a final encumbrance date of June 30, 2018, and projects must be completed by June 30, 2020.

**Attachments:**
1. Proposition 39 Fact Sheet
2. EJPA Executive Summary

**Key Staff Contact:** Michelle Martinez, (619) 699-1932, michelle.martinez@sandag.org
Background

The California Clean Energy Jobs Act (Proposition 39) changed the corporate income tax code and allocates projected revenue to the General Fund and the Clean Energy Job Creation Fund for five fiscal years, beginning with fiscal year 2013-14. Under the initiative, roughly up to $550 million annually is available for appropriation by the Legislature for eligible energy projects such as energy efficiency upgrades and clean energy generation at schools.

Over the next five years, Proposition 39 will transfer an estimated $2.5 billion in new revenues to create clean energy jobs, reduce greenhouse gas emissions, and save energy and costs for schools.

Follow-up legislation (Senate Bill 73, Committee on Budget and Fiscal Review, Chapter 29, Statues of 2013 and Senate Bill 852, Leno, Chapter 25, Statutes of 2014) allocated Prop. 39 funds to California’s K-12 schools and community colleges. Senate Bill 73 also codified the California Energy Commission as the lead agency for the K-12 portion of the program. The bill also put into place accountability requirements to ensure funds deliver the expected outcomes.

Program Eligibility

California local education agencies (LEAs) – including public school districts (K-12), charter schools, state special schools, and county offices of education – are eligible to submit proposed eligible energy projects to the Energy Commission. The Energy Commission approves LEA Energy Expenditure Plans and works with the California Department of Education, which distributes funding after plans are approved.

California’s community college districts are also eligible to receive Prop. 39 funds through the Community Colleges Chancellor’s Office.

2014-15 Funding Availability

For the fiscal year 2014-15, the California Legislature appropriated:

» $279 million to LEAs for energy efficiency and clean energy projects. Amounts received by local school districts vary based on a formula of average daily attendance and the number of students eligible to receive free and reduced-priced meals in the prior year.

» $25.2 million to the Energy Commission’s Energy Conservation Assistance Act-Education (ECAA-Ed), a no-interest revolving loan program for LEAs.

» $2.8 million to the Energy Commission Bright School’s program for energy audits and other technical assistance for LEAs.

» $39 million to California community college districts for energy efficiency and clean energy projects.

» $3 million to the California Workforce Investment Board to develop and implement a competitive grant program for eligible workforce training organizations to prepare disadvantaged youth, veterans, and others for employment in clean energy fields.

» $5 million to the California Conservation Corps to perform energy surveys and other energy conservation-related activities.
Eligible Projects

Eligible energy projects include, but are not limited to:

» Repairs to heating, ventilation, and air-conditioning systems.

» New chillers, boilers and furnaces.

» New lighting and lighting control systems.

» Installation of energy-efficient windows, programmable thermostats, and thermal window shades.

» On-site clean energy generation, such as solar photovoltaic.

How to Apply

The Energy Commission helps schools with their funding applications. An online suite of tools and a toll-free hotline are available to help applicants evaluate energy needs, develop Energy Expenditure Plans and implement eligible energy projects.

The Energy Commission Prop. 39 web page includes all of the necessary forms that LEAs need to complete an Energy Expenditure Plan. The web page also includes frequently asked questions and a handbook that explains how LEAs are to complete their Energy Expenditure Plans.

For more information visit: www.energy.ca.gov/efficiency/proposition39/index.html

More Questions

LEAs are encouraged to call the Prop. 39 Hotline (toll-free for those in California: 855-380-8722, and a toll line for those out-of-state: 916-653-0392) or email questions to Energy Commission staff at Prop39@energy.ca.gov.
Energy Joint Powers Authority (EJPA)

Executive Summary

**EJPA Goals.** The San Diego County Office of Education (SDCOE) has developed a Joint Powers Authority for San Diego County K-12 school districts and Community Colleges which focuses on developing County-wide energy strategies, services and projects with the goals of:

1. Reducing local school district energy use,
2. Providing one-stop-shopping to school districts for a range of energy needs from technical support to energy master planning to turn-key construction,
3. Providing “green” educational opportunities and modeling sustainable behavior for our students fashioned after energy strategies undertaken,
4. Reducing financing, construction & construction related energy project costs through economies of scale and other group pricing strategies,
5. Augmenting existing district budgets by reducing utility costs,
6. Promoting the greater use of existing and new energy products and services,
7. Providing districts with clean energy sources with the potential to provide supplemental general fund income, and
8. Providing “economies of political power” to represent San Diego County K-14 schools regarding energy issues at the California Public Utilities Commission, State Government or other regulatory agencies or groups.

**Benefits.** The EJPA acts as your one-stop source for unbiased energy and resource management information. We utilize a pre-vetted list of consultants that can perform strategic energy planning, utility bill auditing, facility energy audits and/or cost/benefit studies of vendor’s proposals. We will also unearth new alternative energy providers and help you analyze risk/reward strategies for your district.

As a member of the EJPA, SDCOE will be your trusted partner in facilitating the EJPA project workload. The EJPA’s success will be measured by your success!

**Membership.** Signing up is simple. Becoming an EJPA member to participate in this program doesn’t cost districts anything to join. The only costs incurred are having an authorized District representative as an EJPA Board member/Executive Committee member and a negotiated project fee, if you want to partake in any of the EJPA services. The EJPA is non-exclusive and meant to supplement any energy, alternative energy, or resource management programs you are engaged in currently. If you don’t have any projects to do, membership alone is absolutely FREE.

Contact Stephen Kapp, Energy & Resource Management Specialist at SDCOE, Educational Facility Solutions Group at stephen.kapp@sdcoe.net or (858) 292-3755 for a copy of the EJPA agreement. Take the agreement for approval to your next governing board meeting. Sign the agreement and return to the EJPA for approval. If you have a project in mind, contact Mikal, negotiate the scope of work, deliverables, schedule and price and the EJPA will develop a separate project agreement between your district and the EJPA. Should more than one district want similar services at the same time, the EJPA will negotiate an economy of scale rate for all. Upon ratification of the project agreement, the EJPA will, with your oversight, develop and deliver your project to you.
LEGISLATIVE STATUS REPORT

Introduction

The bill introduction deadline for the state legislature was February 27, 2015. There were approximately 2,400 bills introduced by this deadline. Attachment 1 outlines the various energy-related bills that SANDAG intends to monitor this session. These bills fall under the purview of goals 2A, 2B, and/or 10B of the 2015 SANDAG Legislative Program.

Several programs under the state’s FY 2014-2015 cap-and-trade program have released calls for solicitations. This report will provide an update on these programs and the projects SANDAG has submitted for consideration. Attachment 2 provides a description of FY 2014-2015 cap-and-trade programs and their corresponding funding levels.

Discussion

San Diego Legislative Delegation

With Toni Atkins as Speaker of the Assembly, Shirley Weber as Budget Chair, Brian Maienschein as Chair and Lorena Gonzalez as Vice Chair of Local Government, Marie Waldron as Republican Floor Leader and Vice Chair of Rules, Marty Block as Banking and Financial Institutions Chair and Ben Hueso as Energy, Utilities, and Communications Chair, San Diego arguably has its strongest legislative delegation ever.

Energy Legislation

In February 2015, Senate pro Tem Kevin de León (D – Los Angeles) introduced the Senate Democrats’ “Clean Energy” package, which includes the following bills:

- **Senate Bill (SB) 32** (Pavley) – sets a climate pollution reduction target of 80 percent below 1990 levels by 2050.
- **SB 350** (De León) – establishes the Clean Energy and Pollution Reduction Act of 2015 with the following goals for 2030:
  - Fifty percent reduction in petroleum use
  - Fifty percent utility power coming from renewable energy
  - Fifty percent increase in energy efficiency in existing buildings
- **SB 189** (Hueso) – creates the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee, composed of seven members, which would advise state agencies on the most effective ways to expend clean energy and greenhouse gas (GHG) related funds and implement policies.
• **SB 185** (De León) – establishes the Public Divestiture of Thermal Coal Companies Act, which would require the boards of the Public Employees’ Retirement System and the State Teachers’ Retirement System to divest the public employee retirement funds of any investments in a thermal coal company and prohibit additional or new investments or the renewal of existing investments in a thermal coal company.

Staff will continue to monitor these and other energy-related legislation and keep the EWG apprised of any developments.

**FY 2014-2015 Cap-and-Trade**

In 2014, the California Legislature created the first investment plan for cap-and-trade auction revenues. A total of $872 million was authorized in the FY 2014-2015 state budget for various transit, sustainable communities, and low-carbon transportation programs to reduce GHG emissions. Governor Brown’s FY 2015-2016 Proposed Budget includes $1 billion for the same purposes.

SANDAG has submitted applications to the Affordable Housing and Sustainable Communities (AHSC) and Transit and Intercity Rail Capital (TIRC) Programs for the following projects:

**South Bay Rapid:** The South Bay Rapid is a TransNet Early Action Project (EAP) that will provide Rapid service between the Otay Mesa Border Crossing and Downtown San Diego via Eastern Chula Vista (Attachment 3). The estimated grant request under the AHSC and TIRC Programs is $7 million and will support the construction of the final segment from Chula Vista to the new Intermodal Transportation Center at Otay Mesa. The environmental documents for this project were completed in July 2013, and construction is expected to begin in fall 2015.

**Inland Rail Trail:** The Inland Rail Trail is a TransNet EAP Project that will construct 21 miles of Class I bicycle facility within the cities of Oceanside, Vista, San Marcos, and Escondido as well as within a portion of the unincorporated County of San Diego (Attachment 4). The estimated grant request under the AHSC Program is $8 million and will support the construction of segments in the County of San Diego, City of Vista, and a small segment in the City of Oceanside. The environmental documents for this project were completed in September 2013, and final design is scheduled for completion in June 2015. Construction is scheduled to begin in late 2015.

**Del Lago Parking Access Control:** Funding to study parking access control at the Del Lago Rapid station was included in the FY 2015 Capital Improvement Program. The TIRC Program offers an opportunity to fund implementation of a pilot project, based on this study, to increase parking capacity for transit users at the Del Lago Transit Station by utilizing a software program that integrates with existing technology (such as Compass Card or transponders) in order to identify authorized users of the parking lot. The California Environmental Quality Act exemption for this project was completed in July 2014, and construction is expected to begin in September 2016. The estimated grant request under the TIRC Program is $1.3 million (demonstration project).

Attachments:  
1. California State Legislature: Energy Legislation  
2. Cap-and-Trade Programs  
3. South Bay Rapid  
4. Inland Rail Trail

Key Staff Contact: Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
Requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions.
Author: Perea (D) Latest Action: 01/16/2015 to ASSEMBLY Committee on NATURAL RESOURCES.

Amends an existing law which authorizes a public agency to issue revenue bonds that are secured by a voluntary contractual assessment agreed to between the public agency and a property owner to finance the installation of distributed generation renewable energy sources or energy or water efficiency improvements that are permanently affixed on the owner's real property. Authorizes the use of the moneys in the Greenhouse Gas Reduction Fund to provide funding for the implementation of the Property Assessed Clean Energy Reserve Program.
Author: McCarty (D) Latest Action: 03/05/2015 to ASSEMBLY Committee on NATURAL RESOURCES.

AB 645: California Renewables Portfolio Standard
Expresses the intent of the Legislature for the purposes of the Renewables Portfolio Standard program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50 percent by a specified date. Requires the Public Utilities Commission to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified periods.
Author: Williams (D) Latest Action: 03/09/2015 to ASSEMBLY Committees on UTILITIES AND COMMERCE and NATURAL RESOURCES.

AB 692: Low-carbon Transportation Fuels
Amends the Global Warming Solutions Act of 2006. Requires the Department of Transportation, the Department of General Services, and any other state agency that is a buyer of transportation fuels to each procure an unspecified percentage of the total amount of fuel purchased from very low carbon transportation fuel sources. Requires the percentage to be increased each year thereafter. Provides a definition of such fuel for these purposes.
Author: Quirk (D) Latest Action: 03/09/2015 to ASSEMBLY Committees on NATURAL RESOURCES and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.

AB 793: Energy Efficiency
Requires weatherization to include home energy management technology, determined by the Public Utilities Commission to be feasible, taking into consideration in described factors. Requires the Commission to require each electrical corporation to develop and implement a plan to educate its residential and small business customers whose homes and businesses are equipped with an advanced meter about how they can use data to control electricity use. Requires a rebate program for energy management technology.
Author: Quirk (D) Latest Action: 03/12/2015 to ASSEMBLY Committee on UTILITIES AND COMMERCE.

AB 1094: Energy Usage: Plug-in Equipment
Requires the Energy Commission to conduct an analysis of plug-in equipment electricity consumption and set statewide targets for the greenhouse gases emitted by the generation of the electricity consumed by plug-in equipment.
Author: Williams (D) Latest Action: 02/27/2015 INTRODUCED.
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Bill Title</th>
<th>Description</th>
<th>Author</th>
<th>Latest Action</th>
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<tbody>
<tr>
<td>AB 1176</td>
<td>Vehicular Air Pollution</td>
<td>Establishes the Advanced Low-Carbon Diesel Fuels Access program for the purpose of reducing greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. Provides requirements for funding of the program.</td>
<td>Perea</td>
<td>02/27/2015 INTRODUCED.</td>
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<tr>
<td>AB 1236</td>
<td>Local Ordinances: Electric Vehicle Charging Stations</td>
<td>Relates to the Electric Vehicle Charging Stations Open Access Act. Requires a city or county to approve the installation of electric vehicle charging stations through the issuance of specified permits unless the proposed installation would have an adverse impact upon the public health or safety. Provides appeal of that decision. Creates an expedited and streamlined permitting process for electric vehicle charging stations.</td>
<td>Chiu</td>
<td>02/27/2015 INTRODUCED.</td>
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<tr>
<td>AB 1288</td>
<td>Global Warming Solutions Act of 2006: Regulations</td>
<td>Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified.</td>
<td>Atkins</td>
<td>02/27/2015 INTRODUCED.</td>
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<tr>
<td>AB 1332</td>
<td>California Global Warming Solutions Act of 2006 Offsets</td>
<td>Requires, as part of a market-based compliance mechanism, the creation of an offset protocol for renewable energy projects that are able to ramp up or down during peak energy demands.</td>
<td>Quirk</td>
<td>02/27/2015 INTRODUCED.</td>
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<td>AB 1448</td>
<td>Solar Energy Systems: Real Property Restrictions</td>
<td>Prohibits rental instruments or rental agreements or leases from effectively prohibiting or restricting the installation or use of a solar energy system, including a clothesline.</td>
<td>Lopez</td>
<td>02/27/2015 INTRODUCED.</td>
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<tr>
<td>Bill Number</td>
<td>Bill Title</td>
<td>Summary</td>
<td>Author</td>
<td>Latest Action</td>
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<td>AB 1453</td>
<td>Electrical Transmission: Certificates</td>
<td>Amends an existing law which requires the Public Utilities Commission to issue a decision on an application for a certificate of public convenience and necessity within a certain time period if the application is for a certificate for building or upgrading certain electrical transmission lines. Requires commission to consider availability of alternatives to transmission, such as energy efficiency.</td>
<td>Rendon (D)</td>
<td>02/27/2015 INTRODUCED.</td>
</tr>
<tr>
<td>AB 1482</td>
<td>Strategic Growth Council: Duties</td>
<td>Expands the duties of the Strategic Growth Council to include overseeing and coordinating state agency actions to adapt to climate change and identifying and pursuing opportunities for state agencies to collaborate with federal or local agencies in their climate adaptation efforts.</td>
<td>Gordon (D)</td>
<td>02/27/2015 INTRODUCED.</td>
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<tr>
<td>SB 32</td>
<td>Global Warning Solutions Act of 2006: Emissions Limit</td>
<td>Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limit.</td>
<td>Pavley (D)</td>
<td>01/15/2015 to SENATE Committee on ENVIRONMENTAL QUALITY.</td>
</tr>
<tr>
<td>SB 40</td>
<td>Air Quality Improvement Program: Vehicle Rebates</td>
<td>Requires incentives for qualifying passenger vehicles under the Clean Vehicle Rebate Project of the Air Quality Improvement Program to be limited to passenger vehicles with a manufacturer's suggested retail price of a specified amount.</td>
<td>Gaines T (R)</td>
<td>01/15/2015 to SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.</td>
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<td>SB 180</td>
<td>Electricity: Emissions of Greenhouse Gases</td>
<td>Replaces the greenhouse gases emission performance standards for baseload generation with greenhouse gases performance emission standards for nonpeaking generation and peaking generation. Requires the Public Utilities Commission to establish a greenhouse gases emission performance standard for all nonpeaking generation of load-serving entities and a separate standard for peaking generation. Relates to the certification of a thermal powerplant with respect to a certified regulatory program.</td>
<td>Jackson (D)</td>
<td>03/12/2015 in SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.</td>
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<td>SB 185</td>
<td>Public Retirement Systems: Divestiture of Thermal Coal</td>
<td>Creates the Public Divestiture of Thermal Coal Companies Act and requires the boards of the Public Employees' Retirement System and the State Teachers' Retirement System to divest the public employee retirement funds of any investments in a thermal coal company, and prohibits additional or new investments or the renewal of existing investments in a thermal coal company.</td>
<td>De Leon (D)</td>
<td>02/19/2015 to SENATE Committee on PUBLIC EMPLOYMENT AND RETIREMENT.</td>
</tr>
</tbody>
</table>
**SB 246: Climate Action Team**  
Creates the Climate Action Team that would be responsible for coordinating the state's climate policy to achieve the state's climate change goals, identifying specified unavoidable climate change impacts, developing and implementing specified mitigation and adaptation plans, and identifying and disseminating information to local governments and regional bodies.  
**Author:** Wieckowski (D)  
**Latest Action:** 02/26/2015 to SENATE Committee on ENVIRONMENTAL QUALITY.

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**SB 350: Clean Energy and Pollution Reduction Act of 2015**  
Establishes the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified periods. Requires the boards of local publicly owned electric utilities to ensure that specified quantities of such products be procured to achieve a specified percentage by a specified date. Excludes combustion from municipal waste as eligible renewable energy sources. Requires submission of renewable energy procurement plans. Relates to reducing motor vehicle emissions.  
**Author:** De Leon (D)  
**Latest Action:** 03/05/2015 to SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and ENVIRONMENTAL QUALITY.

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**SB 398: Green Assistance Program**  
Establishes the Green Assistance Program, to be administered by the Secretary for Environmental Protection, that, among other things, would provide technical assistance to small businesses and small cities in applying for an allocation of moneys from the Greenhouse Gas Reduction Fund and would provide assistance to small businesses and small cities in complying with all applicable state, federal, and local air quality laws.  
**Author:** Leyva (D)  
**Latest Action:** 03/05/2015 to SENATE Committee on ENVIRONMENTAL QUALITY.

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**SB 471: Water, Energy, Reduction of Greenhouse Gas**  
Requires the Strategic Growth Council to give special consideration to awarding funds to eligible projects that, in addition to existing objectives and goals, would also result in reduced energy use by a water supplier, and end user of water, or both. Includes projects or programs that reduce energy used to acquire, transport, treat, or distribute water as a regional project or program.  
**Author:** Pavley (D)  
**Latest Action:** 03/12/2015 to SENATE Committees on NATURAL RESOURCES AND WATER and ENVIRONMENTAL QUALITY.

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**SB 687: Renewable Gas Standard**  
Requires the State Air Resources Board to adopt a carbon-based renewable gas standard that requires all gas sellers to provide specified percentages of renewable gas meeting certain deliverability requirements, to retail end-use customers for use in the state that increases over specified compliance periods, and to issue an analysis of the lifecycle emissions of greenhouse gases and reductions for different biogas types and end uses.  
**Author:** Allen (D)  
**Latest Action:** 02/27/2015 INTRODUCED.
### Greenhouse Gas Reduction Fund Programs

<table>
<thead>
<tr>
<th>Appropriations</th>
<th>Potential Projects Identified by Implementing Agencies</th>
<th>2013-14 (M)</th>
<th>2014-15 (M)</th>
<th>2015-16 (%)</th>
<th>% of 2014-15 Funds Benefitting Disadvantaged Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Speed Rail (HSRA)</strong> Construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment that allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California’s current transportation network and will provide both environmental and economic benefits.</td>
<td>Planning/Design Right-of-way acquisition of Initial Operating Segment Construction of Initial Operating Segment</td>
<td>$59</td>
<td>$191</td>
<td>25%</td>
<td>0-25%</td>
</tr>
<tr>
<td><strong>Transit and Intercity Rail Capital Program (CalSTA)</strong> Competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation.</td>
<td>Connectivity to existing/future rail systems by adding new rail cars/engines Increase service and reliability of intercity and commuter rail systems Encourage multi-modal transit via integrated ticketing / scheduling</td>
<td>$25</td>
<td>$25</td>
<td>10%</td>
<td>25% (in statute)</td>
</tr>
<tr>
<td><strong>Low Carbon Transit Operations Program</strong> (Caltrans to local agencies) Support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions.</td>
<td>New/expanded bus or rail services or expanded intermodal transit facilities Service or facility improvements, e.g. equipment, fueling, and maintenance</td>
<td>$25</td>
<td>$25</td>
<td>5%</td>
<td>50% (in statute)</td>
</tr>
<tr>
<td><strong>Affordable Housing and Sustainable Communities</strong> (SGC and member agencies) Implementation of sustainable communities strategies required by SB 375, and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.</td>
<td>Intermodal affordable housing Transit capital projects Active transportation/complete streets Transit-oriented development Agricultural land preservation Local planning and implementation</td>
<td>$130</td>
<td>$130</td>
<td>20%</td>
<td>50% (in statute)</td>
</tr>
<tr>
<td><strong>Low Carbon Transportation</strong> (ARB) Accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration’s goal to deploy 1.5 million zero-emission vehicles in California by 2025. ARB administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.</td>
<td>Passenger ZEV rebates Heavy duty hybrid/ZEV trucks and buses Freight demonstration projects Pilot programs (car sharing, financing, etc.) in disadvantaged communities</td>
<td>$30</td>
<td>$200</td>
<td></td>
<td>50%</td>
</tr>
</tbody>
</table>
## Greenhouse Gas Reduction Fund Programs

<table>
<thead>
<tr>
<th>Appropriations</th>
<th>Potential Projects Identified by Implementing Agencies</th>
<th>2013-14 (M)</th>
<th>2014-15 (M)</th>
<th>2015-16 (%)</th>
<th>% of 2014-15 Funds Benefitting Disadvantaged Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Weatherization Upgrades/Renewable Energy (CSD)</strong></td>
<td>Single-Family Weatherization</td>
<td></td>
<td>$75</td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td>Installation of energy efficiency and renewable energy projects in single and multifamily low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems.</td>
<td>Multi-Family Weatherization</td>
<td></td>
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<tr>
<td></td>
<td>Solar PV and Water Heating</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Energy Efficiency in Public Buildings (CEC)</strong></td>
<td>Energy audits</td>
<td></td>
<td></td>
<td></td>
<td>&lt;25%</td>
</tr>
<tr>
<td>Energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.</td>
<td>Building retrofits for energy efficiency</td>
<td></td>
<td>$20</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Energy generation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Agricultural Energy and Operational Efficiency (CDFA)</strong></td>
<td>Water use and energy use efficiency</td>
<td></td>
<td>$10</td>
<td></td>
<td>&lt;25%</td>
</tr>
<tr>
<td>Projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.</td>
<td>Dairy digesters</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Alternative and renewable fuels</td>
<td></td>
<td>$15</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Water Action Plan - Water-Energy Efficiency (DWR)</strong></td>
<td>Efficient hydro energy turbines</td>
<td></td>
<td>$30</td>
<td></td>
<td>&lt;25%</td>
</tr>
<tr>
<td>Funding for grants that support water use efficiency and conservation projects, leak detection and repair projects that reduce GHG emissions, with additional consideration given to disadvantaged communities. The funding will also support projects at the Thermalito and Hyatt State Water Project facilities.</td>
<td>Water conservation and efficiency grants</td>
<td></td>
<td></td>
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<tr>
<td><strong>Water Action Plan - Wetlands and Watershed Restoration (DFW)</strong></td>
<td>Delta coastal wetlands</td>
<td></td>
<td></td>
<td></td>
<td>0-25%</td>
</tr>
<tr>
<td>Implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are integral to developing a more sustainable water management system statewide.</td>
<td>Mountain meadows</td>
<td></td>
<td>$25</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Water use efficiency in wetlands</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td><strong>Sustainable Forests (CAL FIRE)</strong></td>
<td>Urban and community forestry</td>
<td></td>
<td>$18</td>
<td></td>
<td>100%</td>
</tr>
<tr>
<td>Urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.</td>
<td>Fire risk reduction/ improved forest management</td>
<td></td>
<td>$24</td>
<td></td>
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<tr>
<td></td>
<td>Forest health</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Waste Diversion (CalRecycle)</strong></td>
<td>Organics composting/ anaerobic digestion</td>
<td></td>
<td></td>
<td></td>
<td>&lt;25%</td>
</tr>
<tr>
<td>Financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills. These programs reduce GHGs and support the 75% solid waste recycling goal.</td>
<td>Increased recycling manufacturing</td>
<td></td>
<td>$25</td>
<td></td>
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<tr>
<td></td>
<td>Organics and recycling project loans</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>$70</td>
<td>$832</td>
<td>60%</td>
</tr>
<tr>
<td><strong>General Fund Loan Repayment</strong></td>
<td></td>
<td></td>
<td>($100)</td>
<td></td>
<td></td>
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</tbody>
</table>
Direct connectors are roadways that link Express Lanes on one freeway to another. The I-805 South Project will include one convenient direct connector to SR 15. This will help maintain consistent traffic speed within the Express Lanes. A direct connector at SR 94 is planned as part of a separate project.

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion, improving travel times for carpoolers, vanpoolers, motorcycles, solo drivers using FasTrak, and Bus Rapid Transit riders.

New transit stations will be constructed in the center of the freeway at H Street in Chula Vista and Plaza Boulevard in National City. These stops will provide convenient access to the high-frequency SANDAG South Bay Bus Rapid Transit system and reduce travel times by eliminating the need for buses to exit the freeway.

A new Direct Access Ramp (DAR) will be constructed on East Palomar Street in Chula Vista. DARs connect surface streets directly to Express Lanes in the center median, allowing carpoolers, vanpoolers, solo drivers using FasTrak, motorcycles, and buses to enter the Express Lanes without having to navigate through the freeway’s general purpose lanes. This will help improve travel times and reduce congestion.

The new Express Lanes, In-line transit stations, and Park & Ride locations would accommodate the proposed SANDAG South Bay Bus Rapid Transit Project. This rapid and reliable new transit service will connect the Otay Mesa Port of Entry to downtown San Diego via eastern Chula Vista. The system’s upscale, high-frequency buses will have signal priority and use dedicated lanes to ensure faster travel times and fewer stops.

The new Express Lanes, in-line transit stations, and Park & Ride locations would accommodate the proposed SANDAG South Bay Bus Rapid Transit Project. This rapid and reliable new transit service will connect the Otay Mesa Port of Entry to downtown San Diego via eastern Chula Vista. The system’s upscale, high-frequency buses will have signal priority and use dedicated lanes to ensure faster travel times and fewer stops.

Alternative Route
Revised September 17, 2013
South Bay Bus Rapid Transit (BRT)
INLAND RAIL TRAIL

OCEANSIDE

Sprinter Station

FUTURE PROJECT

PROPOSED PROJECT = 7 MILES

COUNTY

CARLSBAD

SAN MARCOS

ESCONDIDO

Completed Project

INLAND RAIL TRAIL