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 10, 2016

1:15 to 3:15 p.m.

SANDAG Board Room
401 B Street, Suite 800
San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

Staff Contacts: Carolina Illic (619) 699-1989 carolina.ilic@sandag.org
Susan Baldwin (619) 699-1943 susan.baldwin@sandag.org
Allison Wood (619) 699-1973 allison.wood@sandag.org

AGENDA HIGHLIGHTS

- REGIONAL FRAMEWORK FOR CLIMATE ACTION PLANNING
- PLUG-IN SD: RESOURCES AND NEW CALIFORNIA ENERGY COMMISSION GRANT FUNDING OPPORTUNITY
- SAN DIEGO INTERNATIONAL AIRPORT DRAFT STRATEGIC ENERGY PLAN

SANDAG offices are accessible by public transit. Call 511 or visit 511sd.com for route information. Secure bike parking is available in the building garage off Fourth Avenue.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

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.
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.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. 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.

SANDAG agenda materials can be made available in alternative languages. To make a request call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要，我们可以把SANDAG议程材料翻译成其他语言。

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。

**SANDAG offices are accessible by public transit.**

Phone 511 or visit 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.

To access the meeting room please arrive on the 8th floor.
JOINT MEETING OF THE REGIONAL PLANNING TECHNICAL WORKING GROUP AND THE REGIONAL ENERGY WORKING GROUP

Thursday, November 10, 2016

ITEM NO.         RECOMMENDATION

+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).

2. PUBLIC COMMENTS AND COMMUNICATIONS

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

REPORTS

+3. REGIONAL FRAMEWORK FOR CLIMATE ACTION PLANNING (Allison Wood)

SANDAG is beginning development of a Regional Framework for Climate Action Planning (Regional Framework) that will offer guidance to local jurisdictions on regionally consistent approaches to climate action plan development, implementation, and monitoring. The Regional Framework also will guide climate planning resources from the Energy Roadmap Program through 2020. TWG and EWG members are asked to provide initial feedback and input on key elements of the Regional Framework.

+4. PLUG-IN SD: RESOURCES AND NEW CALIFORNIA ENERGY COMMISSION GRANT FUNDING OPPORTUNITY (Allison Wood; and Andy Hoskinson, Center for Sustainable Energy)

SANDAG Staff and the Center for Sustainable Energy will provide an update on Plug-in SD with highlights of resources on electric vehicle charging available to local jurisdictions, workplaces, and multi-family properties. Staff also will seek input from TWG and EWG members on a new grant funding opportunity from the California Energy Commission to continue regional plug-in electric vehicle readiness efforts.
5. **CLEANTECH SAN DIEGO SMART CITIES INITIATIVE**  
   *(Jason Anderson, Cleantech San Diego)*  

   Jason Anderson, Cleantech San Diego, will describe Cleantech San Diego's Smart Cities Initiative and efforts underway with the cities of San Diego and Chula Vista, the Port of San Diego, and the San Diego International Airport. Opportunities for other cities to take part will be discussed.

6. **SAN DIEGO INTERNATIONAL AIRPORT DRAFT STRATEGIC ENERGY PLAN**  
   *(Brendan Reed, San Diego County Regional Airport Authority)*  

   The purpose of the Strategic Energy Plan is to provide a framework for rethinking how the San Diego County Regional Airport Authority manages their energy resources while preparing to accommodate passenger growth, development projects, and the added variability of a changing climate. Brendan Reed, San Diego County Regional Airport Authority, will present the Draft Strategic Energy Plan, which is available at:  


+7. **STATE CAP-AND-TRADE: TRANSFORMATIVE CLIMATE COMMUNITY PROGRAM**  
   *(Robyn Wapner)*  

   Staff will provide an update on the Transformative Climate Community Program, a competitive grant program administered by the Strategic Growth Council for greenhouse gas emission reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. TWG and EWG members are asked to provide initial feedback on this new competitive grant program.

8. **ADJOURNMENT AND NEXT MEETING**  

   The next TWG meeting is scheduled on Thursday, December 8, 2016, from 1:15 to 3:15 p.m. The December 15, 2016, EWG meeting will be cancelled. The next EWG meeting is scheduled on Thursday, January 26, 2017, from 11:30 a.m. to 1 p.m.

*next to an agenda item indicates an attachment*
# REGIONAL PLANNING TECHNICAL WORKING GROUP

## 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

<table>
<thead>
<tr>
<th>CHAIR</th>
<th>VICE CHAIR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brad Raulston</td>
<td>Karen Brindley</td>
</tr>
<tr>
<td>City of National City</td>
<td>City of San Marcos</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MEMBERS / ALTERNATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Don Neu / David De Cordova</td>
</tr>
<tr>
<td>City of Carlsbad</td>
</tr>
<tr>
<td>Kelly Broughton / Scott Donaghe</td>
</tr>
<tr>
<td>City of Chula Vista</td>
</tr>
<tr>
<td>Rachel Hurst / Jesse Brown</td>
</tr>
<tr>
<td>City of Coronado</td>
</tr>
<tr>
<td>Kathy Garcia</td>
</tr>
<tr>
<td>City of Del Mar</td>
</tr>
<tr>
<td>Tony Shute / Majed Al-Ghafry</td>
</tr>
<tr>
<td>City of El Cajon</td>
</tr>
<tr>
<td>Manjeet Ranu</td>
</tr>
<tr>
<td>City of Encinitas</td>
</tr>
<tr>
<td>Bill Martin / Michael Strong</td>
</tr>
<tr>
<td>City of Escondido</td>
</tr>
<tr>
<td>Steven Dush / Jim Nakagawa / Tyler Foltz</td>
</tr>
<tr>
<td>City of Imperial Beach</td>
</tr>
<tr>
<td>Carol Dick / Chris Jacobs</td>
</tr>
<tr>
<td>City of La Mesa</td>
</tr>
<tr>
<td>David DeVries / Eric Craig</td>
</tr>
<tr>
<td>City of Lemon Grove</td>
</tr>
</tbody>
</table>
ADVISORY MEMBERS / ALTERNATES

**Bill Figge / Chris Schmidt**  
Caltrans

**Dahvia Lunch / Johnny Dunning**  
North County Transit District

**Denis Desmond**  
Metropolitan Transit System

**Lesley Nihishira / Lucy Contreras**  
San Diego Unified Port District

**Keith Wilschetz**  
San Diego County Regional Airport Authority

**Dana Friehauf**  
San Diego County Water Authority

**Anna Shepherd**  
U.S. Department of Defense

**Kathy Keehan / Andy Hamilton**  
Air Pollution Control District

**Robert Barry / Joe Serrano**  
Local Agency Formation Commission
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

**MEMBERS**

Chris Orlando  
Councilmember, City of San Marcos

Don Mosier  
Councilmember, City of Del Mar

Carrie Downey  
Councilmember, City of Coronado

Rob McNelis  
Councilmember, City of Santee

Sherri Lightner  
Councilmember, City of San Diego

Dave Roberts  
Supervisor, County of San Diego

Sharon Cooney  
Metropolitan Transit System (MTS)

Brendan Reed  
San Diego County Regional Airport Authority

Renee Yarmy  
Unified Port District of San Diego

David Weil  
University of California, San Diego

Thomas Brill  
San Diego Gas & Electric

**ALTERNATES**

Amanda Rigby  
Councilmember, City of Vista

Lesa Heebner  
Councilmember, City of Solana Beach

Pamela Bensoussan  
Councilmember, City of Chula Vista

Vacant  
City of Santee

David Alvarez/Lorie Cosio-Azar  
Councilmember, City of San Diego

Charles Marchesano  
County of San Diego

Vacant  
North County Transit District (NCTD)

Brett Caldwell  
San Diego County Regional Airport Authority

Rachel Stern  
Unified Port District of San Diego

Heather Honea  
San Diego State University

Cameron Durckel  
San Diego Gas & Electric
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Len Hering</td>
<td>Center for Sustainable Energy</td>
</tr>
<tr>
<td>Scott Anders</td>
<td>Energy Policy Initiatives Center, USD School of Law</td>
</tr>
<tr>
<td>Greg Newhouse</td>
<td>San Diego Regional Clean Cities Coalition</td>
</tr>
<tr>
<td>Vacant</td>
<td>Environmental Health Coalition</td>
</tr>
<tr>
<td>Paul Webb</td>
<td>Sierra Club</td>
</tr>
<tr>
<td>Mike Evans</td>
<td>San Diego Regional Chamber of Commerce</td>
</tr>
<tr>
<td>David Lloyd</td>
<td>North County Economic Development Council</td>
</tr>
<tr>
<td>Jason Anderson</td>
<td>Cleantech San Diego</td>
</tr>
<tr>
<td>Hanna Grene</td>
<td>Center for Sustainable Energy</td>
</tr>
<tr>
<td>Nilmini Silva-Send</td>
<td>Energy Policy Initiatives Center, USD School of Law</td>
</tr>
<tr>
<td>Jennifer Case</td>
<td>San Diego Regional Clean Cities Coalition</td>
</tr>
<tr>
<td>Vacant</td>
<td>Environmental Health Coalition</td>
</tr>
<tr>
<td>Dave Grubb</td>
<td>Sierra Club</td>
</tr>
<tr>
<td>Sean Karafin</td>
<td>San Diego Regional Chamber of Commerce</td>
</tr>
<tr>
<td>Vacant</td>
<td>South County Economic Development Council</td>
</tr>
<tr>
<td>Marty Turock</td>
<td>Cleantech San Diego</td>
</tr>
</tbody>
</table>
San Diego Association of Governments

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

November 10, 2016

AGENDA ITEM NO.: 3

Action Requested: DISCUSSION

REGIONAL FRAMEWORK FOR CLIMATE ACTION PLANNING File Number 3201100

Introduction

San Diego Forward: The Regional Plan (Regional Plan) and its Environmental Impact Report (EIR) identify actions to implement the plan and mitigation measures that include supporting local government efforts to develop and implement climate action plans (CAPs) in order to reduce greenhouse gas (GHG) emissions. Through the SANDAG Energy Roadmap Program (Roadmap Program), new resources are available to member agencies to support CAP development, implementation, and monitoring. In order to coordinate CAP efforts in the region, SANDAG will be developing a Regional Framework for Climate Action Planning (Regional Framework) and is seeking initial input on the topics to be addressed.

Discussion

San Diego Forward: The Regional Plan

The EIR for the Regional Plan identifies mitigation measures to reduce the significant impacts of the Regional Plan. EIR Mitigation Measures GHG-4A and GHG-4E are specific to local CAPs. GHG-4A directs SANDAG to revise the TransNet Smart Growth Incentive and Active Transportation Grant Programs to give greater weight to a project’s ability to reduce GHG emissions by awarding points to projects that directly implement local CAPs or parking strategies. In addition, a locally adopted CAP and complete streets policy are required as prerequisites to be eligible for grant funding. If a local jurisdiction does not have an adopted CAP or complete streets policy, competitive funding through the grant programs shall be made available for preparation of a CAP and/or complete streets policy. GHG-4E directs SANDAG to assist in the preparation of local CAPs with funding and planning assistance through the Roadmap Program.

Regional Framework Development

The goal of the Regional Framework is to ensure that local climate planning activities have consistency in methodologies and use the best available data for the San Diego region. The Regional Framework will guide climate planning services available through the Roadmap Program and include technical components that offer guidance to local jurisdictions as they develop and implement CAPs. In 2017, a series of workshops will be held for public agencies and other stakeholders to provide input on the following Regional Framework topics:
• Data Collection and Management
• GHG Inventories and Projections
• Quantification of GHG Reductions
• Economic Analysis of GHG Reduction Measures
• Monitoring and Evaluating CAP Progress
• California Environmental Quality Act and Climate Planning

SANDAG will follow the methodologies developed in the Regional Framework as it provides GHG inventories and CAP monitoring reports for member agencies every two years through the Roadmap Program. These reports will complement the regional GHG inventory developed every four years in conjunction with the Regional Plan. Other components of the Regional Framework will offer templates and guidance for use by member agencies.

Next Steps

SANDAG continues to actively work with member agency staff to identify climate planning needs and offer support through the Roadmap Program. Staff will provide regular updates and seek input from both the Regional Planning Technical Working Group and Regional Energy Working Group during the Regional Framework development, which will begin in 2016 and continue through 2017. It is anticipated that the call for projects for the fourth cycle of the TransNet Smart Growth Incentive Program and Active Transportation Grant Program will be held in fall/winter of 2017/2018, with grant awards made in the summer of 2018.

Key Staff Contact: Allison Wood, (619) 699-1973, allison.wood@sandag.org
PLUG-IN SD: RESOURCES AND NEW CALIFORNIA ENERGY COMMISSION GRANT FUNDING OPPORTUNITY

Introduction

In July 2015, SANDAG and the Center for Sustainable Energy (CSE) launched Plug-in SD, funded through a two-year grant from the California Energy Commission’s (CEC) Alternative and Renewable Fuel and Vehicle Technology Program, to implement recommendations from the San Diego Regional Plug-in Electric Vehicle (PEV) Readiness Plan (Readiness Plan) through a combination of resource development, training, technical assistance, and outreach. This report describes the Plug-in SD resources that are available to local jurisdictions, workplaces, and multi-unit dwellings as well as work underway to engage local auto dealerships. In addition, the CEC has released a new Grant Funding Opportunity (GFO-16-601) on Zero-Emission Vehicle (ZEV) Regional Readiness and Planning. Staff is seeking input on continued or expanded efforts that could be included in a SANDAG application.

Discussion

On January 24, 2014, the SANDAG Board of Directors accepted the Readiness Plan as a guide for use by local governments, public agencies, and others, to support PEV adoption and electric vehicle charging station (EVCS) deployment throughout the region. The goals for expanding PEV adoption and EVCS deployment were reaffirmed in San Diego Forward: The Regional Plan (Regional Plan), which includes development of a Regional Charger Program to incentivize EVCS installations. Plug-in SD has allowed SANDAG to begin implementing recommendations from the Readiness Plan, and the new GFO from the CEC can allow for additional resources to be developed to support the San Diego region’s PEV readiness.

Plug-in SD Resources

Plug-in SD resources are available to assist local government staff, workplaces, multi-unit dwellings (MUDs), and dealerships with PEV readiness. A factsheet on Plug-in SD (Attachment 1) summarizes the program activities and includes contact information for an “Electric Vehicle (EV) Expert,” on-call technical assistance made available through the grant. All documents are available at: sandag.org/pluginsd.
Local Governments

In October 2015, Governor Brown signed into law Assembly Bill 1236 (AB 1236) (Chiu, 2015), which requires cities and counties to adopt an ordinance to streamline and expedite the permitting processes for EVCS projects (residential and commercial). EVCS Permitting and Inspection Correction Sheets developed through Plug-in SD can support local jurisdictions in meeting AB 1236 requirements while also facilitating regional consistency for the permitting and inspection of EVCS.

AB 1236 also requires local jurisdictions to include specific information on their websites regarding EVCS permitting. Sample website text has been developed through Plug-in SD, and CSE can assist local jurisdictions in customizing the website language for their specific use.

Workplaces and Multi-Unit Dwellings

Recognizing the importance as well as complexity of EVCS installations at workplaces and MUDs, Plug-in SD offers targeted technical assistance for these facility types. CSE is available to provide in-person consultations on a number of EVCS considerations, including siting and installation as well as pricing and employee/resident use policies. SANDAG and CSE continue to coordinate with the iCommute employer engagement team, San Diego Gas & Electric’s Power Your Drive Program, and the MUD community to market Plug-in SD’s technical assistance.

Dealerships

Based on interviews with local PEV dealerships about the type of information that would make salespeople more effective at selling PEVs, Plug-in SD is developing a training module on the rebates and incentives for EVs and charging vehicles at home and away. The module will be an interactive web-based tool for auto dealerships to use on demand.

New CEC Grant Funding Opportunity

On October 17, 2016, the CEC released its solicitation GFO-16-601 for ZEV Regional Readiness and Planning to provide funding for projects that will support new and existing planning efforts for ZEVs (battery-electric vehicles and hydrogen fuel cell electric vehicles, and including plug-in hybrid electric vehicles). There is $1.9 million available with maximum awards up to $300,000 per applicant. Eligible applicants are lead public entities of a regional PEV coordinating council (SANDAG is this entity for the San Diego region). SANDAG is seeking input on an application for the San Diego region to continue implementation of the Readiness Plan. More information on the solicitation is available at: http://www.energy.ca.gov/contracts/transportation.html#GFO-16-601

This grant funding opportunity has flexibility to support a variety of ZEV planning and/or implementation activities. A potential application from SANDAG could include:

- EV Expert technical assistance:
  - Siting assistance for EV charging at multi-family, workplaces, and public sites
  - Guidance for local governments on ZEV-related permitting, planning, and policies
• Assessments for ZEVs in municipals fleets and evaluating public lots for charging or hydrogen fueling infrastructure

• Regional ZEV planning and analysis:
  o Projections of market growth for both new and used vehicles
  o Mapping of ZEV infrastructure and needs based on regional travel patterns and gaps in existing network
  o Estimates of investment and/or potential incentive levels needed to encourage EVCS installations
  o Considerations for disadvantaged communities

• ZEV awareness activities:
  o Education and outreach for first responders and other ZEV stakeholders
  o Engagement with community-based organizations in connection with Regional Plan development
  o Outreach around new and used ZEV options with disadvantaged communities

Regional Planning Technical Working Group and Regional Energy Working Group members are asked to provide input on the types of planning and implementation activities that would best support ZEV readiness in the San Diego region to be included in an application to the CEC.

Next Steps

SANDAG and CSE will continue to implement the Plug-in SD activities described in this report and jointly prepare an application for funding in response to the CEC’s GFO-16-601. Applications are due on a first come, first serve basis, and award announcements are anticipated in December 2016. If awarded funds, SANDAG would begin new ZEV readiness activities in mid-2017.

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>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• EV Expert Consultations</td>
<td></td>
</tr>
</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 or call (866) 967-5816.

Learn more about Plug-in SD and PEV/EVCS readiness at energycenter.org/pluginsd.
STATE CAP-AND-TRADE: TRANSFORMATIVE CLIMATE COMMUNITY PROGRAM

File Number 7300400

Introduction

On September 14, 2016, Governor Brown signed a package of bills that expend $900 million of unallocated state cap-and-trade funds for FY 2016-2017, while reserving approximately $462 million for appropriation in future years. Of this amount, $140 million was provided to the Office of Planning and Research for the Strategic Growth Council (SGC) to implement a new Transformative Climate Community (TCC) Program. The TCC Program will be a competitive grant program for greenhouse gas emission reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities.

Discussion

On September 23, 2016, the SGC released a Notice of Proposed Rulemaking to adopt regulations related to TCC Program funding. In particular, it was proposed that TCC Program funds be limited to the cities of Los Angeles, Fresno, and a third location (to be determined); with a minimum of half of the funds distributed to Fresno and a minimum of one fourth of the funds distributed to Los Angeles.

The SGC is scheduled to hold a public hearing in Fresno on November 7, 2016, to consider the proposed regulatory action. This is expected to be the first of several actions to develop the TCC Program guidelines. While the joint TWG/EWG meeting will be held after the SGC public hearing, TWG and EWG members are asked to provide initial feedback on this new competitive grant program to inform comments from the San Diego region going forward.

Additional information regarding the TCC Program and Proposed Rulemaking can be found here: http://sgc.ca.gov/Grant-Programs/TCC-Program.html

Attachments: 1. Notice of Proposed Rulemaking: Allocation of Transformative Climate Community Program Funds
2. Initial Statement of Reasons: Strategic Growth Council Transformative Climate Communities Program Allocation

Key Staff Contact: Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
Notice of Proposed Rulemaking

Allocation of Transformative Climate Community Program Funds

NOTICE IS HEREBY GIVEN pursuant to Government Code section 11346.6 that the California Strategic Growth Council (Council) proposes to adopt regulations allocating funding of Transformative Climate Community Program (Program) funds pursuant to Public Resources Code sections 75240 et seq.

PROPOSED ACTION

Assembly Bill 2722 (Burke, 2016) created the Program to be administered by the Council. Public Resources Code Section 75242 requires the Council to develop guidelines and selection criteria for plan development and implementation of the Program. This proposed action is the first of several to develop the guidelines. Specifically, this action specifies a portion of total program funds for applications from specific geographic locations. These program details will be added to Division 6.5, Title 14 of the California Code of Regulations.

More information about the proposed regulatory action can be found in the Initial Statement of Reasons.

PUBLIC HEARING, WRITTEN COMMENT PERIOD and AGENCY CONTACT

The Council will hold a public hearing in accordance with the requirements set forth in Government Code section 11346.8. The hearing details are as followings:

Date: November 7, 2016

Time: 9:00 a.m.

Location: Fresno City Council Chambers
City Hall, 2nd Floor
2600 Fresno Street
Fresno, CA 93721

The hearing will be closed when all persons present have had an opportunity to comment on the proposed action. Time limits may be placed on oral comments to ensure that all persons wishing to comment have the opportunity within the available time for the hearing. The Council requests but does not require that persons who make oral comments at the hearing also submit a written copy of their testimony at the hearing.
Interested members of the public may present comments orally or in writing at the hearing and may provide comments by postal mail or by electronic submittal before the close of the public comment period. The public comment period for this regulatory action will begin on September 23, 2016. To be considered by the Council, written comments not physically submitted at the hearing, must be submitted by November 7, 2016 and received no later than 5:00 pm. The Council will consider only comments submitted and received by that time. Following the conclusion of the written comment period, the Council may adopt the proposal as set forth without further notice. Comments submitted electronically are preferred.

Submit comments to:

tccpubliccomments@sgc.ca.gov

or to:

Kim Danko
1400 Tenth Street
Sacramento, CA 95814

Please note that under the California Public Records Act (Government Code. §6250 et seq.), written and oral comments, attachments, and associated contact information (e.g., address, phone, email, etc.) become part of the public record and can be released to the public upon request.

Pursuant to Government Code section 11346.9(a)(3), the Council shall in a final statement of reasons respond to comments submitted during the comment period containing objections and/or recommendations specifically directed at the Council’s proposed action or to the procedures followed by the Council in proposing or adopting the proposed action.

AUTHORITY AND REFERENCE

Authority: Public Resources Code section 75243.


INFORMATIVE DIGEST/ POLICY STATEMENT OVERVIEW

The purpose of the Program is to fund plans that include multiple, coordinated greenhouse gas emissions reduction projects within disadvantaged communities. (Pub. Resources Code § 75240.) The Council is authorized to develop guidelines and selection criteria to govern implementation of the
Program and the award of Program funds. (Id. § 75242.) The statute specifically authorizes the Council to prioritize awards in areas that have a high proportion of census tracks identified as disadvantaged communities and that focus on communities that are most disadvantaged. (Id. § 75242(b)(2).)

The Council will develop the Program guidelines and selection criteria in phases. The first phase, which is the subject of this action, proposes to allocate a portion of total program funds for applications from specific geographic locations. Future phases of the guidelines development will specify selection criteria and competitive process for individual applications as well as procedures for Program implementation.

Specifically, this proposed action does two things. First, it would specify that Program funds shall be allocated in the City of Los Angeles, the City of Fresno and a third location. Second, it specifies that a minimum of fifty percent of the Program funds shall be allocated within the City of Fresno and a minimum of twenty five percent within the City of Los Angeles.

Summary of Existing Laws and Regulations Related Directly to the Proposed Rulemaking

Senate Bill 732 (Steinberg, 2008) created the Council. The Council is a cabinet level committee that coordinates the activities of state agencies to:

- Improve air and water quality
- Protect natural resources and agriculture lands
- Increase the availability of affordable housing
- Promote public health
- Improve transportation
- Encourage greater infill and compact development
- Revitalize community and urban centers
- Assist state and local entities in the planning of sustainable communities and meeting AB 32 goals

The Council administers several programs using revenues raised from Cap and Trade allowance auctions, also known as the Greenhouse Gas Reduction Fund (GGRF). For example, the Council’s Affordable Housing and Sustainable Communities (AHSC) Program provides grants and affordable housing loans for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas emissions.

Senate Bill 535 (de León, 2012) requires that certain portions of GGRF provide benefits to disadvantaged communities, and at least some projects be located within disadvantaged communities.

Assembly Bill 2722 (Burke, 2016) created the Program to fund plans that include multiple, coordinated greenhouse gas emissions reduction projects within disadvantaged communities. (Pub. Resources Code § 75240.)
Summary of the Effect of the Proposed Rulemaking

The effect of the proposed rulemaking will be to specify how and where certain Program funds are to be allocated.

Policy Objectives and Specific Benefits Anticipated by the Proposed Regulation Including Non-monetary Benefits

Consistent with the legislative intent described in Assembly Bill 2722, this proposed action will advance several policy objectives. As explained in more detail in the Initial Statement of Reasons, the Council intends for the Program to enable transformative change in disadvantaged communities. The Public Resources Code authorizes the Council to prioritize severely disadvantaged communities, and the cities of Fresno and Los Angeles have the largest populations living in the most severely disadvantaged communities as described in Section 39711 of the Health and Safety Code.

Additionally, this action proposes that Program funds be allocated in a few large investments, rather than numerous and comparatively small awards. This type of targeted investment is more likely to attract catalytic private resources.

By leveraging public investments in inadequate infrastructure, the funds are intended to allow neighborhoods to become communities where businesses have access to workers, workers have access to jobs, and residents have access to safe, environmentally sound places to live.

The Proposed Regulation is Not Inconsistent with or Incompatible with Existing State Regulations

The Council evaluated the regulations for inconsistency or incompatibility with existing state regulations and has found that these are the only regulations dealing with the Transformative Climate Communities Program. Therefore, the proposed regulation is not inconsistent or incompatible with existing state regulations.

FORMS INCORPORATED BY REFERENCE

There are no forms incorporated by reference in the proposed regulations.

DISCLOSURES REGARDING THE PROPOSED ACTION
Pursuant to Government Code sections 11346.5(a)(5) and (a)(6), the Chair has made an initial determination that the proposed regulatory action would not create costs to State agencies. The proposed regulatory actions would not create costs or savings in federal funding to the State, costs or mandates to any local agency or school district, whether or not reimbursable by the State pursuant to Government Code, Title 2, Division 4, Part 7 (commencing with section 17500) or other nondiscretionary costs of savings to State or local agencies.

The regulation does not impose a mandate on any private individual, business or local government because participation in the Program is optional and voluntary. However, regulatory actions taken in subsequent phases that lay out guidelines for applying for and approving program proposals will likely have costs to these entities if they choose to participate.

The determinations of the Chair concerning the costs or savings necessarily incurred by public agencies and private persons and businesses in reasonable compliance with the proposed regulatory action are presented below:

- Cost to any Local Agency or School District Requiring Reimbursement Pursuant to Government Code section 17500 et seq.: None
- Cost or Savings for State Agencies: None
- Other Non-Discretionary Costs or Savings on Local Agencies: None
- Costs or Savings in Federal Funding to the State: None

There is No Significant Effect on Housing Costs

The Chair has also made the initial determination that the proposed regulatory action will not have a significant effect on housing costs because the proposed regulation only specifies where program funds may be allocated, it does not add new requirements under the law. There may be effects on housing costs from regulatory actions in subsequent phases, including if programs are implemented that affect development or transportation in targeted communities.

There is No Significant Adverse Economic Impact Directly Affecting Business, Including Ability to Compete and Declaration of Initial Determination of No Impact

The Chair has made an initial determination that the proposed regulatory action would not have a significant statewide adverse economic impact directly affecting businesses, including the ability of California businesses to compete with businesses in other states, or on representative private persons. Regulatory actions in subsequent phases could have positive economic impacts on businesses and individuals, and indeed these are the aim of the program. An initial determination has been made that there is no impact because the proposed regulation only specifies where program funds may be allocated, and further regulatory action is needed before programs may be proposed or chosen.
There is No Effect on Small Business

Regulatory actions in subsequent phases could have positive economic impacts on small businesses. An initial determination has been made that there is no impact of this phase, however, because the proposed regulation only specifies where program funds may be allocated, and further regulatory action is needed before programs may be proposed or chosen.

STATEMENT OF RESULTS OF THE ECONOMIC IMPACT ASSESSMENT

The Chair has made an initial determination that the proposed regulatory action would not affect the creation or elimination of jobs within the State of California, the creation of new businesses or elimination of existing businesses within the State of California, or the expansion of businesses currently doing business within the State of California. A detailed assessment of the economic impacts of the proposed regulatory action can be found in the Economic and Fiscal Impact Analysis, which is a section in the Initial Statement of Reasons, ISOR.

While Program funds are expected to result in economic benefits, this proposed action does not affect the total amount of funds available. Rather, it merely allocates where those funds may be awarded. They therefore have no benefit, either positive or negative.

COST IMPACTS TO REPRESENTATIVE PERSONS OR BUSINESSES, INCLUDING SMALL BUSINESSES

The Council is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

The Chair has also made an initial determination that, pursuant to California Code of Regulations, Title 1, section 4, the proposed regulatory action would not affect small businesses because the proposed action only specifies where program funds may be allocated, it does not add new requirements under the law.

ALTERNATIVES CONSIDERED

In accordance with subsection 11346.5(a)(13) of the Government Code, the Council must determine that no reasonable alternative considered by the Council or that has otherwise been identified and brought to the attention of the Council would be more effective in carrying out the purpose for which the action is proposed, would be as effective and less burdensome to affected private persons that the proposed action, and/or would be more cost-effective to affected private persons and equally effective in implementing the statutory policy or other provision of law.
Two alternatives were considered: one to award funds to neighborhoods judged on a competitive basis, and another to have a more even allocation of funds to Fresno, Los Angeles, and a third community to be determined. The first alternative was rejected as it would not allow for the scale of investments that are likely needed to catalyze transformation. The second was rejected as it would reduce the potential catalytic effects of large investments in Fresno.

CONTACT PERSONS

Inquiries concerning the proposed action may be directed to:

tccpubliccomments@sgc.ca.gov

or to:

Kim Danko
1400 Tenth Street
Sacramento, CA 95814

Please direct requests for copies of the proposed text (“the express terms”) of the regulations, the initial statement of reasons, or other information upon which the proposed rulemaking is based to Kim Danko at the above address. A backup person to contact for access to documents is Mackenzie Weiser at mackenzie.wieser@sgc.ca.gov, (916) 327-4737.

AVAILABILITY OF RULEMAKING PACKAGE AND INTERNET ACCESS

The Council will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its office at the above address. As of this date this notice is published in the Notice Register, the rulemaking file consists of this notice, the express terms of the proposed text of the regulations, the initial statement of reasons, and supporting information. Copies may be obtained by contacting either Kim Danko or Mackenzie Wieser at their address and/or phone numbers and email addresses listed above.

If there are substantial and related changes to the proposed regulation, the full text of the regulation, if changed after the forty-five day initial public comment period, will be available for at least 15 days prior to the date on which the Council adopts, amends, or repeals the proposed regulation.
Final Statement of Reasons

Upon its completion, the Final Statement of Reasons (FSOR) will be available and copies may be requested from the agency contact persons in this notice, or may be accessed on the Council’s website www.sgc.ca.gov.

Internet Availability

This notice, the ISOR and all subsequent regulatory documents, including the FSOR, when completed, will be available on the Council’s website www.sgc.ca.gov.

NON-DUPLICATION OF FEDERAL LAW AND RELATIONSHIP TO FEDERAL LAW

The proposed regulations do not duplicate federal law, nor are they mandated by federal law or regulations.

OTHER STATUTORY REQUIREMENTS

In accordance with Government Code section 11346.5(a)(4), there are no other requirements identified in this notice that are specific to the Council or any specific regulation or class of regulations.

REASONABLE ACCOMMODATIONS

The hearing location is accessible to persons with disabilities. If any member of the public wishes to comment and requires other reasonable accommodations, please contact Kim Danko at the Strategic Growth Council as listed above at least five days prior to the scheduled workshop.
Initial Statement of Reasons

Strategic Growth Council Transformative Climate Communities Program Allocation

September 23, 2016

Background

Assembly Bill (AB) 2722 (Burke) establishes the Transformative Climate Community Program (Program), to be administered by the Strategic Growth Council (Council), to “fund the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as described in Section 39711 of the Health and Safety Code.” (Pub. Resources Code § 75240 (emphasis added).)

“Disadvantaged communities” are specifically targeted for investment of proceeds from the State’s cap-and-trade program. In 2012, the Legislature passed Senate Bill (SB) 535 (De León) directing that, in addition to reducing greenhouse gas emissions, a quarter of the proceeds from the Greenhouse Gas Reduction Fund must go to projects that provide a benefit to disadvantaged communities.

SB 535 required the California Environmental Protection Agency (CalEPA) to identify disadvantaged communities based on geographic, socioeconomic, public health and environmental hazard criteria. CalEPA developed the California Communities Environmental Health Screening Tool (CalEnviroScreen), a science-based tool for evaluating multiple pollutants and population stressors throughout the state. (http://oehha.ca.gov/calenviroscreen/report/calenviroscreen-version-20.) CalEnviroScreen uses environmental, health and socioeconomic information from state and federal government sources to produce scores for census tracts in California. An area with a higher score is one that experiences a higher burden from pollution and population vulnerability than an area with a lower score.

In awarding grants for the Program, AB 2722 further establishes that the Council “may give priority to plans and projects that cover areas that have a high proportion of census tracts identified as disadvantaged communities and that focus on communities that are most disadvantaged.” (Pub. Resources Code § 75241(b)(2) (emphasis added).)

The cities of Los Angeles and Fresno experience substantially higher pollution burdens than other parts of the state.¹ Los Angeles has 85 census tracts in the top 5 percent of CalEnviroScreen – census tracts ranking above the 95th percentile –

¹ The Council made this determination using CalEnviroScreen. The tool provided a ranking of all census tracts in the state according to indicators reflecting pollution burden and population vulnerability. Using the census tracts within the top 5% of the most disadvantaged communities, which are designated through the tool’s mapping feature, populated census blocks, downloaded from the 2010 US census website, were then added and overlaid on city boundaries, obtained from city websites. Top scoring CalEnviroScreen tracts were identified as being within a city if their population weighted center fell within city boundaries. Populated blocks were summed within these identified tracts to get the populations of the disadvantaged census tracts within city boundaries.
and Fresno has 40 census tracts. The next highest city has 17 census tracts with residents in the top 5 percent. Additionally, Los Angeles and Fresno have the largest populations of residents experiencing the highest pollution burdens, with approximately 328,331 and 188,307 residents in the top 5 percent, respectively.

Fresno in particular is exceptionally disadvantaged. Of the state’s major population centers, the city has the largest per capita population of top 5 percent disadvantaged community residents in the state, at nearly 40% of the population.

Consideration of Neighborhood-level Transformation

The development and implementation of neighborhood-level, transformative climate community plans in the state’s most disadvantaged communities requires significant public investment. AB 2722 identifies making “comprehensive public investments” such that “private resources can be more effectively catalyzed” to support transformation. Thus allocating a few large investments, rather than numerous and comparatively small investments, is needed for community transformation.

In order to accelerate greenhouse gas reduction and meet the state’s climate goals, such transformation includes changing the way Californians think about transportation, housing, energy, water, natural resources and waste while simultaneously addressing growing equity issues, resource conservation, economic sustainability and climate resiliency.

Strategies to promote infill development, coordinated transportation and other infrastructure in existing urban boundaries can lead to such changes by delivering a broad range of benefits in addition to helping achieve regional greenhouse gas reduction goals set by SB 375. These benefits include increased economic vitality; cleaner air and improved public health outcomes; decreased consumption of energy, water, and other natural resources; reduced conversion of farmland and natural habitat areas, which can provide carbon sequestration; and the opportunity for more efficient infrastructure investment and delivery of municipal services.

Infill development is particularly challenging in the state’s most disadvantaged communities. Market demand, physical conditions, existing infrastructure, and community conditions are often problematic in these parts of the state, where funding and financing options are commonly inadequate. This in turn hinders local and regional agencies’ ability to implement infill development plans.

In Fresno, for instance, infill development requires significant complementary investment to be economically feasible and to compete with suburban growth that has traditionally absorbed the majority of housing demand. Such suburban growth works against more efficient land use and achievement of SB 375 goals. Without these complementary investments to make communities attractive, it is difficult for traditional developers and lenders to begin investing in infill projects. The most disadvantaged communities in Los Angeles share many of these characteristics.

boundaries. That data provided a list of communities with the highest proportion of census tracts in the top 5% and the highest total population within top 5% census tracts.

2 Moving California Forward, 2015, Energy Innovation, Calthorpe Analytics


4 Ibid.
A targeted, catalytic public investment can provide needed financial support and market stimulation. Such investment can also attract private resources to spur a re-orientation of markets toward low-carbon, healthy, and economically inclusive development.

Consideration of Transformative Climate Community Investment in Fresno, Los Angeles and a Third Location

Fresno exemplifies the challenges of long-term environmental and socioeconomic disparity. Since the mid-twentieth century, suburban sprawl has consumed more than 100 square miles in the city, including some of the state’s most valuable and productive agricultural land. This has led to an economically-distressed urban core and historic neighborhoods that contain some of the highest concentrations of poverty in the nation. Continuation of these trends would further contribute to the city’s extreme fiscal distress.

In the more recent past, a combination of local leadership and sustained commitment to helping achieve the state’s climate goals has set the city on a different course. Fresno’s new General Plan and Zoning Ordinance, adopted in 2014 and 2016, respectively, direct approximately half of new growth to infill areas, along with large-scale transportation investments. These include the state’s first High-Speed Rail station, Bus Rapid Transit, and a $19 million redevelopment of the central artery of Downtown Fresno, all currently under construction. Additionally, the city has begun implementing ratepayer-funded water infrastructure including facilities for recycled water treatment and distribution and groundwater recharge. These major land use and infrastructure changes are expected to reduce greenhouse gases by over 20 percent over business-as-usual projections by 2030, and recharge an estimated 14,000 acre feet of groundwater in one year alone, while preserving prime agricultural land. Meanwhile, the city has roughly halved both unemployment and homelessness since the Great Recession.

Due to Fresno’s continued depressed market values and extensive additional deferred infrastructure needs, however, infill development continues to require significant complementary investment to reach financial feasibility. The most

---


disadvantaged communities in Los Angeles share many of these characteristics. A coordinated, multi-year investment can provide the essential infrastructure to catalyze sustained market demand for efficient and equitable infill development.

Fresno’s concentrated per capita poverty and depressed real estate market means that a higher level of state investment provides a greater chance of success. There may be greater funding options in Los Angeles, and there may be different opportunities in other locations. In addition, because this is a new program, the Council does not have complete data identifying all factors for determining the approach with the highest potential for success. This approach provides different levels of funding, which will provide meaningful differences in approach.

Proposed Regulation
The Council proposes to add the following section to Title 14, Division 6.5, of the California Code of Regulations:

Transformative Climate Community Program funds shall be allocated in the cities of Los Angeles and Fresno, and a third location. A minimum of half of the funds shall be allocated in the City of Fresno. A minimum of one fourth of the funds shall be allocated in the City of Los Angeles.


Specific Purpose of the Regulation
This proposed regulation implements the Program created in Public Resources Code Section 75240. While the Legislature allocated $140,000,000 for the Program, in Assembly Bill 1613, it left to the Council’s discretion the precise manner to allocate those funds. The proposed regulation, therefore, does two things. First, it would specify that Program funds shall be allocated in the City of Los Angeles, the City of Fresno and a third location. Second, it specifies that a minimum of fifty percent of the Program funds shall be allocated within the City of Fresno and a minimum of twenty five percent within the City of Los Angeles. Note: The third geographic location to receive priority will be determined in a separate, future, rulemaking. Additionally, all Program grants, including those within the cities of Fresno and Los Angeles and a third location, will be awarded pursuant to a competitive process. The Council will determine selection criteria for that process in a separate, future, rulemaking.

The problem the Council intends to address with this regulation is to ensure that California makes appropriate investments that reduce greenhouse gases and also demonstrate co-benefits for the economy, workforce, and the health of California’s most vulnerable communities.

The proposed regulation is reasonably necessary to address the problem described above because limited funding is available for this program. As a result, the State must focus its initial investments on the communities that are most impacted by poverty and pollution where a substantial state investment can promote significant change. Therefore, the proposed regulation would focus investments in three geographic locations.
Public Resources Code Section 75241(b)(1) states: “the council may give priority to plans and projects that cover areas that have a high proportion of census tracks identified as disadvantaged communities and that focus on communities that are most disadvantaged.”

According to data in the California Communities Environmental Health Screening Tool (CalEnviroscreen), of the major population centers in California, the City of Fresno has the highest proportion of census tracts that are in the top 5%. Specifically, 43% of its census tracts (40 of 103 census tracts) are in the top 5%. Therefore, allocating a portion of Program funds within the City of Fresno is consistent with the statute’s priority for “areas that have a high proportion of census tracks identified as disadvantaged communities.”

CalEnviroscreen data also indicate that the largest total population of people living within top 5% census tracts is found in the City of Los Angeles. Allocating a portion of Program funds within the City of Los Angeles is, therefore, consistent with the statute’s priority for focusing on “communities that are most disadvantaged.”

A third allocation may be appropriate based on a different view of the data and statutory priorities, and so the Council proposes to identify the third geographic area in a future rulemaking.

The Council proposes different allocations between the locations that it has identified. A larger allocation is appropriate within the City of Fresno. Among other reasons, concentrated per capita poverty and a depressed real estate market means that a higher level of state investment provides a greater chance of achieving a transformative effect. (See, e.g., Kieser, Walter. California Finance Infill Options Analysis. Economic & Planning Systems, Inc.: October, 2014.) A smaller allocation is proposed to be available within the City of Los Angeles because, in part, the real estate market there does not face the same degree of challenge as in Fresno. Different opportunities may be available in other locations. The proposed regulation’s approach provides different levels of funding in different types of communities. By doing so, the Council expects to develop information to improve the Program over time.

The Council anticipates that the proposed regulation will achieve the legislative intent described in Assembly Bill 2722. As explained in more detail above, the Council intends for the Program to enable transformative change in disadvantaged communities. The Public Resources Code authorizes the Council to prioritize severely disadvantaged communities, and the cities of Fresno and Los Angeles have the largest populations living in the most severely disadvantaged communities as described in Section 39711 of the Health and Safety Code.

Additionally, this action proposes that Program funds be allocated in a few large investments, rather than numerous and comparatively small awards. This type of targeted investment is more likely to attract catalytic private resources.

**Necessity**

The Legislature directed the Council to develop guidelines and selection criteria for plan development and implementation of the program. (Pub. Resources Code § 75243(a).) In so doing, the Legislature authorized the Council to “give priority to plans and projects that cover areas that have a high proportion of census tracks identified as disadvantaged communities and that focus on communities that are most disadvantaged.” (Id. at § 75241(b)(2).) In order to implement that direction, the Council must specify which communities are eligible for funding through the Program. The proposed regulation is, therefore, necessary to carry out this legislative directive.
Description of Alternatives Considered

Two alternatives were considered: one to award funds to neighborhoods judged on a competitive basis, and another to have a more even allocation of funds to Fresno, Los Angeles, and a third community to be determined. The first alternative was rejected as it would not allow for the scale of investments that are likely needed to catalyze transformation. The second was rejected as it would reduce the potential catalytic effects of large investments in Fresno.

Economic Impact Assessment, Including Impacts on Business

The proposed regulation allocates Program funds to Fresno, Los Angeles, and a location to be determined, but the economic impacts cannot be calculated with any precision until subsequent regulations on program requirements are adopted. However, the additional spending in these areas will at a minimum benefit the businesses that implement the programs, as well as workers hired to fill the additional demand. In addition, residents should benefit from the additional investments. As the stated intention of the program is to catalyze transformative growth in disadvantaged communities and improve environmental outcomes in the areas, benefits would also accrue to individuals from meeting these program goals.

This allocation allows Program funds be allocated in a few large coordinated investments, rather than numerous and comparatively small awards. This type of targeted investment is more likely to attract catalytic private resources. By leveraging public investments in inadequate infrastructure, the funds are intended to allow neighborhoods to become communities where businesses have access to workers, workers have access to jobs, and residents have access to safe, environmentally sound places to live.

Government Code section 11346.3(b)(1) requires an assessment of whether and to what extent the proposed regulation will affect the following: (A) the creation or elimination of jobs within the state; (B) the creation of new businesses or the elimination of existing businesses within the state; (C) the expansion of businesses currently doing business within the state; and (D) the benefits of the regulation to the health and welfare of California residents, worker safety, and the state’s environment. Each of these factors is addressed below.

The creation or elimination of jobs within the state.

Funds made available within identified communities as a result of the Program may lead to the creation of jobs. The precise impacts, however, are indeterminate until selection criteria and program proposal requirements are adopted in subsequent regulations.

The creation of new businesses or the elimination of existing businesses within the state.

Funds made available within identified communities as a result of the Program may lead to the creation of new businesses within the state. The precise impacts, however, are indeterminate until selection criteria and program proposal requirements are adopted in subsequent regulations.

The expansion of businesses currently doing business within the state.
Funds made available within identified communities as a result of the Program may lead to the expansion of businesses currently doing business within the state. The precise impacts, however, are indeterminate until selection criteria and program proposal requirements are adopted in subsequent regulations.

The benefits of the regulation to the health and welfare of California residents, worker safety, and the state’s environment.

Funds made available within identified communities as a result of the Program are expected to lead to the following benefits, among others: increased economic vitality; cleaner air and improved public health outcomes; decreased consumption of water, energy, and other natural resources; reduced conversion of farmland and other natural habitat areas; and more efficient infrastructure and delivery of municipal services.

Additional information regarding the assessment above is available in the Standard Form 399 and elsewhere in this Initial Statement of Reasons.

References


Appleton, Rory. “Feds call Fresno, Madera ‘a shining example’ in homelessness battle; local agencies say it’s not that simple.” Fresno Bee, November 28, 2015.


Regional Framework for Climate Action Planning

Joint Regional Planning Technical Working Group and Regional Energy Working Group Meeting

November 10, 2016

San Diego Forward: The Regional Plan

- Support local government efforts to develop and implement climate action plans (CAP) and Energy Roadmaps to reduce greenhouse gas (GHG) emissions
Regional Plan EIR

- GHG-4A – revise the TransNet Smart Growth Incentive and Active Transportation Grant Programs to:
  - Give greater weight to a project’s ability to reduce GHG emissions
  - Require a locally adopted CAP and complete streets policy as prerequisites
  - Make available competitive funding for preparation of a CAP and/or complete streets policy
- GHG-4E – assist in the preparation of local CAPs with funding and planning assistance through the Roadmap Program

Energy Roadmap Program
Climate Planning Services

- Regional Framework Goals:
  - Ensure local climate planning activities have consistency in methodologies and use best available data for the San Diego region
  - Provide guidance to local jurisdictions and climate planning services available through the Energy Roadmap Program
Regional Framework Topics

- Data collection and management
- GHG inventories and projections
- Quantification of GHG reductions
- Economic analysis of GHG reduction measures
- Monitoring and evaluating CAP progress
- CEQA and climate planning

Member Agency Support

- Every 2 years: GHG Emissions Inventories and forecasts, CAP Monitoring Reports
- As needed: GHG Reduction Measure Analysis, CAP Development, Trainings
Next Steps

- Work with cities to identify climate planning needs 2016-2020
- Regional framework development in 2016-2017
- Next call for projects for TransNet Smart Growth Incentive Program and Active Transportation Grant Program in fall/winter 2017/2018

Regional Framework for Climate Action Planning

Joint Regional Planning Technical Working Group and Regional Energy Working Group Meeting

November 10, 2016
Plug-in San Diego
Joint Meeting of the Regional Planning Technical Working Group and
the Regional Energy Working Group

November 10, 2016
Center for Sustainable Energy

Agenda

• Plug-in SD
• EVs and Public EV charging in San Diego region
• AB 1236
  – Subregional Workshops
  – Local Government Meetings
• EV Charging
• EV Expert Technical Assistance
Planning for Electric Vehicles and Alternative Fuels

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
- July 2015-June 2017
Center for Sustainable Energy & SANDAG

San Diego Association of Governments
- Forum for regional decision-making
- Transportation planning and construction
- Sustainable development

Independent nonprofit organization
Our mission: Accelerating the transition to a sustainable world powered by clean energy
- Program management
- Training and education
- Technical assistance

Plug-in San Diego

Program Goal:
Ensure the San Diego region is ready for plug-in electric vehicles

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>
</table>
| • Permitting and Inspection Best Practices
  • EV Expert Consultations | • Workplace Charging Workshops: “PEV 101”
  • Incentives and Policies | • Permitting and Installation Standards
  • Market Development | • EVCS Siting Assistance
  • Connection Cost and Fee Info
  • EV Expert Consultations | • Consumer Info and Incentive Details |
Why Electric Vehicles

- Improves local public health and air quality by reducing tailpipe emissions
- Light duty vehicles largest source of GHG emissions
- State goal of 1.5 million vehicles by 2025, 15% of new car sales
- x8 increase of next 8 years.

Growth of the San Diego Market

Source: Clean Vehicle Rebate Project, updated August 2016
Public Charging in San Diego

- 377 charging locations in the SD region (with a total of about 1,000 plug-in points)
- 19,000 plug-in vehicles in the region

Source: SANDAG InfoBits (April 2016)

What is AB1236?

Plug-in SD provided resources to local governments to reach AB1236 compliance

- Requires adoption of an ordinance to streamline and expedite the permitting process for EV charging stations
  - **September 30, 2016** for cities with population>200,000
  - **September 30, 2017** for cities with population<200,000
AB 1236 & Plug-in SD

Plug-in SD’s resources for permitting and inspection of EV Charging Stations include:

- Subregional Workshops
  - Held 5 workshops – covering each sub-region
  - Met with 7 cities and EsGil Corp individually
- Best Practices Report
- Permit and Inspection correction sheets
- Installation checklists
- Standardized language for websites
- EV Expert assistance

Technical Assistance: EV Expert

- Technical infrastructure questions
- Call/email or set up an in-person meeting
- EV Expert FAQ
  - www.energycenter.org/pluginsd
- Email EVexpert@energycenter.org
- Phone (866) 967-5816
EV Expert for MUDs

Free Electric Vehicle Technical Assistance for Multi-Unit Dwellings:

Evaluation and Assessment

- Siting Location
- Initial Electrical Review
- Survey Resident Demand

Policy

- Establish Guidelines for Use
- Pricing Strategies
- Service Provider Selection

Implementation

- Information on Incentives
- Permitting and Installation Standards
- Resident Engagement

Call/email to set up an in-person meeting:
Email EVexpert@energycenter.org
Phone (866) 967-5816

EV Expert Examples
CEC Grant Funding Opportunity

CEC Grant Funding Opportunity (GFO)

• GFO-16-601: ZEV Regional Readiness and Planning
• $1.9 million available for new and existing ZEV planning and implementation activities
• $300,000 per applicant
  – Eligible applicants: lead agencies of a regional PEV coordinating council
• SANDAG intends to jointly apply with CSE to continue and expand Plug-in SD
Potential ZEV Readiness Activities

- **EV Expert technical assistance**
  - Siting at MUDs, workplaces, public sites
  - Local government assistance
  - Fleet assessments
- **Regional ZEV planning and analysis**
  - Market growth projections
  - Mapping infrastructure, identifying gaps/needs
  - Investment/incentives to encourage EVCS
  - Considerations for disadvantaged communities
- **ZEV awareness**
  - Trainings for first responders
  - Coordination with Regional Plan outreach and CBOs
  - Outreach to disadvantaged communities

Next Steps

- **First come, first serve application process**
  - Submit application: November 30
- **Request for letters of support**
- **Award announcements: December 2016**
- **Begin ZEV readiness activities: mid-2017**
Thank you!

Andy Hoskinson, Senior Project Manager
andy.hoskinson@energycenter.org
What do we do?
Position the greater San Diego region, including Imperial County, as a global leader in the cleantech economy.

How do we do it?
Foster collaborations across the private-public-academic landscape, leading advocacy efforts to promote cleantech priorities, and encouraging investment in the San Diego region.

Who’s with us?
More than 100 local businesses, universities, governments, and nonprofits committed to advancing sustainable solutions for the benefit of the economy and the environment.

MISSION
To accelerate clean technology innovation and adoption of sustainable business practices for the benefit of the economy and the environment.
What is Smart Cities San Diego?

Launched in 2011, a collaboration to develop and implement local initiatives that will improve the San Diego region’s **energy independence** and empower consumers to embrace **clean technologies**, **reduce greenhouse gas** emissions, and drive **economic growth**.
What is a Smart City?

An urban development that integrates multiple information and communication technology solutions in a secure fashion to manage an organization’s assets and provide services to its users.

i.e. transportation systems, buildings, power generation, water and waste services, law enforcement, community services

- Regional public - private - academic collaboration
- Advance San Diego region as a smart cities leader
- Convene cities and organizations to share best practices
- Facilitate pilot projects - Integrating smart technologies to save energy, water, and money
- Help cities meet sustainability and Climate Action Plan goals
- Participate in national conferences to promote regional activities
- Engage with media
How We Define Smart Cities Technologies

<table>
<thead>
<tr>
<th>Smart Building</th>
<th>Smart Infrastructure</th>
<th>Smart Energy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connectivity</td>
<td>Lighting</td>
<td>Energy Efficiency</td>
</tr>
<tr>
<td>Automation</td>
<td>Water</td>
<td>Reduced Emissions</td>
</tr>
<tr>
<td>Integrated Services</td>
<td>EV Charging</td>
<td>Smart Meters</td>
</tr>
<tr>
<td>Operations</td>
<td>Sensors</td>
<td>HVAC / Chillers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Storage</td>
</tr>
</tbody>
</table>

Smart Cities

- SAN DIEGO INTERNATIONAL AIRPORT
- OSIsoft
- UC San Diego
- The City of San Diego
- H.G. Fenton Company
- QUALCOMM
- CH2M
- SDG&E
- BLACK & VEATCH
- Opterra Energy Services
- Itron
- City of Chula Vista
- PORT of San Diego
SmartCities
SAN DIEGO

COLLABORATIVE WORKING GROUPS

Intelligent Streetlights

- 75,000 regional streetlight retrofits (14 cities)
- $4 million in regional annual energy savings
- Eliminates 12,700 metric tons of carbon emissions annually
- Downtown LED post-top streetlights among nation’s first remotely monitored and wirelessly controlled
- City of San Diego is world’s first city to partner with GE Lighting on Intelligent Cities pilot
SMART INFRASTRUCTURE PILOTS

- Port of San Diego: Smart building pilot site
- Modern technology in an older building
- Sensors detect energy consumption
- Real-time data for building operators
- Early findings resulted in energy and cost savings of $5,000 annually
• Monitoring electricity, gas, and water use to reduce operational expenses by 25% in 5 years
• OSIsoft PI software
• Qualcomm edge intelligence solutions
• 15,000 smart streetlights (1,500 with sensors)
• MetroInsight project with UC San Diego using sensor data for predictive analytics for traffic, water, and energy efficiency
• 11,000 smart water meters
• Meeting goals and objectives of Climate Action Plan
• Participation in MetroLab and Envision America

• Smart waterfront analysis with Port of San Diego
• Smart Cities Strategic Action Plan
• Smart lighting pilot project
• Traffic signal communications master plan
OPPORTUNITIES

- Engage more cities across the San Diego region
- Facilitate information exchange and best practices
- Expand and replicate pilot projects within and beyond the San Diego region

Carlsbad  
Chula Vista  
Coronado  
Del Mar  
El Cajon  
Encinitas  
Escondido  
Imperial Beach  
La Mesa  
Lemon Grove  
National City  
Oceanside  
Poway  
San Diego  
San Marcos  
Santee  
Solana Beach  
Vista
Strategic Energy Plan (DRAFT)
An Integrated Approach to Energy Resiliency

Brendan Reed
Director, Environmental Affairs
San Diego County Regional Airport Authority

PURPOSE

The Strategic Energy Plan (STEP) establishes the Airport Authority’s approach to:

• Being a world-class thought leader
• Implementing cost-effective energy resiliency strategies
• Being environmentally responsible
• Aligning fully with Airport operations & development
CURRENT CONTEXT

2015 ENERGY USE BY END USE

Annual Energy Use (MMBTU/year)

2015 ENERGY USE BY FACILITY

- Terminal 1
- Terminal 2E
- Terminal 2W
- Terminal 2W Expansion
- Central Utility Plant
- Commuter Terminal
- General Aviation Facilities
- Airport Office, Operations, Support, and Maintenance
- ROC
- Airfield Lighting

PLANNING PROCESS

1. Baseline Energy Demand
2. Current Energy Efficiency
3. Methodology & Tools
4. Performance Development
5. Total Savings/Net Present Value
6. Energy Cost
7. Energy Efficiency
8. Energy Generation & Storage
9. Energy Monitoring & Diagnostics
10. Energy Management Strategies
11. Energy Conservation
12. Energy Roadmap

Where Are You?

Where Do You Want To Go?

How Will You Get There?

Where Are Your Opportunities?
## DRAFT GOALS

<table>
<thead>
<tr>
<th>Category</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CONSERVATION &amp; EFFICIENCY</strong></td>
<td>Reduce energy use intensity by 30%</td>
</tr>
<tr>
<td><strong>CARBON NEUTRALITY</strong></td>
<td>Achieve 100% renewable energy</td>
</tr>
<tr>
<td><strong>INTERDEPENDENCE &amp; RESILIENCY</strong></td>
<td>Ensure all critical facilities are resilient for 24-hours</td>
</tr>
<tr>
<td><strong>COST CONTAINMENT</strong></td>
<td>Reduce energy costs per passenger by 30%</td>
</tr>
<tr>
<td><strong>REGIONAL &amp; INDUSTRY LEADERSHIP</strong></td>
<td>Deploy a robust, innovative, &amp; cost-effective energy program</td>
</tr>
</tbody>
</table>
DRAFT STRATEGIES

- Monitoring, Engagement, & Education
- Retrofits & Retro-commissioning
- Solar PV & Green Electricity Procurement
- Energy Generation & Storage
- Demand Side Management
- Carbon Reductions & Airport Carbon Accreditation

DRAFT ROADMAP

- Integrated & phased implementation
DRAFT ROADMAP

**Integrated & phased implementation**

**DRAFT ROADMAP**

**Expanded onsite energy generation & resilience**
DRAFT ROADMAP

Reduction in energy cost per passenger

NEXT STEPS

- Further engage stakeholders on the draft Strategic Energy Plan
- Incorporate feedback into a revised version
- Integrate into Airport Development Plan programming
- Pursue near-term priority actions such as energy efficiency & battery energy storage capital projects
- Track & report implementation progress
RECENT & UPCOMING PROJECTS

Rental Car Center
RNG Shuttles

Solar PV
5.5 MW on Micro-Grid

Parking Plaza
Water Reuse & EVs

Questions?
Draft Strategic Energy Plan available at www.san.org/green