MEETING NOTICE AND AGENDA

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

Thursday, July 27, 2017
11:30 a.m. to 1 p.m.

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

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

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

AGENDA HIGHLIGHTS

• SAN DIEGO REGIONAL AUTONOMOUS VEHICLE PROVING GROUNDS
• ENERGY ROADMAP PROGRAM UPDATE

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

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

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

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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.

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*To access the meeting room please arrive on the 8th floor.*
ITEM NO. | RECOMMENDATION
--- | ---
1. | WELCOME AND INTRODUCTIONS
+2. | APPROVAL OF MEETING MINUTES
   +2A. | May 25, 2017, Meeting Minutes
   +2B. | June 22, 2017, Meeting Minutes
3. | PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

CONSENT

+4. | SAN DIEGO REGIONAL ELECTRIC VEHICLE STATISTICS

The electric vehicle market in the San Diego Region is rapidly growing. SANDAG has committed to provide the EWG with monthly updates on regional Clean Vehicle Rebate Program statistics.

REPORTS

+5. | SAN DIEGO REGIONAL AUTONOMOUS VEHICLE PROVING GROUNDS
   (Antoinette Meier)

SANDAG staff will provide an overview of the Autonomous Vehicle Proving Ground (AVPG) project. The U.S. Department of Transportation designated the San Diego region as one of ten AVPGs across the nation.

+6. | ENERGY ROADMAP PROGRAM UPDATE (Anna Lowe, Katie Hentrich)

The SANDAG Local Government Partnership with San Diego Gas & Electric has been extended through 2020. Staff will provide an update on the energy engineering and climate planning progress being made through the Energy Roadmap Program by participating cities.
STATE ACTIVITIES ON ENERGY AND CLIMATE CHANGE (Allison Wood)

DISCUSSION

Staff will provide an update on state activities as well as legislative bills that have been of interest to the EWG. Members are asked to review the bills and share legislation that would support implementation of the Regional Energy Strategy.

8. UPCOMING MEETINGS

INFORMATION

The next meeting of the EWG is scheduled on Thursday, September 28, 2017, at 11:30 a.m. The August 24, 2017, EWG meeting is cancelled.

+ next to an item indicates an attachment
1. WELCOME AND INTRODUCTIONS

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

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

This item was taken out of order.

John Wotzka, a member of the public, submitted written comments and spoke about energy-related news, which included nuclear power generation and associated issues; renewable energy; traditional fossil fuel and power plant issues; alternative fuels and shale gas; climate change impacts and greenhouse gas (GHG) emissions; the regional energy strategy; and renewable and energy financial matters.

2. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Brendan Reed (San Diego County Regional Airport Authority) and a second by Vice Chair Scott Anders (Energy Policy Initiatives Center, University of San Diego [USD] School of Law), the EWG approved the minutes from the February 23, 2017, meeting. Yes – Chair Orlando, Vice Chair Anders, Councilmember Carrie Downey (City of Coronado), Councilmember Amanda Rigby (City of Vista), Mayor Pro Tem Jennifer Mendoza (City of Lemon Grove), Mr. Reed, Jack Clark (City of San Diego), Kendall Helm (San Diego Gas & Electric), Renée Yarmy (San Diego Unified Port District), Dave Weil (University of California, San Diego), Sharon Cooney (Metropolitan Transit System), and Alyssa Gutner-Davis (Cleantech San Diego). No – None. Abstain – None. Absent – North County Coastal Subregion, County of San Diego Subregion, Environmental Health Coalition, Economic Development Council, San Diego Regional Clean Cities Coalition, and San Diego Regional Chamber of Commerce.

CONSENT

4. SAN DIEGO REGIONAL ELECTRIC VEHICLE STATISTICS (INFORMATION)

The electric vehicle market in the San Diego region is rapidly growing. Updates from the Clean Vehicle Rebate Project on regional vehicle growth were provided.

Action: This item was presented for information.
5. UNIVERSITY OF SAN DIEGO CLIMATE ACTION PLAN (INFORMATION)

Michael Catanzaro, USD Director of Sustainability, presented an overview of the Climate Action Plan (CAP) that was adopted by USD in November 2016. The USD CAP is a framework to reduce USD’s GHG emissions. More information on the CAP is available at sandiego.edu/climate-action-plan.

**Action:** This item was presented for discussion.

6. SAN DIEGO COUNTY WATER AUTHORITY ENERGY PROJECTS (INFORMATION)

Kelly Rodgers, San Diego County Water Authority (Water Authority) Energy Program Manager, presented on projects and programs the Water Authority is working on to help them better anticipate and adapt to the impacts of climate change. The Water Authority has been promoting energy and water conservation, developing renewable energy sources, and reducing the environmental impact of Water Authority operations for many years.

**Action:** This item was presented for information.

7. STATE ACTIVITIES ON ENERGY AND CLIMATE CHANGE (DISCUSSION)

Allison Wood, Active Transportation Planner, provided an update on state activities as well as legislative bills that have been of interest to the EWG. Members were asked to review the bills and share legislation that would support implementation of the Regional Energy Strategy. Topics suggested for discussion at future EWG meetings included community choice aggregation, Cleantech San Diego initiatives, renewable compressed natural gas and other alternative fuels, and state funding for alternative fuels.

**Action:** This item was presented for discussion.

8. UPCOMING MEETINGS (INFORMATION)

The next meeting of the EWG is scheduled for Thursday, June 22, 2017, at 11:30 a.m.

Chair Orlando adjourned the meeting at 1 p.m.
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<td>Center for Sustainable Energy</td>
<td>Len Hering</td>
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<td>Energy Policy Initiatives Center, University of San Diego School of Law</td>
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<td>Mike Evans</td>
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<td></td>
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<td>Lisa Kay</td>
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<td>John Moot</td>
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<td>Cleantech San Diego</td>
<td>Jason Anderson</td>
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<td>Alyssa Gutner-Davis</td>
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<td><strong>OTHER ATTENDEES</strong></td>
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<td>Jon Gardner, Arriba Energy</td>
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<td>Mike Grim, City of Carlsbad</td>
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<td>Jeff Wyner, City of Escondido</td>
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<td>Christine Pawlik, City of Poway</td>
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<td>John Wotzka, member of the public</td>
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<td>Cesar Rios, Rios Solutions</td>
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<td>Risa Baron, San Diego County Water Authority</td>
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<td>Kelly Rodgers, San Diego County Water Authority</td>
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<td>Michael Catanzaro, University of San Diego</td>
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<td>Katie Hentrich</td>
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<td>Allison Wood</td>
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<td>Robyn Wapner</td>
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JUNE 22, 2017, MEETING MINUTES

1. WELCOME AND INTRODUCTIONS

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

2. APPROVAL OF MEETING MINUTES (APPROVE)

Due to a lack of quorum, the approval of the May 25, 2017, meeting minutes was tabled until the next meeting.

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

John Wotzka, a member of the public, submitted written comments and spoke about energy-related news, which included nuclear power generation and associated issues; renewable energy; traditional fossil fuel and power plant issues; alternative fuels and shale gas; climate change impacts and greenhouse gas (GHG) emissions; the regional energy strategy; and renewable and energy financial matters.

CONSENT

4. SAN DIEGO REGIONAL ELECTRIC VEHICLE STATISTICS (INFORMATION)

The electric vehicle market in the San Diego region is rapidly growing. Updates from the Clean Vehicle Rebate Project on regional vehicle growth were provided.

Action: This item was presented for information.

REPORTS

5. SENATE BILL 375 GREENHOUSE GAS TARGET-SETTING PROCESS (INFORMATION)

Under Senate Bill 375 (Steinberg, 2008) (SB 375), the Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. ARB is in the process of updating the regional targets. Phil Trom, Senior Regional Planner, provided an update on SB 375 targets for the San Diego region.

Action: This item was presented for information.
6. PLUG-IN SAN DIEGO UPDATE (INFORMATION)

In March 2017, the SANDAG Board of Directors accepted a grant from the California Energy Commission to continue and expand upon the Plug-in San Diego program (Plug-in SD). Allison Wood, Associate Regional Planner; and Jeff Hoyos, Regional Planner I, summarized the results and successes of the first phase of Plug-in SD and goals and described the objectives of the second phase of Plug-in SD.

Action: This item was presented for information.

7. STATE ACTIVITIES ON ENERGY AND CLIMATE CHANGE (DISCUSSION)

Ms. Wood provided an update on state activities as well as legislative bills that have been of interest to the EWG. Members were asked to review the bills and share legislation that would support implementation of the Regional Energy Strategy. Topics suggested for tracking and discussion at future EWG meetings include Community Choice Energy, Cleantech San Diego initiatives, renewable compressed natural gas and other alternative fuels, and state funding for alternative fuels.

Action: This item was presented for discussion.

8. ADJOURNMENT AND NEXT MEETING (INFORMATION)

The next meeting of the EWG is scheduled for Thursday, July 27, 2017, at 11:30 a.m.

Chair Orlando adjourned the meeting at 12:48 p.m.
# Regional Energy Working Group

## Meeting Attendance for June 22, 2017

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<td>San Diego Gas &amp; Electric</td>
<td>Fernando Valero</td>
<td>Member</td>
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<td></td>
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<td>Joe Gabaldon</td>
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<td>Len Hering</td>
<td>Member</td>
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<td></td>
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<td>Hanna Grene</td>
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<td></td>
<td>Energy Policy Initiatives Center, University of San Diego School of Law</td>
<td>Scott Anders, Vice Chair</td>
<td>Member</td>
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<td>Nilmimi Silva-Send</td>
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<td>Debra Kelley</td>
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<td>Sierra Club</td>
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<td>Dave Grubb</td>
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<td>Business</td>
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<td>Mike Evans</td>
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<td>Lisa Kay</td>
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<td>Cleantech San Diego</td>
<td>Jason Anderson</td>
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<td>Alyssa Gutner-Davis</td>
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<tr>
<td>Jon Gardner, Arriba</td>
<td>Laurie Gartrell</td>
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<td>Energy</td>
<td>Keith Greer</td>
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<td>Katie Hentrich</td>
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<td>Mike Grim, City of</td>
<td>Jeff Hoyos</td>
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<tr>
<td>Carlsbad</td>
<td>Anna Lowe</td>
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<td>Jeff Wyner, City of</td>
<td>Andrew Martin</td>
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<td>Escondido</td>
<td>Phil Trom</td>
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<td>Heidi Krants, EV go</td>
<td>Allison Wood</td>
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<td>Sarah Favrot, LSA</td>
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<td>John Wotzka, member</td>
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<td>Kazeem Omidiji, SDG&amp;E</td>
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<td>Dinah Willer, SDG&amp;E</td>
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<td>Deanna Spehn, Sen</td>
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<td>Atkins</td>
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<td>Coleen Wisniewski</td>
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<td>SANDAG STAFF MEMBERS</td>
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CVRP Rebate Statistics

Filter by:

- **Consumer Type**
  - All
- **Rebate Type**
  - All
- **Vehicle Category**
  - All
- **Make**
  - All
- **Air District**
  - All
- **Electric Utility**
  - All
- **County**
  - San Diego
- **California Senate District**
  - All
- **California Assembly District**
  - All
- **Disadvantaged Community**
  - (All)
- **Funding Source**
  - All
- **Grant Number**
  - All

**CVRP Rebates by Month**

- **Number of Rebates**

**Vehicle Category**

- **PHEV**
  - Highway capable, four-wheeled, plug-in hybrid electric vehicle (electricity & gasoline)
- **BEV**
  - Highway capable, four-wheeled, all-battery electric vehicle
- **FCEV**
  - Fuel-cell electric vehicle
- **Other**
  - Non-highway, motorcycle & commercial BEVs

**Rebates & Rebate Funding Issued or Approved to Date**

<table>
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<th>Type</th>
<th>Rebates</th>
<th>Funding</th>
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<td>BEV</td>
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<td><strong>Grand Total</strong></td>
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**Rebates Issued or Approved to Date**

- PHEV 33.5% 65.9%
- BEV 0.1% 0.5%

**Percent of Filtered Total Rebates**

- 0%
- 20%
- 40%
- 60%
- 80%

**Rebates & Rebate Funding Issued or Approved to Date - Filtered**

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<td>FCEV</td>
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<td>$112,000</td>
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<td>Other</td>
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<td><strong>Filtered Total</strong></td>
<td><strong>15,592</strong></td>
<td><strong>$35,005,798</strong></td>
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**Increased Rebates for Low-/Moderate-Income (LMI) Consumers (since March 29, 2016)**

- Rebates 3,944
- Funding $15,462,000

Data is updated monthly. Last updated: June 30, 2017

* Please select the *Notes tab of this dashboard for additional details and links to related information.

SAN DIEGO REGIONAL AUTONOMOUS VEHICLE PROVING GROUNDS

Introduction

In January 2017, the U.S. Department of Transportation (USDOT) designated the San Diego region as one of ten Autonomous Vehicle Proving Grounds (AVPG) across the nation. The San Diego Regional AVPG is a partnership of Caltrans, the City of Chula Vista, and SANDAG, with SANDAG as the lead agency. The San Diego Regional AVPG provides real world test environments useful for validating innovative technologies that have the potential to advance mobility, safety, and economic development. The USDOT designation has begun to catalyze elements within the network of autonomous vehicle manufacturers, their suppliers, supporting technology developers, and research institutions. As such, a number of entities have indicated interest in affiliating with the San Diego Regional AVPG.

Discussion

Overview of the AVPG Designation

The USDOT recognized that the pace at which automated vehicle technologies are being developed, tested, and refined is quickening, but the pace could be further accelerated through the safe testing of vehicles in real world environments. In January 2017, the USDOT designated ten AVPGs, of which SANDAG and its partners were selected from among 60 applicants across the nation. The San Diego Regional AVPG provides three distinct facilities: the Interstate 15 Express Lanes; the southern segment of the State Route 125 South Bay Expressway; and the local streets and roads within the City of Chula Vista (Attachment 1).

USDOT Objectives and Requirements

USDOT’s objective for the AVPG program is to encourage new levels of public safety while contributing to a strong innovative foundation able to transform personal and commercial mobility and open new doors to disadvantaged people and communities. The designated proving grounds are expected to collectively form a “Community of Practice” around testing and deployment and openly share best practices for testing and operations as they are developed, enabling the participants and the public to learn at a faster rate and accelerate the pace of safe deployment.

Vision, Purpose and Goals

The vision for the San Diego Regional AVPG is to provide a real world proving ground environment for validating innovative technologies. It is expected that the San Diego Regional AVPG will inform
public policy and long-range planning that guides deployment of connected and autonomous vehicles in support of the region’s goals for mobility, sustainability, economic prosperity, and safety.

The following specific goals have been identified for the San Diego Regional AVPG:

- Accelerate the deployment of advanced technologies that enable the region to realize the safety, environmental and mobility benefits of automated vehicles (AV) as early as possible; support state mandated greenhouse gas emission reduction targets.

- Educate the public and address concerns regarding safety and the implications of AV technologies.

- Provide a platform for companies and universities to conduct research and development; facilitate strategic partnerships and attract local investments.

- Promote pilot projects that advance the region’s goals (e.g. Mobility as a Service; goods movement; Smart Cities; Complete Streets, etc.)

- Leverage the region’s managed lane network, intelligent transportation infrastructure, and Smart City investments to support the transition to full vehicle automation.

**Work Program and Progress**

SANDAG, Caltrans, and the City of Chula Vista developed a work program to establish the proving grounds by January 2018. Key deliverables include industry outreach and affiliate development; an operating strategy and engagement model; ongoing federal and state agency coordination (USDOT, Department of Motor Vehicles, California Highway Patrol, and Caltrans); agreements with USDOT and San Diego Regional AVPG partners; a communications strategy and public outreach plan; and risk assessments and safety management plans. Progress to date includes developing project communications materials; identification of Designated Safety Officers for each of the facilities; industry and academic outreach and interviews; coordination with US DOT, the AVPG Community of Practice, and the California State Transportation Agency; and establishing a partnership with QUALCOMM to begin testing connected vehicle technologies.

Additionally, building upon its Smart Cities initiatives, the City of Chula Vista has adopted a City Council Resolution (Attachment 2) supporting autonomous vehicle research and the development of proving grounds on city streets, roads, and facilities.

**Industry Outreach and Affiliate Development**

Industry outreach is a fundamental component of the early tasks included in the overall AVPG work program. This critical feedback is necessary to gauge potential affiliates’ level of interest in the San Diego Regional AVPG and to help garner a better understanding of the needs for testing connected and autonomous vehicle technology. To date, SANDAG, Caltrans and City of Chula Vista staff have met directly with more than 20 companies. Additionally, SANDAG engaged a consultant to conduct in depth interviews with 40 companies representing technology, wireless, automobile manufacturers, and suppliers. The following bullets summarize highlights from the feedback received:
• **Real World Environment and Existing Infrastructure:** Testing and validating in real-world conditions is attractive for companies, especially for those that are beyond testing in closed test tracks and are ready for deployment. These companies need a variety of complex facilities, which the San Diego Regional AVPG provides.

• **Location:** High-tech companies with a presence in southern California are most likely to participate. Not only is it desirable to have a proving ground nearby their facilities, but companies located in the region shared a sense of community pride and see the proving grounds as an economic development opportunity for the region.

• **Local Government and Universities:** The opportunity to partner with local government and universities was described as a benefit and companies indicated that SANDAG, Caltrans and the City of Chula Vista are known as innovators in planning and project implementation. Another advantage of working with government and academia is that they are a neutral third party. Further, auto manufacturers expressed interested in partnering with government and academia to advance public education through showcase projects that solve real problems.

• **Strategic Partnerships:** The San Diego Regional AVPG provides a platform for ecosystem partners which is valuable to companies. It was suggested that collaboration across the ecosystem has been limited and it was recommended that SANDAG form a consortium of affiliates to enable partnerships.

While companies demonstrated interest in the San Diego Regional AVPG, the research identified specific strategies that will be vital to our success. This includes an expeditious and clear process for traffic control and encroachment permitting; a realistic plan for handling and sharing data; and access to a 5G wireless environment.


Key Staff Contact: Antoinette Meier, (619) 699-7381, antoinette.meier@sandag.org
San Diego Regional Autonomous Vehicle Proving Ground

**Staging Facilities**
1. Staging Facility – North
   - Includes:
     - Office space
     - Secure parking
     - Enclosed garage space
2. Staging Facility – Southeast
   - Includes:
     - Office space
     - Secure parking
     - Enclosed garage space
     - 24-Hour surveillance
3. Staging Facility – Southwest
   - Includes:
     - Office space
     - Secure parking
     - Auto workshop
     - Vehicle staging area
RESOLUTION NO. 2017-102

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA DECLARING THE CITY’S SUPPORT FOR THE RESEARCH AND DEVELOPMENT OF AN AUTONOMOUS VEHICLE PROVING GROUND IN THE CITY OF CHULA VISTA

WHEREAS, on January 19, 2017, the United States Department of Transportation (USDOT) designated ten pilot sites as approved proving grounds to encourage the testing of Autonomous Vehicle (AV) technologies; and

WHEREAS, the City of Chula Vista, in partnership with the San Diego Associations of Governments (SANDAG) and the California Department of Transportation (CALTRANS), was selected as one of the ten approved AV proving grounds in the nation; and

WHEREAS, the City of Chula Vista received approval by the USDOT for testing on its streets, roads, and other facilities; and

WHEREAS, the California Department of Motor Vehicles (DMV) has proposed the amendment and adoption of various sections in the Vehicle Code relating to AVs; and

WHEREAS, the full deployment of AVs on open public roads in the City of Chula Vista would not start until the DMV has adopted its regulations on AVs or other State and local approvals are granted for AV pilot testing purposes; and

WHEREAS, AVs will greatly reduce or eliminate traffic crashes caused by human error or distraction, as well as the potential to reduce congestion, greenhouse gas emissions, and offer enhanced mobility opportunities for the elderly and/or disabled.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chula Vista, that it formally declares that the City of Chula Vista welcomes the research and development of an Autonomous Vehicle (AV) proving ground on the streets, roads, and facilities over which the City has jurisdiction in accordance with applicable laws.

Presented by

Richard A. Hopkins
Director of Public Works

Approved as to form by

Glen R. Geogins
City Attorney
Resolution No. 2017-102
Page No. 2

PASSED, APPROVED, and ADOPTED by the City Council of the City of Chula Vista, California, this 13th day of June 2017 by the following vote:

AYES: Councilmembers: Aguilar, Diaz, McCann, Padilla, and Salas

NAYS: Councilmembers: None

ABSENT: Councilmembers: None

Mary Salas, Mayor

ATTEST:

Donna R. Norris; CMC, City Clerk

STATE OF CALIFORNIA )
COUNTY OF SAN DIEGO )
CITY OF CHULA VISTA )

I, Donna R. Norris, City Clerk of Chula Vista, California, do hereby certify that the foregoing Resolution No. 2017-102 was duly passed, approved, and adopted by the City Council at a regular meeting of the Chula Vista City Council held on the 13th day of June 2017.

Executed this 13th day of June 2017.

Donna R. Norris, CMC, City Clerk
ENERGY ROADMAP PROGRAM UPDATE

Introduction

The Regional Energy Working Group discussed the continuation of the Energy Roadmap Program (Roadmap Program) at the September 22, 2016, meeting. The SANDAG Local Government Partnership (LGP) with San Diego Gas & Electric (SDG&E) was awarded additional funding for the Roadmap Program for calendar years 2016-2020. This report highlights the energy engineering and climate planning support services available to SANDAG member agencies through the Roadmap Program and an update on services provided since execution of the Roadmap Program consultant contracts.

Background

The Roadmap Program launched in 2010, with the primary function of providing member agencies with no-cost energy assessments and energy management plans, or “Energy Roadmaps.” Each Energy Roadmap provides a framework, unique to each local government, to reduce energy use in municipal operations and in the community. Since then, the Roadmap Program has expanded to include climate planning support as a complement to the existing services.

The Roadmap Program is primarily funded through a LGP with SDG&E. The cities of Chula Vista and San Diego, County of San Diego, and Port of San Diego have their own LGPs with SDG&E. The Roadmap Program was established to provide resources to the remaining 16 cities in the region without direct LGPs. These 16 cities have each received an Energy Roadmap. SANDAG is leveraging non-LGP funds to support non-energy efficiency (EE) aspects of the Energy Roadmaps and climate planning such as transportation. All 16 Energy Roadmaps are available online at sandag.org/energyroadmap.

Discussion

The Roadmap Program vision is to leverage the unique role SANDAG plays as the regional planning agency in order to facilitate the reduction of energy use and greenhouse gas (GHG) emissions for SANDAG member agencies and in SANDAG activities through energy and climate planning technical support, resources, and consistent approaches.

Energy Roadmap Implementation

Energy engineering and project management support to achieve actual EE savings at municipal sites remains a primary program objective for the Roadmap Program. The energy engineering services available to Roadmap cities include:
• Energy audits of municipal facilities
• Project management support for EE retrofits
  o Project analysis and recommendations
  o Development of product/technology specifications
  o Support for contractor procurement
  o Completion and submittal of financing requirements
• Project analysis and recommendations/feasibility studies for EE, Integrated Distributed Energy Resources, and Zero Net Energy
• Recognition opportunities
  o EnergyStar® certification of facilities
  o Beacon Award
• Performance monitoring at site level, for all sites within a municipality, program wide

**Climate Planning Support**

The SANDAG Board of Directors, through adoption of San Diego Forward: The Regional Plan and its Environmental Impact Report, has adopted actions to implement the plan and mitigation measures that include supporting local government efforts to develop and implement climate action plans (CAPs). SANDAG is leveraging the Roadmap Program to offer new climate planning services, including a Regional Framework for Climate Action Planning and individualized member agency support.

**Regional Framework for Climate Action Planning**

The goal of the Regional Framework is to enable consistency among local climate planning activities 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. The Regional Framework will include the following topics:

• Data Collection and Management
• GHG Inventories and Projections
• Quantification of GHG Reductions
• Benefit-Cost Analysis of GHG Reduction Measures
• Monitoring and Evaluating CAP Progress
• California Environmental Quality Act (CEQA) and Climate Planning

**Member Agency Support**

In order to support CAP development, implementation, and monitoring, the Roadmap Program has expanded resources for member agencies to include climate planning support. Available projects include those listed below, which will be prepared for all jurisdictions and the region as a whole at regular intervals:
• Local and regional GHG emissions inventories
• Local and regional GHG emissions forecasts
• Analysis of potential GHG emission reduction measures
• CAP monitoring reports

Subregional Collaboration

As a means to support consistent Energy Roadmap implementation and climate action planning, subregional networks for member agencies have been established to facilitate staff level, peer-to-peer networks, and to share information and support local sustainability efforts. The subregions include the North County Coastal cities (Carlsbad, Del Mar, Encinitas, Oceanside, and Solana Beach), South Bay cities (Chula Vista (lead), Coronado, Imperial Beach, and National City), North County Inland cities (Poway, San Marcos, Escondido, and Vista), and East County cities (El Cajon, La Mesa, Lemon Grove, and Santee).

Next Steps

SANDAG is currently supporting its member agencies through the implementation of their Energy Roadmaps and supporting their climate planning efforts. The Regional Framework workshops have concluded and development of the Regional Framework document is underway. Staff anticipates bringing the Regional Framework to the EWG for discussion at a future meeting.

Attachment: 1. SANDAG Energy Roadmap Program Services to Support Member Agency Climate Action Plans

Key Staff Contacts: Anna Lowe, (619) 595-5603, anna.lowe@sandag.org
Katie Hentrich, (619) 595-5609, katie.hentrich@sandag.org
The SANDAG Energy Roadmap Program offers the following services at no cost to member agencies to help them prepare and implement climate action plans.

**Access to Consultants to Prepare Customized Components of Climate Action Plans**

SANDAG has contracted with climate planning consultants to complete many critical components of a climate action plan on behalf of interested member agencies. Each component is customized to the individual needs of member agencies. Sample services available to member agencies are listed below:

- Creating and updating inventories of existing greenhouse gas (GHG) emissions and projections of future GHG emissions
- Identifying locally-appropriate GHG reduction target(s)
- Crafting GHG reduction policies and implementation measures and quantifying their effectiveness
- Performing benefit-cost analysis of GHG reduction measures
- Evaluating progress toward the reduction target
- Writing sections and chapters of the Climate Action Plan
- Creating implementation resources (e.g., templates, case studies, sample ordinances)
- Evaluating development project consistency
- Supporting community engagement (e.g., supporting public workshops, responding to public comments)
- Advising on California Environmental Quality Act (CEQA) considerations

**Regional Framework for Climate Action Planning**

- The Regional Framework for Climate Action Planning is a guidance document intended as a resource for member agencies that will identify best practices for the preparation of local climate action plans, including data collection and management, emissions inventories and projections, emission reduction calculations, economic analysis, monitoring, and CEQA compliance.
- The Regional Framework guidance document will be completed later in 2017.

**Getting Started**

- SANDAG staff work with member agencies to prepare customized scopes of work
- Two on-call consultants are available to support Climate Planning Services
- SANDAG issues task orders with consultants on behalf of member agencies

For more information, contact Katie Hentrich at (619) 595-5609 or katie.hentrich@sandag.org.

The Energy Roadmap Program is a collaboration between SANDAG and San Diego Gas & Electric. The program is funded primarily by California utility customers under the auspices of the California Public Utilities Commission. Transportation and other additional components of the program are funded by SANDAG.
STATE ACTIVITIES ON ENERGY AND CLIMATE CHANGE

Introduction

This report summarizes activities taking place at the state level related to energy and climate change, including regulatory proceedings, planning efforts, implementation of past legislation, and pending legislation. The Regional Energy Working Group (EWG) members are asked to provide input on topics of interest for future EWG meetings and discuss additional state activities and/or new legislation that help to implement the Regional Energy Strategy (RES) goals.

2017 State Legislation

The last day for policy committees to hear and report non-fiscal bills is July 21, 2017. The last day for each house to pass bills is September 15, 2017. Attachment 1 summarizes bills related to energy and climate change.

Energy and Climate Change Activities

While not an exhaustive list, the following sections summarize activities underway across several state agencies related to greenhouse gas (GHG) reduction, energy efficiency, renewable energy, alternative fuels and zero-emission vehicles (ZEVs), and climate adaptation. Staff monitor and/or participate in these activities as they relate to the implementation of the RES. SANDAG also is a member of groups that are active in statewide energy and climate change efforts, including the San Diego Regional Climate Collaborative, Local Government Sustainable Energy Coalition, Alliance of Regional Collaboratives for Climate Adaptation, and San Diego Regional Clean Cities Coalition.

Greenhouse Gas Reduction

Cap-and-Trade Program

Following the California Supreme Court’s decision not to consider an appeal regarding the constitutionality of the state Cap-and-Trade program in June, the Legislature passed Assembly Bill 398 (AB 398) (E. Garcia) on July 17, which would extend the state Cap-and-Trade program until 2030. In line with the Governor’s direction, the bill was passed by a supermajority vote which is expected to insulate the program against legal challenges going forward.

Along with AB 398, Assembly Bill 617 (AB 617) (C. Garcia) and Assembly Constitutional Amendment 1 (ACA 1) also were passed and are awaiting signature by the Governor. AB 617 requires the Air Resources Board to develop a statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. ACA 1, if approved by voters next year, would require a two-thirds vote by the Legislature for future Cap-and-
Trade expenditures, starting in 2024. The Legislature is expected to resume negotiations regarding FY 2017-2018 Cap-and-Trade expenditures when it returns from its summer recess next month.

*Cleveland National Forest Foundation v. San Diego Association of Governments*

In a ruling released July 13, 2017, the California Supreme Court concluded that SANDAG properly conducted the GHG analysis in the environmental review of its 2050 Regional Transportation Plan. The 6-1 decision found that the agency “sufficiently informed the public, based on the information available at the time, about the regional plan’s GHG impacts.” In March of 2015, the state’s highest Court agreed to hear the case, focusing on the issue of whether the environmental impact report for a regional transportation plan must include an analysis of the plan’s consistency with the GHG emission reduction goals reflected in Governor’s Executive Order No. S-3-05 to comply with the California Environmental Quality Act.

**Renewable Energy**

*Power Charge Indifference Adjustment*

The Power Charge Indifference Adjustment (PCIA) is a charge assessed by investor-owned utilities (IOUs) on departing-load customers to recover costs associated with long-term power purchases made on their behalf prior to exit from bundled service. Both community choice aggregators and IOUs have expressed issues with the PCIA. On June 29, 2017, the California Public Utilities Commission (CPUC) opened a rulemaking (R. 17-06-026) to review, revise, and consider alternative to the PCIA. The CPUC did not approve the IOU Joint Application (A. 17-04-018) for approval of the Portfolio Allocation Methodology concluding that the application was premature.

*Zero-Emission Vehicles and Alternative Fuels*

*Volkswagen Settlement — California Zero-Emission Vehicle Investments*

As required by Appendix C to the 2.0-Liter Partial Consent Decree entered by the U.S. District Court for the Northern District of California on October 25, 2016, Volkswagen Group of America (VW) is investing $800 million over the next ten years on ZEV infrastructure, education, and access activities to support increased adoption of ZEV technology in California. VW has created a wholly-owned subsidiary called Electrify America that will be focused on fulfilling the ZEV investment commitments under the Appendix C. In January 2017, VW solicited proposals and recommendations to inform the first 30-month investment plan. In March 2017, VW submitted the California ZEV Investment Plan: Cycle 1 to Air Resources Board (ARB) for review. On June 29, 2017, in response to a request from ARB, VW submitted a Supplement to that Plan. ARB staff plan to present the Plan and Supplement to the Board for action later this year. More information, including links to the Plan and Supplement, is available on the ARB website at arbc.ca.gov/msprog/vw_info/vsi/vw-zevinvest/vw-zevinvest.htm and electrifyamerica.com.

**Climate Adaptation and Resiliency**

*Senate Bill 1 Climate Change Adaptation Planning Grants*

SB 1 (Steinberg, 2012) includes new grant funding to be made available through the Caltrans Planning Grant Program. The adaptation planning grant funding is scheduled to be available in the fall of this year. This funding would focus on adaptation as it relates to transportation and the Sustainable
Communities Strategy. Comments on the Discussion Draft of the grant guidelines close on July 25, 2017, and workshops on the Final Draft guidelines are expected to take place in early September. More information on the discussion draft can be found at dot.ca.gov/hq/tpp/grants.html.

**Next Steps**

Staff will continue to provide updates to the EWG on relevant state legislation and activities.


Key Staff Contact: Allison Wood, (619) 699-1973, allison.wood@sandag.org
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Description</th>
<th>Status</th>
<th>Summary</th>
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<tbody>
<tr>
<td>AB 79</td>
<td><strong>Electrical generation: hourly greenhouse gas emissions: electricity from unspecified sources</strong></td>
<td>7/17/2017 - In committee: Referred to Appropriations suspense file.</td>
<td>Would require, by January 1, 2019, ARB, in consultation with the Independent System Operator (ISO), to update its methodology for the calculation of emissions of greenhouse gases associated with electricity from unspecified sources, a term defined in existing law but revised for this purpose, purchased within California balancing authority areas, as defined, and, distinctly, associated with electricity from unspecified sources imported into California from different subregions of the Western Electricity Coordinating Council.</td>
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<tr>
<td>AB 523</td>
<td><strong>Electric Program Investment Charge: allocation</strong></td>
<td>7/10/2017 - In committee: Referred to Appropriations suspense file.</td>
<td>Would require the Energy Commission to allocate at least 25 percent of the moneys in the Electric Program Investment Charge Fund for technology demonstration and deployment at sites located in, or benefiting, disadvantaged communities, as defined. The bill would require the Energy Commission to allocate at least 10 percent of the moneys in the fund for technology demonstration and deployment at sites located in, or benefiting, low-income communities, as defined.</td>
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<tr>
<td>AB 546</td>
<td><strong>Land use: local ordinances: energy systems</strong></td>
<td>7/12/2017 - Read second time and amended. Re-referred to Committee on Appropriations.</td>
<td>Would, on or before September 30, 2018, for a city, county, or city and county with a population of 200,000 or more residents, or January 31, 2019, for a city, county, or city and county with a population of less than 200,000 residents, require the city, county, or city and county to make all documentation and forms associated with the permitting of advanced energy storage, as defined, available on a publicly accessible internet website, as specified.</td>
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<td>AB 630</td>
<td><strong>Vehicles: retirement and replacement</strong></td>
<td>7/12/2017 - From committee: Do pass and re-refer to Committee on Appropriations (Ayes 8. Noes 3.) (July 11). Re-referred to Committee on Appropriations.</td>
<td>Would establish the Clean Cars 4 All Program to be administered by the ARB to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option, as specified. The bill also would require the ARB, no later than July 1, 2018, to update the guidelines for the Clean Cars 4 All Program and the enhanced fleet modernization program, as specified.</td>
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<tr>
<td>AB 797</td>
<td><strong>Solar thermal systems</strong></td>
<td>6/26/2017 - In committee: Referred to Appropriations suspense file.</td>
<td>The Solar Water Heating and Efficiency Act of 2007, until August 1, 2018, requires the CPUC, if it determines that a solar water heating program is cost effective for ratepayers and in the public interest, to implement a program to promote the installation of 200,000 solar water heating systems. This bill would revise the program to, among other things, promote the installation of solar thermal systems throughout the state, reserve 50 percent of the total program budget for the installation of solar thermal systems in low-income residential housing or in buildings in disadvantaged communities, require an assessment of the cost-effectiveness of the entire program through July 31, 2019, to be completed by December 31, 2019, and extend operation of the program through July 31, 2020.</td>
</tr>
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</table>
AB 1082 (Burke D) **Transportation electrification: electric vehicle charging infrastructure: schools**

**Status:** 7/19/2017 - Read second time and amended. Re-referred to Committee on Appropriations.

**Summary:** Would authorize a large electrical corporation, defined as an electrical corporation with 100,000 or more service connections in California, to file with the Public Utilities Commission (PUC), by July 30, 2018, a pilot program proposal for the installation of vehicle charging stations at school facilities, giving priority to schools located in disadvantaged communities, as defined. The bill would require the PUC to review, modify if appropriate, and decide whether to approve a pilot program proposal filed by a large electrical corporation by December 31, 2018.

AB 1083 (Burke D) **Transportation electrification: electric vehicle charging infrastructure: state parks and beaches**

**Status:** 7/19/2017 - Read second time and amended. Re-referred to Committee on Appropriations.

**Summary:** Would authorize a large electrical corporation, defined as an electrical corporation with 100,000 or more service connections in California, in consultation with the Department of Parks and Recreation, PUC, Energy Commission, and State Air Resources Board (ARB), to file with the PUC, by July 30, 2018, a pilot program proposal for the installation of electric vehicle charging stations at state parks and beaches within its service territory. The bill would require the PUC to review, modify if appropriate, and decide whether to approve a pilot program proposal filed by a large electrical corporation by December 31, 2018.

AB 1088 (Eggman D) **Multifamily residential housing: energy programs**

**Status:** 7/18/2017 - Read second time and amended. Re-referred to Committee on Appropriations.

**Summary:** Would require the Energy Commission, by January 1, 2020, and in consultation with relevant state agencies and the public, to establish nonbinding statewide goals for reducing energy consumption and emissions of greenhouse gases from multifamily residential properties by January 1, 2030, taking into consideration the state’s requirements for reducing emissions of greenhouse gases and the climate equity, doubling of energy efficiency, and increased use of renewable energy resources requirements set forth in the Clean Energy and Pollution Reduction Act of 2015.

AB 1239 (Holden D) **Building standards: electric vehicle charging infrastructure**

**Status:** 7/18/2017 - Read second time and amended. Re-referred to Committee on Appropriations.

**Summary:** The bill would require the Department of Housing and Community Development and the California Building Standards Commission to research, develop, propose, and adopt building standards regarding electric vehicle capable parking spaces for existing parking structures, as specified, located adjacent to, or associated with, multifamily dwellings and nonresidential buildings in a triennial edition of the California Building Standards Code adopted after January 1, 2018, as specified.

AB 1405 (Mullin D) **Electricity: net-load peak**

**Status:** 7/17/2017 - Read second time and amended. Re-referred to Committee on Appropriations.

**Summary:** Would require the PUC and the governing boards of local publicly owned electric utilities, as a part of the integrated resource plan process, to establish policies and procedures to ensure that each load-serving entity or local publicly owned electric utility, as applicable, meets net-load peak energy needs and reliability needs while reducing the need for new electricity generation in achieving the state’s energy goals at the least cost to ratepayers.
**AB 1452 (Muratsuchi D) Parking: exclusive electric charging and parking on public streets**

**Status:** 7/18/2017 - Read second time. Ordered to third reading.

**Summary:** Would authorize a local authority, by ordinance or resolution, to designate stalls or spaces on a public street within its jurisdiction for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes. The bill would also authorize the removal of a vehicle from a designated stall or space on a public street if the vehicle is not connected for electric charging purposes, under specified conditions. By expanding the scope of a crime, the bill would impose a state-mandated local program.

**SB 100 (De Leon D) California Renewables Portfolio Standard Program: emissions of greenhouse gases**

**Status:** 7/18/2017 - Read second time and amended. Re-referred to Committee on Appropriations.

**Summary:** The Legislature has found and declared that its intent in implementing the California Renewables Portfolio Standard Program is to attain, among other targets for sale of eligible renewable resources, the target of 50 percent of total retail sales of electricity by December 31, 2030. This bill would revise the above-described legislative findings and declarations to state that the goal of the program is to achieve that 50 percent renewable resources target by December 31, 2026, to achieve a 60 percent target by December 31, 2030.

**SB 242 (Skinner D) Property Assessed Clean Energy program: program administrator**

**Status:** 7/20/2017 - Action from Banking & Financing: Read second time. To third reading.

**Summary:** Would prohibit a program administrator of a Property Assessed Clean Energy (PACE) financing program from waiving or deferring the first payment on an assessment contract, and would require that a property owner’s first assessment payment be due no later than the fiscal year following the fiscal year in which the installation of the efficiency improvement is completed.

**SB 338 (Skinner D) Net-load peak energy**

**Status:** 7/20/2017 - Action from Appropriations: Read second time. To third reading.

**Summary:** This bill would require the commission and the governing boards of local publicly owned electric utilities to consider, as a part of the integrated resource plan process, the role of distributed energy resources in helping to ensure that each load-serving entity or local publicly owned electric utility, as applicable, meets net-load peak energy needs and reliability needs while reducing the need for new electricity generation and new transmission in achieving the state’s energy goals at the least cost to ratepayers.

**SB 356 (Skinner D) Net-load peak energy**

**Status:** 7/18/2017 - Read second time and amended. Re-referred to Committee on Appropriations.

**Summary:** Would require the PUC, by January 15, 2019, to direct each electrical corporation to make available electronically to the public certain information, including, among other things, pricing data for electricity, on the electrical corporation’s Internet Web site. The bill would require electrical corporations to provide pricing data electronically to the PUC, as provided, within three months after a change in its rates. The bill would require the Independent System Operator to make available electronically to the public certain information regarding the operation of the transmission grid.

**SB 498 (Skinner D) Vehicle fleets: zero-emission vehicles**

**Status:** 7/19/2017 - July 19 set for first hearing. Placed on Appropriations suspense file.

**Summary:** Would require the ARB, in consultation with stakeholders, to review all programs affecting the adoption of light-duty and medium-duty zero-emission vehicles in the state and report to the Legislature no later than July 1, 2019, recommendations for increasing the use of those vehicles for vehicle fleet use and on a general-use basis in the state, as specified.
US DOT Objectives for Proving Grounds

• Accelerate safe deployment of AV technologies
  — Public safety, improved mobility, disadvantaged populations
  — Share best practices for safe testing and deployment

• Research and data sharing

• Public outreach and education
Purpose

- Facilitate testing and validation of connected and autonomous vehicle technologies while ensuring public safety and security

- Inform public policy and long-range planning that guides deployment in support of the region’s goals for mobility, sustainability, and economic prosperity
Overview of Work Program

✓ Stakeholder outreach and partnership development
✓ Needs assessment
✓ Operating strategy and engagement model
✓ USDOT and community of practice coordination
✓ DMV coordination
✓ Execute agreements (USDOT / Partners)
✓ Communications and public outreach plan
✓ Facilitate deployment of supporting technologies
✓ Safety management plans
✓ Facilities ready for testing in January 2018

Industry Outreach

• 40 companies interviewed
  – Wireless, technology, automotive, suppliers
Key Takeaways

• A real world environment with varying facilities is attractive
• Technology companies in southern California are most interested
• Access to universities is beneficial
• Companies want to help solve complex problems and inform public policy
• Companies see this as a business development opportunity
• Strategic partnerships among affiliates is important

Early Demonstration Opportunities

• Transit integration/mobility hubs
• Smart vehicle/smart roadway
  – wireless charging
Questions?

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Energy Roadmap Program Update

Regional Energy Working Group
July 27, 2017

Background

2010 – 2012
ERP Launch

2013 – 2014
ERP Bridge Period

2015
ERP Extension

2016 – 2020
ERP Continuation
Energy Engineering Support

Energy Roadmap

- Energy Audit & Project Implementation
- Engineering & Technical Support
- Project Management & Procurement Assistance
- Training & Recognition
- Performance Monitoring
- Feasibility Studies

Current Energy Engineering Support

- Tool Development
- City of Carlsbad
- City of San Marcos
- City of Vista
Subregional Efforts & Regional Collaborations

- **Subregional Efforts**
  - East County Energy Action Collaborative logo in development

- **Regional Collaborations**
  - San Diego Regional Energy Partnership

Climate Planning Support

- **Regional Framework**
  - Every 2 years
  - As needed

- GHG Emissions Inventories and Forecasts
- CAP Monitoring Reports
- GHG Reduction Measure Analysis
- Implementation
- CAP Development
- Trainings
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

• Item at Joint EWG/TWG Meeting (November 2017)
Current Climate Planning Efforts

- City of Encinitas
- City of Solana Beach
- City of La Mesa
- City of Vista
- City of Lemon Grove
- City of Imperial Beach

SGIP/ATGP Grant Program

- New requirements for Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP)
  - Must have an adopted CAP
  - Must have an adopted complete streets policy
  - New requirements based on mitigation measure from San Diego Forward: The Regional Plan
- Scheduled call for proposals – December 2017
- Tentative application deadline – March 2018
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