MEETING NOTICE
AND AGENDA

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

Thursday, September 28, 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) 565-5603
anna.lowe@sandag.org

AGENDA HIGHLIGHTS

- TransNet SMART GROWTH INCENTIVE PROGRAM AND
  ACTIVE TRANSPORTATION GRANT PROGRAM: DRAFT
  CRITERIA FOR CLIMATE ACTION PLANS AND COMPLETE
  STREETS POLICIES

- CITY OF CHULA VISTA ENERGY EFFICIENCY AND
  CLIMATE ACTION PLAN UPDATE

- SAN DIEGO GAS & ELECTRIC TIME OF USE RATES

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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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 Request to Comment form and then present the form to the Working Group coordinator. 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 Working Group coordinator no later than 12 noon, two working days prior to the meeting.

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请在会议前至少 72 小时打电话 (619) 699-1900 提出请求。
<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
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<td>2.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<td></td>
<td>The Regional Energy Working Group (EWG) is asked to review and approve the minutes from its July 27, 2017, meeting.</td>
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<tr>
<td>3.</td>
<td>PUBLIC COMMENTS/MEMBER COMMENTS</td>
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<td>Members of the public shall have the opportunity to address the EWG on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. EWG members also may provide information and announcements under this agenda item.</td>
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<tr>
<td>4.</td>
<td>SAN DIEGO REGIONAL ELECTRIC VEHICLE REBATE STATISTICS</td>
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<td>The electric vehicle market in the San Diego Region is rapidly growing. SANDAG has committed to providing the EWG with monthly updates on regional Clean Vehicle Rebate Program statistics.</td>
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<td>5.</td>
<td>TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: DRAFT CRITERIA FOR CLIMATE ACTION PLANS AND COMPLETE STREETS POLICIES (Carolina Ilic, Allison Wood)</td>
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<tr>
<td></td>
<td>The Cycle 4 call for projects will include the opportunity for local jurisdictions to apply for funding to complete Climate Action Plans (CAPs) and Complete Streets Policies to meet eligibility pre-requisites. The EWG is asked to provide input on the draft criteria for the CAP component of the grant program.</td>
</tr>
<tr>
<td>6.</td>
<td>CITY OF CHULA VISTA ENERGY EFFICIENCY AND CLIMATE ACTION PLAN UPDATE (Cory Downs, City of Chula Vista)</td>
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<td>Cory Downs, City of Chula Vista, will present on how the energy efficiency programs and 2017 Climate Action Plan (CAP) were created, progress the City has made toward reaching their energy and CAP goals, and what they are going to do moving forward.</td>
</tr>
</tbody>
</table>
7. **SAN DIEGO GAS & ELECTRIC TIME OF USE RATES**  
(Kelly Prasser, San Diego Gas & Electric)  
San Diego Gas & Electric (SDG&E) is rolling out new pricing plans for their electrical customers (January 2018) based on what time of day they use their energy. Kelly Prasser, SDG&E, will provide information on the different types of plans and highlight tools available to help choose the one best for your family.

8. **STATE ACTIVITIES ON ENERGY AND CLIMATE CHANGE** (Allison Wood)  
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.

9. **UPCOMING MEETINGS**  
The next meeting of the EWG is scheduled from 11:30 a.m. to 1 p.m. on Thursday, October 26, 2017.

+ next to an agenda item indicates an attachment
The Regional Energy Working Group (EWG) meeting was called to order by Chair Chris Orlando, City of San Marcos, at 11:30 a.m.

1. WELCOME AND INTRODUCTIONS

3. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Scott Debenham and Adam Smith, Debenham Energy, LLC, voiced their concerns about wind power generation in the San Diego region and requested that SANDAG send a letter in support of wind development to the Cleveland National Forest Supervisor Will Metz.

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.

Chair Orlando shared that the San Diego Water Academy has released a call for proposals for a joint energy storage project with the City of San Diego leveraging existing infrastructure at the San Vicente Reservoir.

2. APPROVAL OF MEETING MINUTES (APPROVE)

Due to lack of quorum, approval of meeting minutes was taken out of order.

Action: Upon a motion by Councilmember Carrie Downey (City of Coronado) and a second by Jack Clark (City of San Diego), the EWG approved the minutes from its May 25, 2017, meeting. Yes: Chair Orlando, Councilmember Downey, Jason Anderson (Cleantech San Diego), Mayor Pro Tem Jennifer Mendoza (City of Lemon Grove), Mr. Clark, Councilmember Amanda Rigby (City of Vista) Sharon Cooney (Metropolitan Transit System), Fernando Valero (San Diego Gas & Electric), Mike Evans (San Diego Regional Chamber of Commerce), Debra Kelley (San Diego Regional Clean Cities Coalition), Rachel Stern (San Diego Unified Port District), Dave Weil (UC San Diego), and. No: None. Abstain: None. Absent: County of San Diego Subregion, Economic Development Council, Environmental Health Coalition, and North County Coastal Subregion.
Action: Upon a motion by Councilmember Downey a second by Mr. Clark, the EWG approved the minutes from its June 27, 2017, meeting. Yes: Chair Orlando, Mr. Anderson, Mr. Clark, Ms. Cooney, Councilmember Downey, Mr. Evans, Ms. Kelley, Mayor Pro Tem Mendoza, Councilmember Rigby, Ms. Stern, Mr. Valero, and Mr. Weil. No: None. Abstain: None. Absent: County of San Diego Subregion, Environmental Health Coalition, Economic Development Council, and North County Coastal Subregion.

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 Program on regional vehicle growth were presented.

Action: This item was presented for information.

REPORTS

5. SAN DIEGO REGIONAL AUTONOMOUS VEHICLE PROVING GROUNDS (INFORMATION)

Antoinette Meier, Principal Regional Planner, provided 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.

Action: This item was presented for information.

6. ENERGY ROADMAP PROGRAM UPDATE (INFORMATION)

The SANDAG Local Government Partnership with SDG&E has been extended through 2020. Anna Lowe, Associate Regional Energy/Climate Planner, and Katie Hentrich, Regional Energy/Climate Planner, provided an update on the energy engineering and climate planning progress being made through the Energy Roadmap Program by participating cities.

Action: This item was presented for information.

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

Allison Wood, Associate Regional Energy/Climate 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 tracking and discussion at future EWG meetings include Community Choice Energy.

Action: This item was presented for discussion.

8. ADJOURNMENT AND NEXT MEETING (INFORMATION)

The next meeting of the EWG is scheduled for Thursday, September 28, 2017, from 11:30 a.m. to 1 p.m. The August meeting of the EWG has been cancelled.

Chair Orlando adjourned the meeting at 12:48 p.m.
### REGIONAL ENERGY WORKING GROUP
**MEETING ATTENDANCE FOR JUNE 22, 2017**

<table>
<thead>
<tr>
<th>REPRESENTATION</th>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
<th>ATTENDING</th>
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<tbody>
<tr>
<td>North County Inland Subregion</td>
<td>City of San Marcos</td>
<td>Hon. Chris Orlando, Chair</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>City of Vista</td>
<td>Hon. Amanda Rigby</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Coastal Subregion</td>
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<td>Vacant</td>
<td>Member</td>
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<td>Vacant</td>
<td>Alternate</td>
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<tr>
<td>South County Subregion</td>
<td>City of Coronado</td>
<td>Hon. Carrie Downey</td>
<td>Member</td>
<td>Yes</td>
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<td>Vacant</td>
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<tr>
<td>East County Subregion</td>
<td>City of Santee</td>
<td>Hon. Rob McNelis</td>
<td>Member</td>
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<td>City of Lemon Grove</td>
<td>Mayor Pro Tem Jennifer Mendoza</td>
<td>Alternate</td>
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<td>City of San Diego Subregion</td>
<td>City of San Diego</td>
<td>Vacant</td>
<td>Member</td>
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<td></td>
<td>Hon. David Alvarez</td>
<td>Alternate</td>
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<td></td>
<td>Jack Clark</td>
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<td>County of San Diego Subregion</td>
<td>County of San Diego</td>
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<td>Charles Marchesano</td>
<td>Alternate</td>
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<td>Susan Freed</td>
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<td>Public Transit Operators</td>
<td>Metropolitan Transit System</td>
<td>Sharon Cooney</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>North County Transit District</td>
<td>Vacant</td>
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<td>Other Public Agencies</td>
<td>San Diego County Regional Airport Authority</td>
<td>Brendan Reed</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Brett Caldwell</td>
<td>Alternate</td>
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<td>Unified Port District of San Diego</td>
<td>Renee Yarmy</td>
<td>Member</td>
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<td></td>
<td>Rachel Stern</td>
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<td>Universities</td>
<td>University of California, San Diego</td>
<td>Dave Weil</td>
<td>Member</td>
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<td>San Diego State University</td>
<td>Dr. Heather Honea</td>
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<td>Energy Utility</td>
<td>San Diego Gas &amp; Electric</td>
<td>Fernando Valero</td>
<td>Member</td>
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<td></td>
<td>Joe Gabaldon</td>
<td>Alternate</td>
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<tr>
<td>Energy Non-Profits</td>
<td>Center for Sustainable Energy</td>
<td>Len Hering</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Hanna Grene</td>
<td>Alternate</td>
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<td>Energy Policy Initiatives Center, University of San Diego School of Law</td>
<td>Scott Anders, Vice Chair</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Nilmimi Silva-Send</td>
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<tr>
<td>Transportation Fuels</td>
<td>San Diego Regional Clean Cities Coalition</td>
<td>Debra Kelley</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Jennifer Case</td>
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<td>Environment/ Social Justice</td>
<td>Environmental Health Coalition</td>
<td>Vacant</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Sierra Club</td>
<td>Paul Webb</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Dave Grubb</td>
<td>Alternate</td>
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<tr>
<td>Business</td>
<td>San Diego Regional Chamber of Commerce</td>
<td>Mike Evans</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Lisa Kay</td>
<td>Alternate</td>
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<tr>
<td>Economic Development</td>
<td>North County Economic Development Council</td>
<td>Vacant</td>
<td>Member</td>
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<td></td>
<td>South County Economic Development Council</td>
<td>John Moot</td>
<td>Alternate</td>
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<td>Cleantech San Diego</td>
<td>Jason Anderson</td>
<td>Member</td>
<td>Yes</td>
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<td>Alyssa Gutner-Davis</td>
<td>Alternate</td>
<td>No</td>
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**OTHER ATTENDEES:**
- Doug Emery, Helix Water District
- Steve Ferguson, Siemens
- Jon Gardner, Arriba Energy
- Joe Garuba, Helix Water District
- Mike Grim, City of Carlsbad
- Chris Nanson, SDG&E
- Kazeem Omidiji, SDG&E
- Adam Smith, Member of the Public
- Katie Wilson, TRC
- Coleen Wisniewski, City of Chula Vista
- John Wotzka, Member of the Public
- Jeff Wyner, City of Escondido

**SANDAG STAFF MEMBERS**
- Susan Freedman
- Keith Greer
- Katie Hentrich
- Jeff Hoyos
- Anna Lowe
- Andrew Martin
- Antoinette Meier
- Pamela Robertson
- Robyn Wapner
- Allison Wood
Number of Rebates

Income criteria *
Criteria modified *

Data is updated monthly. Last updated: September 08, 2017

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

Introduction

The TransNet Extension Ordinance provides funding for two SANDAG land use and transportation competitive grant programs—the Smart Growth Incentive Program (SGIP) and the Active Transportation Grant Program (ATGP). To date, SANDAG has issued three cycles of funding for each program. Due to similar timeframes and program elements, staff is conducting the fourth call for projects for the two grant programs simultaneously.

The Cycle 4 call for projects of SGIP and ATGP is expected to be released this December. Approximately $27 million is anticipated to be available for the SGIP and $3.6 million for the ATGP.

Changes are required in Cycle 4 based on the commitments made by the Board of Directors with adoption of San Diego Forward: The Regional Plan. The new requirements are: (1) a local jurisdiction must have an adopted Climate Action Plan (CAP) and complete streets policy to be eligible to receive funding, and (2) the evaluation criteria must provide greater weight to project proposals that directly reduce greenhouse gas (GHG) emissions.

Per the mitigation measure language included in Attachment 1, the locally adopted CAPs, “shall include measures to reduce GHG emissions to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets.” The mitigation measure also states that, “if a local jurisdiction does not have an adopted CAP or complete streets policy, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP and/or complete streets policy.” As a result, the Cycle 4 call for projects will include the opportunity for local jurisdictions to apply for funding to complete CAPs and complete streets policies to meet the eligibility prerequisites.

Discussion

The Regional Energy Working Group (EWG) is asked to discuss and provide input for consideration on the draft criteria for the CAP and complete streets policy grant programs (Attachments 2 and 3).

The SANDAG Regional Planning and Transportation Committees have discussed the Cycle 4 call for projects on several occasions. The September 1, 2017, Regional Planning Committee report summarizes all changes proposed to date. Based on feedback that is being solicited during September, the draft criteria for the CAP and complete streets policy grant applications will be
presented to the Regional Planning and Transportation Committees in October. The call for projects is anticipated to be released this December.

**Funding for the Preparation of Climate Action Plans and/or Complete Streets Policies**

To help local jurisdictions meet the new eligibility requirements, staff is recommending allocating up to $1 million from the SGIP to fund CAPs and complete streets policies, to be awarded through a competitive process, with a 20 percent minimum match requirement. Any funding not used would be redirected toward SGIP grants. A higher range of funding is proposed for CAPs that include a California Environmental Quality Act (CEQA) analysis. Grant amounts are proposed in the following ranges, based on scope of work included in the application submitted by the local jurisdiction:

- Up to $75,000 for complete streets policies
- Up to $75,000 for CAPs
- Up to $150,000 for CAPs that include a CEQA analysis

Jurisdictions that do not have an adopted complete streets policy are eligible to apply for complete streets grant funding. In addition, staff is proposing the following requirements for jurisdictions to apply for CAP grant funds:

- The member agency does not have an adopted CAP
- The member agency has an adopted CAP but it does not meet the mitigation measure requirement
- Member agencies requesting the higher funding amount for a qualified CAP need to demonstrate that it will meet the requirements of CEQA Guidelines Section 15183.5

Each set of criteria has both qualitative and quantitative criteria. Evaluation panels are proposed consisting of staff and local jurisdiction staff members with expertise in either climate action planning and/or complete streets policy development that are not submitting applications to these grant programs. The evaluation panels will score the qualitative criteria, and staff will score the quantitative criteria.

A one-year “phased funding approach” for jurisdictions to meet the SGIP and ATGP eligibility requirement(s) to adopt a CAP and/or complete streets policy is being considered. Contract execution and grant funding for successful applications would be withheld until the jurisdiction met the eligibility requirement. Upon conclusion of the one-year period, if the requirements are not met, funding would be allocated to the next eligible project(s) in ranked order. Under the phased funding approach, a jurisdiction would be able to apply for funds for the development of a CAP and/or complete streets policy as well as apply for funding from the SGIP and/or ATGP programs.

In addition to grant funding, SANDAG provides technical assistance to local jurisdictions for the preparation of CAPs (this is further outlined in GHG Mitigation Measure 4E, which along with GHG Mitigation Measure 4A, is included in Attachment 1). Grant funding for the preparation of CAPs can supplement technical assistance that jurisdictions can currently access through the SANDAG Energy Roadmap Program.
**Certification Process**

Jurisdictions that have, or will have, CAPs and/or complete streets policies in place when they submit their applications (due in mid-March), will be required to self-certify via adopted Resolution by the City Council or Board of Supervisors that the local jurisdiction has a locally-adopted CAP and complete streets policy (or the equivalent) in place that meets the intent of the mitigation measure. Local jurisdictions will be required to provide web links to their adopted CAPs and complete streets policies that will be made available to the public. Attachment 4 provides a status update on local climate action and complete streets planning efforts in the region.

**Next Steps**

The draft criteria included in this report was presented to the Cities/County Transportation Advisory Committee (CTAC) on September 7, 2017, Independent Taxpayer Oversight Committee (ITOC) on September 13, 2017, and to the Regional Planning Technical Working Group (TWG) and the Active Transportation Working Group on September 14, 2017. Revised draft criteria based on working group and ITOC input will be presented to the Regional Planning and Transportation Committees for their input in October.

Attachments: 1. GHG Mitigation Measures 4A and 4E included in the Environmental Impact Report for San Diego Forward: The Regional Plan  
   2. Climate Action Planning Grants: Draft Scoring Criteria Matrix  
   4. Status of Local Climate Action and Complete Streets Planning Efforts in the San Diego Region

Key Staff Contacts:  Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org  
   Allison Wood, (619) 699-1973, allison.wood@sandag.org
GHG Mitigation Measures 4A and 4E
included in the Environmental Impact Report for
San Diego Forward: The Regional Plan

GHG-4A: Allocate Competitive Grant Funding to Projects that Reduce Greenhouse Gas Emissions (SANDAG)

SANDAG shall revise the TransNet Smart Growth Incentive and Active Transportation Grant Programs in the following ways to achieve greenhouse gas (GHG) reductions:

- Adopt new or revised grant criteria to give greater weight to a project’s ability to directly reduce GHG emissions. Criteria include, but are not limited to, awarding points to projects that directly implement local climate action plans that reduce GHG emissions, or that directly implement parking strategies that reduce GHG emissions.

- Require locally adopted climate action plans (CAP) and complete streets policies as prerequisites to be eligible for grant funding. The locally adopted CAPs shall include measures to reduce GHG emissions to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets.

- If a local jurisdiction does not have an adopted CAP or complete streets policy, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP and/or complete streets policy.

- In addition to grant funding, SANDAG shall provide technical assistance to local jurisdictions for the preparation of CAPs as described in GHG-4E.

These changes shall be adopted and effective for the fourth cycle of funding for both programs, which is expected to be released in December 2017.

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

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

- Assisting its member agencies in obtaining funding for, directly funding, updating and implementing CAPs and other climate strategies through continued implementation of the SANDAG Energy Roadmap Program.

- Providing funding and energy planning assistance to local governments to implement projects that save energy and reduce energy-related GHG emissions.

- As described in GHG-4A, for local jurisdictions that do not have an adopted CAP, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP.
Note: Points calculated by SANDAG are marked with an asterisk (*) in the Scoring Matrix.

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<tr>
<th>NO.</th>
<th>CATEGORY/Criteria</th>
<th>Score</th>
<th>%</th>
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<tr>
<td>1.</td>
<td>Climate Action Plan Contents</td>
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<tr>
<td>• Will the climate action plan (CAP) include a greenhouse gas (GHG) emissions inventory for an appropriate recent baseline year, in accordance with adopted protocols?</td>
<td>30</td>
<td>30%</td>
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<td>• Will the CAP include GHG emissions forecasts and reduction targets for 2020 and post-2020 in alignment with state GHG reduction goals?</td>
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</tr>
<tr>
<td>• Will the CAP include specific, quantifiable GHG reduction measures that will achieve the GHG reduction targets?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Implementation and Monitoring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Will the CAP include a program for implementing each of its GHG reduction measures that may include but is not limited to identification of responsible parties, key actions, timeline, costs, and funding sources?</td>
<td>30</td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td>• Will the CAP include a program for monitoring progress toward achievement of its GHG reduction target(s) that may include but is not limited to metrics for tracking progress, periodic updates to its GHG emissions inventory, regular reporting of progress, and timing of future CAP updates?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Community Engagement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will community engagement be incorporated into the development, implementation, and/or monitoring of the CAP?</td>
<td>10</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>4.*</td>
<td>Matching Funds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points for matching funds are awarded based on a scale with a matching fund percentage range of 20% to 40% and above. See point scale below. (Note: 20% minimum match required.)</td>
<td>5</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>5.*</td>
<td>Regional Housing Needs Assessment – Policy No. 033 Points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points are awarded per jurisdiction based upon the methodology adopted in Policy No. 033.</td>
<td>25</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL POINTS POSSIBLE</strong></td>
<td><strong>100</strong></td>
<td><strong>100%</strong></td>
<td></td>
</tr>
</tbody>
</table>
Matching funds point scale: maximum points = 5 points

<table>
<thead>
<tr>
<th>Match Fund Percentage</th>
<th>Points for Climate Action Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>0</td>
</tr>
<tr>
<td>20.01 – 24.99%</td>
<td>1</td>
</tr>
<tr>
<td>25.00 – 29.99%</td>
<td>2</td>
</tr>
<tr>
<td>30.00 – 34.99%</td>
<td>3</td>
</tr>
<tr>
<td>35.00 – 39.99%</td>
<td>4</td>
</tr>
<tr>
<td>40% and above</td>
<td>5</td>
</tr>
</tbody>
</table>
**Note:** Points calculated by SANDAG are marked with an asterisk (*) in the Scoring Matrix.

<table>
<thead>
<tr>
<th>NO.</th>
<th>CATEGORY/CRITERIA</th>
<th>SCORE POSSIBLE</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>Comprehensiveness and Context Sensitivity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Will the Complete Streets Policy apply to all transportation projects and phases, including those involving reconstruction, new construction, retrofits, repaving, rehabilitation, or other changes in the allocation of pavement space on an existing roadway?</td>
<td>20</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>• Will the Complete Streets Policy apply to all departments in the jurisdiction, outside agencies, and private development projects whose work affects the roadway?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Will the Complete Streets Policy consider the current and planned context when planning and designing transportation solutions?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Will the Complete Streets Policy promote a well-connected street network?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td><strong>Policy Development Process and Community Engagement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Will the policy development process engage all departments and garner support for the adoption and implementation of the Complete Streets Policy?</td>
<td>20</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>• Will community engagement be incorporated into the policy development process?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td><strong>Implementation and Monitoring</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Will the Complete Streets Policy establish a public process for reporting implementation of the policy?</td>
<td>30</td>
<td>30%</td>
</tr>
<tr>
<td></td>
<td>• Will the Complete Streets Policy include performance standards with measurable outcomes to evaluate implementation of the policy?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Will the Complete Streets Policy establish a means to collect data to evaluate implementation of the policy?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.*</td>
<td><strong>Matching Funds</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Points for matching funds are awarded based on a scale with a matching fund percentage range of 20% to 40%. See point scale below. (Note: 20% minimum match required.)</td>
<td>5</td>
<td>5%</td>
</tr>
<tr>
<td>5.*</td>
<td><strong>Regional Housing Needs Assessment – Policy No. 033 Points</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Points are awarded per jurisdiction based upon the methodology adopted in Policy No. 033.</td>
<td>25</td>
<td>25%</td>
</tr>
</tbody>
</table>

**TOTAL POINTS POSSIBLE** 100 100%
**COMPLETE STREETS POLICY GRANTS**

Matching funds point scale: maximum points = 5 points

<table>
<thead>
<tr>
<th>Match Fund Percentage</th>
<th>Points for Complete Streets Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>0</td>
</tr>
<tr>
<td>20.01 – 24.99%</td>
<td>1</td>
</tr>
<tr>
<td>25.00 – 29.99%</td>
<td>2</td>
</tr>
<tr>
<td>30.00 – 34.99%</td>
<td>3</td>
</tr>
<tr>
<td>35.00 – 39.99%</td>
<td>4</td>
</tr>
<tr>
<td>40% and above</td>
<td>5</td>
</tr>
</tbody>
</table>
### Status of Local Climate Action and Complete Streets Planning Efforts in the San Diego Region

**September 2017**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Climate Action Plan</th>
<th>Complete Streets Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted (year)</td>
<td>Developing</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>2015</td>
<td>✓</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>2000, 2008</td>
<td>Update underway</td>
</tr>
<tr>
<td>Coronado</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Del Mar</td>
<td>2016</td>
<td>✓</td>
</tr>
<tr>
<td>El Cajon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encinitas</td>
<td>2011</td>
<td>Update underway</td>
</tr>
<tr>
<td>Escondido</td>
<td>2012</td>
<td>✓</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>La Mesa</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>National City</td>
<td>2011</td>
<td></td>
</tr>
<tr>
<td>Oceanside</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Poway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>2005, 2015</td>
<td>✓</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>2012</td>
<td>✓</td>
</tr>
<tr>
<td>(unincorporated)</td>
<td>(rescinded)</td>
<td></td>
</tr>
<tr>
<td>San Marcos</td>
<td>2013</td>
<td>✓</td>
</tr>
<tr>
<td>Santee</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>2017</td>
<td>✓</td>
</tr>
<tr>
<td>Vista</td>
<td>2012</td>
<td>Update underway</td>
</tr>
</tbody>
</table>

**Note:** This document is in draft form and is based on publicly available information and/or self-reported information provided by local jurisdictions. Upon the submittal of Smart Growth Incentive Program and Active Transportation Grant Program applications, jurisdictions would be asked to self-certify that the local governing body has adopted the Climate Action Plan and Complete Streets policy in a public setting, and would need to provide electronic links that SANDAG could post on its website and make available to the public.
CITY GOALS

reduce utility bills
improve health

Reduce GHG Emissions 15% Below 2005

Climate Action Plan

2017 Climate Action Plan
SANDAG EWG
9/28/17

Department of Economic Development
Office of Sustainability
Conservation Section

CITY GOALS

reduce utility bills
improve health

Reduce GHG Emissions 15% Below 2005
CITY ACHIEVEMENTS

2014 EPA Climate Leadership Award for Organizational Leadership

PARTNERS

EPIC

ICLEI

Local Governments for Sustainability

SDGE

SANDAG

Sempra Energy utility®
2017 CAP

Includes past actions:
• 2000 – CO2 Reduction Plan
• 2008 – Mitigation Plan
• 2011 - Adaptation Plan

New Appendices

APPENDIX A - Implementation Actions
APPENDIX B - Past Action Update
APPENDIX C - User Guide to Action
Approximate 2020 MT CO₂e Reductions

Local: 200,000
State: 195,000

BAU = Post 2005 business-as-usual in Chula Vista and will include some early (pre 2005) GHG reduction actions.
Water Education & Enforcement

Water Efficiency Upgrades
W A T E R

Water Reuse Plan & System Installations

W A S T E   R E D U C T I O N

Zero Waste Plan
Energy Education & Enforcement

Clean Energy Sources
Energy Efficiency Upgrades

Robust Urban Forests
Complete Streets & Neighborhoods

Chula Vista was designated a “Bicycle Friendly Community” in 2014

Transportation Demand and Congestion Management
“Together we can build a world we want, a world we’re proud to leave our children and grandchildren.”

– Ban Ki-moon, United Nations Secretary-General
Rates & Reform Update
Agenda

1. Types of Residential Rates
2. Rate Reform Timeline
3. High Usage Charge
4. Opt-In Res TOU Pilot
5. Default Res TOU Pilot
6. Full TOU Rollout - 2019
7. Q4 Timeline
Tiered Rates (Flat)

The Basics

The more energy you use, the more you pay

You are charged the same amount for electricity no matter when it was used

Baseline allowance helps determine the amount of kwh allotted for each tier

Only way to reduce bills is to use less energy or make home more efficient

Tier 2
$0.40
130% of baseline

Tier 1
$0.22
Time-of-Use (TOU)

The Basics

WHEN you use energy really does matter!

The cost of electricity will vary based on the time of day and season in which it is used

TOU offers lower energy rates when energy demand is low and costs increase when demand is high

TOU gives customers more CHOICE and CONTROL. You can save by conserving OR shifting usage

30,000 residential customers on TOU rates today!
Residential Rate Reform

The CPUC wants to ensure greater power reliability and a better energy future. TOU will help ease the strain on the grid and to encourage more meaningful conservation. Most customers will be able to opt out of TOU to the tiered rate structure.
High Usage Charge

Background

**What is happening?**

- Surcharge is applied if residential customer reaches in a billing period **four times their baseline allowance** (Essentially adding back a third tier)

**When is this happening?**

- High Usage Charge will be implemented **November 1**
- Sign up for the High Usage Charge Alert in My Account

**Why is this happening?**

- This is a **new state-mandated surcharge** across the state of California (SDG&E is last to implement)
- Surcharge is designed to **encourage energy conservation** for customers whose energy usage is significantly above typical household use
Baseline Allowance

Things that factor into your baseline include:

1. Climate Zone
2. # of days in billing cycle
3. All electric or gas & electric service

---

**Detail of Current Charges**

*Electric Service*

- Rate: Standard - DR-Residential
- Climate Zone: Coastal

<table>
<thead>
<tr>
<th>Baseline Allowance:</th>
<th>480 kWh</th>
</tr>
</thead>
<tbody>
<tr>
<td>Billing Period:</td>
<td>3/17/17 - 4/18/17</td>
</tr>
<tr>
<td>Total Days:</td>
<td>32</td>
</tr>
</tbody>
</table>

---

To be impacted by the High Usage Charge... this customer would need to use:

\[480 \times 4 = \textbf{1920 kWh}\]

in the billing cycle.
High Usage Charge Overview

350%-399% (At-Risk): 46,000
400%+ (High Risk): 94,000

High Usage Charge Impacts by Month

<table>
<thead>
<tr>
<th>Month</th>
<th>November 2016</th>
<th>December 2016</th>
<th>January 2017</th>
<th>February 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nov</td>
<td>21,210</td>
<td>25,252</td>
<td>32,091</td>
<td>28,777</td>
</tr>
<tr>
<td>Dec</td>
<td>31,872</td>
<td>39,332</td>
<td>49,827</td>
<td>36,892</td>
</tr>
</tbody>
</table>

Customer Communications

- Website & Pocket Card: June 2017
- Online Alerts: August 2017
- Bill Insert & Onsert: September 2017
- Awareness Letter: September 2017
- Reminder Postcard: October 2017
- 350% and 400% alerts: November 2017

High Usage Charge Customer Population

350%-399% (At-Risk): 46,000
400%+ (High Risk): 94,000
## High Usage Charge

Rates are subject to change, but we are expected to launch with the below tier pricing in November.

<table>
<thead>
<tr>
<th>Tier</th>
<th>Current (Summer Rates)</th>
<th>Nov Proposed (Winter Rates)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1 (0-130%)</td>
<td>22.3</td>
<td>21.0</td>
</tr>
<tr>
<td>Tier 2 (131-400%)</td>
<td>40.2</td>
<td>36.8</td>
</tr>
<tr>
<td>HUC (401%+)</td>
<td>-</td>
<td>42.9</td>
</tr>
</tbody>
</table>

Majority of impacted customers are not expected to see bill increases for Nov 1 launch.
Opt-In TOU Pilot
June 2016 – Dec 2017

• Roughly 13,000 customers participating:
  • Rate 1 (3-peak) – 3,250+
  • Rate 2 (2-peak) – 5,800+
  • Rate 3/HourX (dynamic hourly) – 57
  • Control Group – 3,500+
Opt-In Pilot Education Materials

Rate 1 – Winter Communication

Your winter Whenergy rates: Control Your Use

- As winter approaches, your Whenergy rate will change to meet the energy demands of a different season.
- Your rate still has the same three time periods: Off-Peak, On-Peak, and Super Off-Peak. Use Whenergy tools like alerts and the SDG&E® app to help you avoid the peak.

Ways to Reduce Your Use:
- During the holidays, save money with LEDs by using up to 90% less electricity to produce the same amount of light as an incandescent holiday light strand.
- Wash full loads in the dishwasher - this actually uses less water and energy than washing dishes in the sink, especially if you let the dishes air dry.
- Reduce pool filtering and automatic pool sweep time to a minimum, and schedule them for Off-Peak hours (before 4 p.m. and after 9 p.m.).

For tips and tools to reduce your use and save on Whenergy, visit sdge.com/MyWhenergy or call (800) 411-7343.

Rate 2 – Marketplace Promotion

SDG&E® Marketplace is the place to see real savings. When you shop for appliances online, are you getting the whole deal? SDG&E® Marketplace lets you shop, compare prices and see the annual energy costs plus any applicable rebates. The savings can really add up! At sdge.com/marketplace you can browse, compare and buy products, get reviews, see price comparisons and real costs after energy savings and rebates. Marketplace is the smart place to make energy-wise decisions on your next home appliance purchase.

Your E2 Time of Use Schedule

Winter Ends on April 30

For the most updated prices and ways to save on Whenergy, call (800) 411-7343.
Any customer can opt-in to the above pilot rates starting January 2018. Customers selected for the default pilot can move back to a tiered rate at any time or select the other pilot rate.

Excluded Groups:
- Medical Baseline
- CARE/FERA in Hot Zones

Communication Timeline
- 2017 OCT
- 2018 JAN
- 2018 MAR

TOU awareness
Postcard
Rate Comparison
Pilot population moves
to TOU rates
Full TOU Rollout
Ongoing through 2019

Timeline of Transition

2019

January
Communications begin

March - December
100,000 customers move to a TOU plan each month*
*only 25k in summer months

Customers will have options!

- Customers will be able to move back to a tiered rate or select any other eligible pricing plan option
- Customers will be covered by bill protection for the first 12 months

Lessons learned from TOU pilots will be applied to components of the full TOU rollout

All eligible residential customers will be defaulted to a TOU plan by end of 2019
Timeline
Q4 Rate Activities

- **High Usage Charge**: Launches November 1
- **System Peak moves to 4p-9p**: December 1
- **Default Res TOU Pilot Rate Comparison**: Begins January
- **Opt-In Res TOU Pilot Concludes**: December 31
Questions?
STATE ACTIVITIES ON ENERGY AND CLIMATE CHANGE  File Number 3200300

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 each house to pass bills was September 15, 2017. The Governor has until October 15 to sign or veto bills. Attachment 1 includes the status of bills related to energy and climate change.

Energy and Climate Change Activities

The following sections summarize activities underway across several state agencies, including the Cap-and-Trade Program, California Microgrid Roadmap, ZEV investments through the Volkswagen (VW) Settlement, and Caltrans Transportation Planning Grant Program.

Cap-and-Trade Program

On September 16, the Governor signed Assembly Bill (AB) 109 and AB 134, which detail a $1.5 billion plan for spending cap-and-trade revenue. This is in addition to the approximately $900 million that is appropriated annually to programs such as the Affordable Housing and Sustainable Communities Program and High Speed Rail. The plan identifies several programs, of which a few have been listed below with their approximate appropriation:

- $200 million for healthy forest and fire prevention
- $180 million for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
- $140 million for Clean Vehicle Rebate Project
- $140 million for zero-emission equipment at California ports
- $60 million for energy efficiency funding for agricultural entities
- $40 million for waste diversion and recycling
- $26 million for climate adaptation activities
- $11 million for Strategic Growth Council grant program to fund research on reducing carbon emissions
- $10 million for Transformative Climate Communities Program
Air Resources Board (ARB) maintains the following website with up-to-date information on all programs: https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm

**California Microgrid Roadmap**

The California Energy Commission (CEC), in collaboration with the California Public Utilities Commission (CPUC) and the California Independent System Operator (CAISO), is developing a Roadmap for the Commercialization of Microgrids in California. The Roadmap should be finalized by the end of 2017 and will address the full range of issues that are delaying or hindering the commercialization of microgrid technologies. CEC, CPUC, and CAISO will be holding a joint workshop on October 2, 2017, to review and discuss a draft of the Roadmap. More information can be found at: www.energy.ca.gov/research/microgrid.

**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, VW Group of America 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. On July 27, ARB approved the first ZEV Investment Plan that details $200 million to be invested in California through mid-2019. The Plan includes ZEV infrastructure rollouts in six metropolitan areas, including San Diego; outreach and education; and targeted investment in Sacramento as the designated “Green City.” Electrify America is currently reaching out to key stakeholders in each metropolitan area to share their investment strategy. More information is available on the ARB website at arb.ca.gov/msprog/vw_info/vsi/vw-zevinvest/vw-zevinvest.htm and electrifyamerica.com.

**Caltrans Transportation Planning Grant Program**

As a result of Senate Bill 1 – The Road Repair and Accountability Act of 2017, over $30 million is available to support transportation planning projects statewide through two categories: Sustainable Communities and Adaptation Planning. Sustainable Communities grants are intended to support and implement Regional Transportation Plan Sustainable Communities Strategies and achieve the State’s greenhouse gas (GHG) reduction goals. Adaptation Planning grant funding focuses on adapting to climate impacts as it relates to transportation infrastructure. The Fiscal Year 2017-2018 grant applications are due by October 20, with two additional rounds of applications following shortly after. The grant guidelines for both programs are available at: http://www.dot.ca.gov/hq/tpp/grants.html

**SANDAG Grant Applications**

SANDAG plans to submit a grant application to the Sustainable Communities program to develop a plan for EV infrastructure investment through a Regional Charger Program. This effort would implement a commitment made by the SANDAG Board of Directors with their adoption of San Diego Forward: The Regional Plan. SANDAG also plans to submit an application to the Adaptation Planning program to combine and update existing shoreline management policies to address climate change impacts to coastal transportation infrastructure. This work will build upon local efforts to develop guidance addressing sea-level rise impacts to San Diego’s regional transportation facilities, as well as best practices for adaptation.
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>Sponsor</th>
<th>Title</th>
<th>Status</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 79 (Levine D)</td>
<td>Electrical generation: hourly greenhouse gas emissions: electricity from unspecified sources.</td>
<td>9/13/2017-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling.</td>
<td>Would require, by January 1, 2019, the Air Resources Board (ARB), in consultation with California balancing authorities to update its inputs or methodology for the calculation of emissions of greenhouse gases (GHGs) associated with electricity from unspecified sources. The bill would require the inputs or methodology to distinguish between those emissions associated with electricity from unspecified sources that is purchased within California balancing authority areas, as defined, and those emissions associated with electricity from unspecified sources imported into California from different subregions of the Western Electricity Coordinating Council. The bill would require the state board to regularly update the inputs to its methodology and authorize the state board to incorporate additional measures and forms of differentiation that are designed to improve the accuracy of the calculations and that support the state’s initiatives for reducing emissions of greenhouse gases.</td>
<td></td>
</tr>
<tr>
<td>AB 523 (Reyes D)</td>
<td>Electric Program Investment Charge: allocation.</td>
<td>9/14/2017-Reconsideration granted. Senate amendments concurred in. To Engrossing and Enrolling.</td>
<td>Would require the Energy Commission, until July 1, 2023, to allocate at least 25% of the moneys in the Electric Program Investment Charge Fund for technology demonstration and deployment at sites located in, and benefiting, disadvantaged communities, as defined. The bill would require the Energy Commission to allocate at least an additional 10% of the moneys in the fund for technology demonstration and deployment at sites located in, and benefiting, low-income communities, as defined.</td>
<td></td>
</tr>
<tr>
<td>AB 546 (Chiu D)</td>
<td>Land use: local ordinances: energy systems.</td>
<td>9/13/2017-Enrolled and presented to the Governor at 4 p.m.</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 Web site, as specified.</td>
<td></td>
</tr>
<tr>
<td>AB 630 (Cooper D)</td>
<td>Vehicles: retirement and replacement.</td>
<td>9/14/2017-In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.</td>
<td>Would establish the Clean Cars 4 All Program to be administered by ARB to focus on achieving GHG reductions, improvements in air quality, and benefits to low-income 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 ARB, no later than July 1, 2019, to update the guidelines for the Clean Cars 4 All Program and the enhanced fleet modernization program, as specified.</td>
<td></td>
</tr>
<tr>
<td>AB 797 (Irwin D)</td>
<td>Solar thermal systems.</td>
<td>9/14/2017-Senate amendments concurred in. To Engrossing and Enrolling.</td>
<td>The Solar Water Heating and Efficiency Act of 2007 requires the CPUC and governing body of each publicly owned utility providing gas service to retail end-use customers to adopt, implement, and finance a solar water heating system incentive program to encourage the installation of 200,000 solar water heating systems by 2017. This bill would revise the program to, among other things, promote the installation of solar thermal systems throughout the state, reserve 50% of the total program budget for the installation of solar thermal systems in low-income residential housing or in buildings in disadvantaged communities, authorize the CPUC to limit program eligibility based on income levels, require an assessment of the entire program to be completed by 2019, and extend operation of the program through July 31, 2020.</td>
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AB 1082 (Burke D)  Transportation electrification: electric vehicle charging infrastructure: schools.
Status: 9/13/2017-In Assembly. Concurrency in Senate amendments pending. Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling.
Summary: Would authorize an electrical corporation, in consultation with the Department of Parks and Recreation, California Public Utilities Commission (CPUC), Energy Commission, and ARB, to file with the CPUC, by July 30, 2018, a pilot program proposal for the installation of electric vehicle charging stations at school facilities and other educational institutions within its service territory. The bill would require the CPUC to review, modify if appropriate, and decide whether to approve a pilot program proposal filed by an electrical corporation by December 31, 2018. The bill would require the a school district, county office of education, private school, or other educational institution choosing to participate in the pilot program would have authority to establish guidelines for use of the charging stations installed pursuant to the approved pilot program.

AB 1083 (Burke D)  Transportation electrification: electric vehicle charging infrastructure: state parks and beaches.
Status: 9/14/2017-Senate amendments concurred in. To Engrossing and Enrolling.
Summary: Would authorize an electrical corporation, in consultation with the Department of Parks and Recreation, CPUC, Energy Commission, and ARB, to file with the CPUC, 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 an electrical corporation by December 31, 2018. The bill would require the Department to determine which state parks or beaches are suitable for charging stations.

AB 1239 (Holden D)  Building standards: electric vehicle charging infrastructure.
Status: 9/19/2017-Enrolled and presented to the Governor at 3 p.m.
Summary: Would express legislative findings and declarations relating to the adoption of building standards to increase electric vehicle charging infrastructure. The bill would require the Department of Housing and Community Development and the California Building Standards Commission to research, develop, and propose for adoption building standards regarding electric vehicle capable parking spaces for existing parking structures and lots, 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 1452 (Muratsuchi D)  Parking: exclusive electric charging and parking on public streets.
Status: 9/12/2017-Enrolled and presented to the Governor at 2:30 p.m.
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.

SB 242 (Skinner D)  Property Assessed Clean Energy (PACE) program: program administrator.
Status: 9/15/2017-Enrolled and presented to the Governor at 3:30 p.m.
Summary: Would require a program administrator, before a property owner executes an assessment contract, as defined, to make an oral confirmation that at least one owner of the property has a copy of specified documents and forms related to the contract, and to provide an oral confirmation of the key terms of an assessment contract with the property owner on the call or an authorized representative of the owner on the call that contains specified information. This bill would prohibit a program administrator 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.
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<th>Bill Number</th>
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<td>SB 338</td>
<td>Skinner D</td>
<td>Energy</td>
<td>9/11/2017-Enrolled and presented to the Governor at 4 p.m. 9/11/2017-Enrolled and presented to the Governor at 4 p.m.</td>
<td>This bill would require the CPUC 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.</td>
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<td>SB 498</td>
<td>Skinner D</td>
<td>Energy</td>
<td>9/14/2017-In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 27. Noes 13.) Ordered to engrossing and enrolling.</td>
<td>Would require ARB, in consultation with stakeholders, to review all programs affecting the adoption of light-duty, medium-duty, and heavy-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.</td>
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