MEETING NOTICE
AND AGENDA

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

Thursday, May 24, 2018
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 Contacts: Anna Lowe
(619) 595-5603
anna.lowe@sandag.org

Jeff Hoyos
(619) 699-1932
jeff.hoyos@sandag.org

AGENDA HIGHLIGHTS

• REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY
  AND NEIGHBORHOOD ELECTRIC VEHICLE LEGISLATION

• SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

MISSION STATEMENT
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decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources;
plans, engineers, and builds public transit; and provides information on a broad range of topics
pertinent to the region’s quality of life.
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.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Working Group meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

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

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REGIONAL ENERGY WORKING GROUP
Thursday, May 24, 2018

ITEM NO.  RECOMMENDATION
1. WELCOME AND INTRODUCTIONS

+2. APPROVAL OF MEETING MINUTES
   +2A. March 22, 2018, meeting minutes
   +2B. April 26, 2018, meeting minutes

+3. PUBLIC COMMENTS/MEMBER COMMENTS
Members of the public shall have the opportunity to address the EWG on any issue within the jurisdiction of SANDAG that is not on this agenda. 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 EWG 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 REBATE STATISTICS
   INFORMATION
   This report provides an update on regional Clean Vehicle Rebate Program statistics as well as statewide rebate statistics for comparison.

REPORTS

+5. REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY AND NEIGHBORHOOD ELECTRIC VEHICLE LEGISLATION (Marisa Mangan and Robyn Wapner)
   DISCUSSION
   Staff will present some of the key deliverables from the Regional Mobility Hub Implementation Strategy and discuss Neighborhood Electric Vehicle (NEV) legislation that would authorize local jurisdictions within the County of San Diego to develop and implement NEV transportation plans.

6. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN (Phil Trom and Andrew Martin)
   DISCUSSION
   Staff will outline the process to develop transportation network scenarios for San Diego Forward: The 2019-2050 Regional Plan and will discuss the role of the Regional Plan in state- and local-level climate action planning.

+7. SANDAG 2018 LEGISLATIVE PRIORITIES (Anna Lowe)
   INFORMATION
   A list of legislative bills is included and EWG members are asked to review the bills and to share legislation that would support implementation of the Regional Energy Strategy.
8. UPCOMING MEETINGS
The next EWG meeting is scheduled for Thursday, June 28, 2018, at 11:30 a.m.

9. ADJOURNMENT

+ next to an item indicates an attachment
MARCH 22, 2018, MEETING MINUTES

1. WELCOME AND INTRODUCTIONS

Chair Carrie Downey (City of Coronado) called the meeting of the Regional Energy Working Group (EWG) to order at 11:07 a.m.

2. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Vice Chair Scott Anders (University of San Diego School of Law, Energy Policy Initiative Center) and a second by Councilmember Jennifer Mendoza (City of Lemon Grove), the EWG approved the minutes from its October 26, 2017, meeting. Yes: Chair Downey, Shelly Murphy (Center for Sustainable Energy), Mo Lahsaie (City of Oceanside), Jack Clark (City of San Diego), Susan Freed (County of San Diego), Renee Yarmy (Port of San Diego), Fernando Valero (San Diego Gas & Electric), Paul Webb (Sierra Club), and Dave Weil (UC San Diego). No: None. Abstain: None. Absent: Cleantech San Diego, Economic Development, Environmental Health Coalition, North County Inland Subregion, Public Transit Operators, San Diego Regional Airport Authority, San Diego Regional Chamber of Commerce, and San Diego Regional Clean Cities Coalition.

Action: Upon a motion by Ms. Yarmy and a second by Councilmember Mendoza, the EWG approved the minutes from its November 9, 2017, joint meeting with the Regional Planning Technical Working Group. Yes: Chair Downey, Vice Chair Anders, Mr. Clark, Ms. Murphy, Mr. Lahsaie, Ms. Freed, Mr. Valero, Mr. Webb, and Mr. Weil. No: None. Abstain: None. Absent: Cleantech San Diego, Economic Development, Environmental Health Coalition, North County Inland Subregion, Public Transit Operators, San Diego Regional Airport Authority, San Diego Regional Chamber of Commerce, and San Diego Regional Clean Cities Coalition.

Action: Upon a motion by Councilmember Colin Parent (City of La Mesa) and a second by Mr. Clark, the EWG approved the minutes from its January 25, 2018, meeting. Yes: Chair Downey, Vice Chair Anders, Ms. Murphy, Mr. Lahsaie, Ms. Freed, Ms. Yarmy, Mr. Valero, Mr. Webb, and Mr. Weil. No: None. Abstain: None. Absent: Cleantech San Diego, Economic Development, Environmental Health Coalition, North County Inland Subregion, Public Transit Operators, San Diego Regional Airport Authority, San Diego Regional Chamber of Commerce, and San Diego Regional Clean Cities Coalition.
3. PUBLIC COMMENTS/MEMBER COMMENTS

Scott Debenham (Debenham Energy) presented slides and spoke about wind-related renewable energy generation.

Jason Wotzka, a member of the public, submitted written comments and spoke about energy and climate-related news.

CONSENT

4. SAN DIEGO REGIONAL ELECTRIC VEHICLE REBATE STATISTICS (INFORMATION)

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

REPORTS

5. CHOLLAS ECOVILLAGE PROJECT (INFORMATION)

Groundwork San Diego was awarded an Electric Program Investment Charge grant from the California Energy Commission, 1 of 12 awarded statewide, to develop a vision and strategies to turn the disadvantaged community of Encanto/Chollas Creek into the Advanced Energy Community of Chollas EcoVillage. Srivinas Sukumar and Ed Lopez (Groundworks San Diego) presented on Phase I of this grant, which included project goals, lessons learned, and proposed community solar solutions to provide affordable access to renewable energy for Chollas EcoVillage residents, schools, and businesses.

Action: This item was presented for information.


James Dreisbach-Towle, Principal Technology Program Manager, and Allison Wood, Associate Regional Planner, discussed the updated white papers on Emerging Technologies and Climate Change from the version of San Diego Forward: The Regional Plan adopted in 2015. These white papers, as well as those on Public Health and Economic Prosperity, are available at sdforward.com.

7. REGIONAL CLIMATE ACTION PLANNING FRAMEWORK (DISCUSSION)

Ms. Wood and Katie Hentrich, Regional Energy/Climate Planner, provided an update on the development of the Regional Climate Action Planning Framework (ReCAP). ReCAP is a guidance document for member agencies that identifies best practices for the preparation of local climate action plans, including emissions inventories and projections, emission reduction calculations, monitoring and evaluation, cost analyses, and California Environmental Quality Act considerations.

8. SANDAG 2018 LEGISLATIVE PRIORITIES (INFORMATION)

This item was postponed until the next meeting of the EWG.
9. **UPCOMING MEETINGS (INFORMATION)**

The next EWG meeting is scheduled for Thursday, April 26, 2018, at 11:30 a.m.

10. **ADJOURNMENT**

Chair Downey adjourned the meeting at 1 p.m.
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<td>Alyssa Gutner-Davis, Alternate</td>
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OTHER ATTENDEES

- Poonam Boparai, Ascent Environmental
- Mike Grim, City of Carlsbad
- Jeff Wyner, City of Escondido
- Richard Caboda, City of San Diego
- Ed Lopez, Groundwork San Diego
- Srinivas Sukumar, Groundwork San Diego
- Doug Emery, Helix Water District
- John Wotzka, member of the public
- Cesar Rios, RioSolutions
- Yichao Gu, University of San Diego

SANDAG STAFF MEMBERS

- Allison Wood
- Andrew Martin
- Anna Lowe
- James Dreisbach-Towle
- Jeff Hoyos
- Katie Hentrich
- Keith Greer
- Robyn Wapner
- Susan Freedman
- Temur Imam
APRIL 26, 2018, MEETING MINUTES

1. WELCOME AND INTRODUCTIONS

Chair Carrie Downey (City of Coronado) called the meeting of the Regional Energy Working Group (EWG) to order at 11:38 a.m.

2. APPROVAL OF MEETING MINUTES (APPROVE)

Due to lack of quorum, approval of the March meeting minutes was postponed to the May EWG meeting.

3. PUBLIC COMMENTS/MEMBER COMMENTS

Jason Wotzka, a member of the public, submitted written comments and spoke about energy and climate-related news.

Anna Lowe, Associate Regional Energy/Climate Planner, mentioned the work that the Center for Sustainable Energy is doing on the San Diego Regional Green Business Network. For more information visit: https://greenbizsd.org/.

CONSENT

4. SAN DIEGO REGIONAL ELECTRIC VEHICLE REBATE STATISTICS (INFORMATION)

Updates from the Clean Vehicle Rebate Program on regional electric vehicle growth were attached. Chair Downey mentioned the need for ongoing collaboration with regional tribal nations to increase renewable energy and electric vehicle charging station installations.

REPORTS

5. SANDAG 2018 TITLE VI PROGRAM: WORKING GROUPS SURVEY (INFORMATION)

Staff distributed a short demographic survey to the members of the EWG to support the development of the 2018 Title VI Program.
6. COUNTY OF SAN DIEGO CLIMATE ACTION PLAN (INFORMATION)


7. CITY OF SAN DIEGO PROPOSED BENCHMARKING ORDINANCE (INFORMATION)

The City of San Diego presented a potential benchmarking ordinance as a means to help achieve its Climate Action Plan goal to disclose energy use. Jack Clark and Aaron Lu, City of San Diego, and Rebecca Sappenfield, Center for Sustainable Energy, presented the benchmarking ordinance and solicited input from the EWG.

8. SANDAG 2018 LEGISLATIVE PRIORITIES (INFORMATION)

Staff discussed the 2018 Legislative Priorities approved by the Board of Directors on March 23, 2018, and shared a list of legislative bills with the EWG that support implementation of the Regional Energy Strategy.

9. UPCOMING MEETINGS (INFORMATION)

The next EWG meeting is scheduled for Thursday, May 24, 2018, at 11:30 a.m.

10. ADJOURNMENT

Chair Downey adjourned the meeting at 1 p.m.
# REGIONAL ENERGY WORKING GROUP
## MEETING ATTENDANCE FOR APRIL 26, 2018

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<td></td>
<td></td>
<td>Colleen Klaiber</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>Economic Development</td>
<td>North County Economic Development Council</td>
<td>Vacant</td>
<td>Member</td>
<td>N/A</td>
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<td></td>
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<td>South County Economic Development Council</td>
<td>John Moot</td>
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<td></td>
<td></td>
<td>Cleantech San Diego</td>
<td>Jason Anderson</td>
<td>Member</td>
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<td></td>
<td></td>
<td></td>
<td>Alyssa Gutmner-Davis</td>
<td>Alternate</td>
</tr>
</tbody>
</table>

OTHER ATTENDEES:
- Jennifer Green, Center for Sustainable Energy
- Rebecca Sappenfield, Center for Sustainable Energy
- Jillian Smith, Center for Sustainable Energy
- Caty Laing, Circulate San Diego
- Mike Grim, City of Carlsbad
- Colleen Wisnienski, City of Chula Vista
- Jeff Wyner, City of Escondido
- Aaron Lu, City of San Diego
- Mary Kopaskie Brown, County of San Diego
- Maggie Soffel, County of San Diego
- Rami Talleh, County of San Diego
- John Wotzka, member of the public
- Cesar Rios, RioSolutions
- Chris Nanson, San Diego Gas & Electric

SANDAG STAFF MEMBERS
- Allison Wood
- Andrew Martin
- Anna Lowe
- Jeff Hoyos
- Katie Hentrich
- Samual Sanford
- Susan Freedman
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. Statewide rebate statistics also have been provided for comparison.

2. May 2018 Rebate Statistics – California
## CVRP Rebate Statistics

### CVRP Rebates by Month

<table>
<thead>
<tr>
<th>Year</th>
<th>PHEV</th>
<th>BEV</th>
<th>FCEV</th>
<th>Other</th>
<th>Grand Total</th>
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<tbody>
<tr>
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<td></td>
<td>236,258</td>
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<td>2011</td>
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<td>243,450</td>
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<td>2012</td>
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<td>250,541</td>
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<td>2013</td>
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<td>257,632</td>
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<td>2014</td>
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<td>271,814</td>
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### Rebates & Rebate Funding Issued or Approved to Date - Life of Project

<table>
<thead>
<tr>
<th>Type</th>
<th>Rebates</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHEV</td>
<td>91,871</td>
<td>$143,263,243</td>
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<td>BEV</td>
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<td>FCEV</td>
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<tr>
<td>Other</td>
<td>859</td>
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<tr>
<td>Grand Total</td>
<td>236,258</td>
<td>$524,395,365</td>
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### Rebates & Rebate Funding Issued or Approved to Date - Filtered

<table>
<thead>
<tr>
<th>Type</th>
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<tr>
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<td>Other</td>
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<td>Grand Total</td>
<td>18,737</td>
<td>$42,062,382</td>
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### Increased Rebates for Low-/Moderate-Income (LMI) Consumers (since March 29, 2016*)

<table>
<thead>
<tr>
<th>Type</th>
<th>Rebates</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rebates</td>
<td>7,422</td>
<td>$29,834,950</td>
</tr>
</tbody>
</table>

---

**Click here to download the entire dataset in Excel format: CVRPSstats.xlsx**

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

Please cite use of these data and images. For example:


---

**Data is updated monthly. Last updated: May 01, 2018**
May 2018 Rebate Statistics - California

CVRP Rebate Statistics

Filter by:

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

CVRP Rebates by Month

Filter by Application Date:

- March 18, 2010 to February 28, 2018

**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 Issued or Approved to Date**

- PHEV: 38.9%
- BEV: 59.2%
- FCEV: 1.5%
- Other: 0.4%

**Rebates & Rebate Funding Issued or Approved to Date** - Life of Project

<table>
<thead>
<tr>
<th>Rebates</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>PHEV</td>
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<tr>
<td>Other</td>
<td>$1,752,750</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$524,395,365</td>
</tr>
</tbody>
</table>

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

- Filtered Total: 236,258 | $524,395,365

**Increased Rebates for Low-/Moderate-Income (LMI) Consumers (since March 29, 2016)**

<table>
<thead>
<tr>
<th>Rebates</th>
<th>Funding</th>
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</thead>
<tbody>
<tr>
<td>7,422</td>
<td>$29,834,950</td>
</tr>
</tbody>
</table>

Data is updated monthly. Last updated: May 01, 2018

Click here to download the entire dataset in Excel format: CVRPStats.xlsx

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

Please cite use of these data and images. For example:
SAN DIEGO ASSOCIATION OF GOVERNMENTS
REGIONAL ENERGY WORKING GROUP

May 24, 2018

AGENDA ITEM NO.: 5

Action Requested: DISCUSSION

REGIONAL MOBILITY HUB IMPLEMENTATION STRATEGY
AND NEIGHBORHOOD ELECTRIC VEHICLE LEGISLATION

File Number 3310701

Introduction

As part of San Diego Forward: The Regional Plan, SANDAG recently completed key deliverables of the Regional Mobility Hub Implementation Strategy (Strategy). The final deliverables and additional information on the Strategy may be found at: SDForward.com/RegionalMobilityHub. The deliverables include a Mobility Hub Features Catalog, technical memos that provide guidance on mobility hub implementation and equity considerations, profile sheets for eight mobility hub prototype locations in the region, and conceptual designs for three of the prototype locations. A regional mobility hub network and a 3-D mobility hub visual simulation for the Oceanside Transit Center prototype location will be developed spring 2018.

Discussion

A fundamental component of the Strategy is neighborhood electric vehicles (NEVs). Shared NEVs provide a clean, economical, and convenient alternative to driving alone for neighborhood trips and connecting to transit. An early action identified in the Strategy was to propose legislation that would allow communities in the San Diego region to develop and implement NEV Transportation Plans. SANDAG is working with Senator Pat Bates (R – Laguna Niguel) and Assemblymember Rocky Chavez (R-Oceanside) to advance this legislation, which would allow the County of San Diego or any city in the county to establish a NEV Transportation Plan.

Neighborhood Electric Vehicles

The California Vehicle Code defines a NEV as a low-speed motorized vehicle that has four wheels, can reach speeds of 25 miles per hour (mph), and may operate on any street with a posted speed limit of 35 mph or less. NEVs have a gross vehicle weight rating of less than 3,000 pounds and must be certified to meet the Federal Motor Vehicle Safety Standards to be registered and operated on public streets and roads. A valid driver license, registration, and insurance also are required to operate a NEV.

NEVs offer a convenient motorized travel option for community members making short trips. The San Diego region already has experience with NEVs. The Free Ride Everywhere Downtown (FRED) provides free on-demand rides using a fleet of six-passenger NEV shuttles within a set operating area in downtown San Diego. The Otay Ranch master planned community in the City of Chula Vista was designed with an expansive Village Pathway network that is intended to accommodate NEVs. Lastly, the residents, visitors, and businesses in the City of Coronado have used NEVs as a form of transportation for traveling around the community for many years.
Traditionally NEVs have been associated with golf carts, but vehicle design and technology is advancing and the range of NEVs is evolving to include compact shuttles (like the Polaris GEM e6 used by FRED).

**Senate Bill 1151 - NEV Legislation for the San Diego Region**

Senate Bill 1151 (SB 1151) was introduced by Senator Bates on February 14, 2018, and would authorize the County of San Diego, and any city therein, to establish NEV Transportation Plans to serve the mobility needs of their communities and further the region’s vision of supporting a sustainable and healthy region, vibrant economy, and outstanding quality of life for all. In order to take full advantage of the benefits that NEVs provide – including transit connectivity; access to key educational, medical, and job centers; and increased shared mobility – legislation is required to authorize the development of plans that would enable the use of NEVs throughout the San Diego region. Existing law permits NEV transportation plans for many locations including the cities of Fresno, Jackson, Lincoln, Rocklin, and Sutter Creek as well as the counties of Amador and Riverside.

With advances in automotive technology, newer NEV models are emerging and being designed to travel at faster speeds, which is why it is especially important for communities to develop a safe local road network to accommodate NEVs and other roadway users. Both the cities of Chula Vista and Carlsbad have indicated they are prepared to develop NEV Transportation Plans to support NEV implementation in their communities. Additionally, NEVs also may assist member agencies in meeting climate action plan goals while aligning with electric vehicle planning and implementation efforts regionwide.

SB 1151 supports a regional approach to expanding shared mobility choices, enhancing connections to transit beyond the first and last mile, and reducing drive alone trips and greenhouse gas emissions in support of the region’s transportation and sustainability goals.

**Next Steps**

SB 1151 has passed out of the Senate Committee on Appropriations and has until June 1 to pass out of the Senate. Staff will continue to provide updates as it moves through the legislative process.

Attachment: 1. SB 1151 Fact Sheet – Neighborhood Electric Vehicles in San Diego County

Key Staff Contacts: Marisa Mangan, (619) 595-5614, marisa.mangan@sandag.org
Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
SB 1151: Neighborhood Electric Vehicles in San Diego County

Senator Patricia C. Bates

IN BRIEF
SB 1151 would authorize the County of San Diego, and any city therein, to establish Neighborhood Electric Vehicle (NEV) Transportation Plans to serve the mobility needs of their communities and further the region’s vision of supporting a sustainable and healthy region, vibrant economy, and outstanding quality of life for all.

NEIGHBORHOOD ELECTRIC VEHICLES
NEVs are defined as low speed motorized vehicles that have four wheels, can reach speeds of 25 mph, and may operate on any street with a posted speed limit of 35 mph or less. NEVs have a gross vehicle weight rating of less than 3,000 pounds and must be certified to meet Federal Motor Vehicle Safety Standards to operate on public streets and roads. A valid driver’s license, registration, and insurance are required to operate a NEV.

THE ISSUE
The Regional Transportation Plan for San Diego, named San Diego Forward: The Regional Plan, envisions the expansion of publicly-shared NEVs as a way to provide a clean, economical, and convenient alternative to driving alone for neighborhood trips and connecting to transit.

The San Diego region already has experience with NEVs. FRED San Diego (The Free Ride) provides free on-demand rides using a fleet of six-passenger NEV shuttles within a set operating area in downtown San Diego. The Otay Ranch master planned community in the City of Chula Vista was designed with an extensive Village Pathway network that is intended to accommodate NEVs. Lastly, the residents, visitors, and businesses in the City of Coronado have used NEVs as a form of transportation for traveling around the community for many years.

In order to take full advantage of the benefits that NEVs provide – including transit connectivity; access to key educational, medical, and job centers; and increased shared mobility – legislation is required to authorize the development of plans that would enable the use of NEVs throughout the San Diego region.

CURRENT LAW
Existing law permits NEV transportation plans for many locations including the cities of Fresno, Jackson, Lincoln, Rocklin, and Sutter Creek as well as the counties of Amador and Riverside.

THE SOLUTION
SB 1151 supports a regional approach to expanding shared mobility choices, enhancing connections to transit beyond the first and last mile, and reducing drive alone trips and greenhouse gas emissions in support of the region’s transportation and sustainability goals.

Both the cities of Chula Vista and Carlsbad have indicated they are prepared to develop NEV Transportation Plans to support NEV implementation in their communities. SB 1151 enables the development of NEV Transportation Plans that specify where and how NEVs can safely operate within specific communities in the region.

FOR MORE INFORMATION
Staff: Sarah Couch
(916) 651-4036
(916) 651-4936 [Fax]
Sarah.Couch@sen.ca.gov

Sponsor: San Diego Association of Governments (SANDAG)
Contact: Robyn Wapner
(619) 699-1994
Robyn.Wapner@sandag.org

Bill text and status can be found at:
http://leginfo.legislature.ca.gov/
SUPPORT

Baldwin & Sons
Carlsbad Chamber of Commerce
Carlsbad Village Association
Chestnut Properties
Chula Vista Chamber of Commerce
City of Carlsbad
City of Chula Vista
City of Encinitas
City of Oceanside
City of San Diego
City of Santee
Cleantech San Diego
Electric Vehicle Association of San Diego
Healthy Chula Vista
Mayor Mark Arapostathis, City of La Mesa
Meridian Development
RIDA Chula Vista, LLC
San Diego Association of Governments (SPONSOR)
San Diego Gas & Electric Company
Supervisor Bill Horn, County of San Diego
Supervisor Greg Cox, County of San Diego
Supervisor Ron Roberts, County of San Diego
The Free Ride
## California State Legislature: Energy Legislation as of May 16, 2018

<table>
<thead>
<tr>
<th>Bill</th>
<th>Sponsor</th>
<th>Description</th>
<th>Status</th>
<th>Summary</th>
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<tr>
<td><strong>AB 2061</strong></td>
<td><strong>Frazier D</strong></td>
<td>Near-zero-emission and zero-emission vehicles.</td>
<td>4/4/2018-In committee: Set, first hearing. Referred to Appropriations suspense file.</td>
<td>Current law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. This bill would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel fueling and propulsion system.</td>
</tr>
<tr>
<td><strong>AB 2077</strong></td>
<td><strong>Limón D</strong></td>
<td>Electricity: net energy metering: eligible customer-generators.</td>
<td>5/2/2018-Re-referred to Committee on Appropriations</td>
<td>Would, if a local government in the County of Santa Barbara has committed to a policy of supplying all of its demand for electricity from generation that qualifies as an eligible renewable energy resource pursuant to the California Renewables Portfolio Standard Program, require an electrical corporation to negotiate in good faith with the local government on offering mutually agreeable rates and other terms that enable the local government to construct and operate eligible renewable generating facilities sufficient to meet the local government’s 100% renewables commitment.</td>
</tr>
<tr>
<td><strong>AB 2127</strong></td>
<td><strong>Ting D</strong></td>
<td>Electric vehicle infrastructure: assessment and roadmap.</td>
<td>5/9/2018-In committee: Set, first hearing. Referred to Appropriations suspense file.</td>
<td>Would require the Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, to create a statewide assessment of electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption needed for the state to reduce emissions of greenhouse gases to 40% below 1990 levels by 2030.</td>
</tr>
<tr>
<td><strong>AB 2885</strong></td>
<td><strong>Rodriguez D</strong></td>
<td>Air Quality Improvement Program: Clean Vehicle Rebate Project.</td>
<td>5/14/2018-From Consent Calendar. Ordered to third reading.</td>
<td>Would, beginning January 1, 2019, require the State Air Resources Board, for purposes of the Clean Vehicle Rebate Project, to provide outreach to low-income households and low-income communities to increase consumer awareness of the rebate project and to prioritize rebate payments to both low-income applicants and applicants that have eligible vehicles registered in low-income communities.</td>
</tr>
<tr>
<td><strong>SB 1000</strong></td>
<td><strong>Lara D</strong></td>
<td>Transportation electrification: electric vehicle charging infrastructure.</td>
<td>5/14/2018-Set for hearing May 22.</td>
<td>Would require the Energy Commission, in consultation with the State Air Resources Board, to develop minimum labeling standards for publicly accessible electric vehicle charging stations, to develop a cost-per-vehicle-mile-driven price metric for charging stations, to be known as the e-gallon rating, to develop, and biennially reassess, minimum charging speed standards for direct current fast charging stations and for electric vehicle batteries, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use state moneys to more proportionately deploy new charging station infrastructure.</td>
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<tr>
<td>Bill No.</td>
<td>Sponsor</td>
<td>Bill Title</td>
<td>Status</td>
<td>Summary</td>
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<td>SB 1014</td>
<td>Skinner D</td>
<td>Zero-emission vehicles.</td>
<td>Status: 5/14/2018-May 14 hearing: Placed on Appropriations suspense file.</td>
<td>Would require the Public Utilities Commission to establish the California Clean Miles Standard and Incentive Program for zero-emission vehicles used by participating drivers to provide prearranged transportation services for compensation for a transportation network company with the goal to increase the percentage of passenger miles provided by zero-emission vehicles used on behalf of transportation network companies so that 20% of the passenger miles are provided by zero-emission vehicles by December 31, 2023, and 50% of the passenger miles are provided by zero-emission vehicles by December 31, 2026.</td>
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<td>SB 1072</td>
<td>Leyva D</td>
<td>Regional Climate Collaborative Program: technical assistance.</td>
<td>Status: 5/15/2018-Set for hearing May 22.</td>
<td>Would establish the Regional Climate Collaborative Program, to be administered by the Strategic Growth Council, to assist under-resourced communities to access statewide public and other grant moneys, as specified, by establishing regional climate collaboratives, as specified. The bill would authorize the council to award specified grants to collaboratives for specified activities. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be used to implement the program.</td>
</tr>
<tr>
<td>SB 1380</td>
<td>Stern D</td>
<td>Clean Energy Financing Clearinghouse.</td>
<td>Status: 5/7/2018-May 7 hearing: Placed on Appropriations suspense file.</td>
<td>Current law requires the Office of Planning and Research to coordinate with appropriate entities to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities. This bill would authorize the office to include in the clearinghouse information concerning funding and financing opportunities relating to clean energy projects, as specified.</td>
</tr>
<tr>
<td>SB 1399</td>
<td>Wiener D</td>
<td>Renewable energy: shared renewable energy tariffs.</td>
<td>Status: 5/15/2018-Set for hearing May 22.</td>
<td>Would require the Public Utilities Commission to require each large electrical corporation to establish a tariff or tariffs that provide for bill credits for electricity generated by eligible renewable generating facilities and exported to the electrical grid to be credited to electrical accounts of nonresidential customers of the corporations. The bill would require the commission to ensure that the credit reflects the full value of the electricity from the eligible renewable generating facilities and the credit is established using the same methodology that as used to determined credits under the standard contract or tariff for eligible customer-generators.</td>
</tr>
</tbody>
</table>
Regional Mobility Hub Implementation Strategy and Neighborhood Electric Vehicle Legislation

Regional Energy Working Group
May 24, 2018
Mobility Hub Features Catalog

1. TRANSIT AMENITIES
   - Transit Bus Waiting Areas
   - Pedestrian Crossing Islands
   - Real Time Travel Information

2. PEDESTRIAN AMENITIES
   - Parklets
   - Bike Lanes
   - Bike Sharing

3. BIKE AMENITIES
   - Bike Lanes
   - Bike Sharing
   - Bike Parking
   - Bikeway

4. MOTORIZED SERVICES & AMENITIES
   - Dedicated Bus Lanes
   - Rapid Transit
   - Electric Bus & Scooters
   - Car Share
   - On-Demand Buses

5. SUPPORT SERVICES & AMENITIES
   - Package Delivery
   - Mobile Retail Services
   - Transportation Scooters

Mobility Hub Prototypes

- Sorrento Valley COASTER Station
Mobility Hub Prototypes

Mobility Hub Implementation and Equity

- Implementation Considerations memo recommends strategies to facilitate mobility hubs:
  - planning and policies
  - allocating space for hub features
  - data sharing
  - public-private partnerships
- Equity Considerations memo summarizes some benefits, challenges, and best practices associated with equitable implementation of mobility hubs
Regional Mobility Hub Implementation Strategy

• All deliverables produced to date can be accessed at www.SDForward.com/RegionalMobilityHubs

• Next steps
  o 3-D visual simulation for Oceanside Transit Center
  o Mobility hub network

Neighborhood Electric Vehicles

• Per the California Vehicle Code (CVC):
  o NEVs are low speed, four-wheeled motorized vehicles that can reach speeds of 25 mph and weigh less than 3,000 lbs.
  o NEVs may operate on streets with speed limits of 35 mph or less
• Vehicle design and technology is advancing to include compact shuttles, autonomous shuttles, and personal electric vehicles
Legislative Background

- State legislation required to amend the California Streets and Highways Code to allow jurisdictions to develop and adopt NEV transportation plans
- NEV Transportation Plans must demonstrate how NEVs will be safely operated and coordinated with traffic law enforcement
SB 1151 – NEVs in the San Diego Region

• SB 1151 introduced by Senator Pat Bates on February 14, 2018
• Bill would authorize the County of San Diego, and any city therein, to establish NEV Transportation Plans
• Supports a regional approach to
  o expanding shared mobility choices
  o enhancing connections to transit beyond the first and last mile
  o reducing drive alone trips and greenhouse gas emissions
• Implements 2015 Regional Plan SCS goals
San Diego Forward: The 2019-2050 Regional Plan
Energy Working Group Item 06 | May 24, 2018

2019 Regional Plan Development Process

Network Development (All Modes)
- Define Unconstrained Network
- Update Transit Strategy
- Evaluate Technologies

Revenue and Cost Projections
- Revenue Constrained Scenarios
- Evaluate Revenue Constrained Scenarios

Apply Performance Measures
- Select Preferred Transportation Scenario

Draft/Final 2019 RP/SCS, Air Quality Conformity, and EIR

Fall 2017 - Summer 2018 | Fall 2018 | Spring - Fall 2019

Ongoing Public Involvement

Vision, Goals, and Policy Objectives
- 2050 Regional Growth Forecast

Revenue and Cost Projections
- Revenue and Cost Projections
- Revenue Constrained Scenarios
Scenario Development Based on Revenue Constraints

- Unconstrained Network
- Network #1
- Network #2
- Network #3

2015 Regional Plan – Transportation Investment Highlights

- Approximately $204 billion through 2050
- Transit capital and operations: 50 percent
- Managed Lanes, connectors: 15 percent
- Local streets, roads: 13 percent
- Highway rehab, efficiency: 8 percent
- Highway lanes, connectors: 6 percent
- Active Transportation, smart growth: 3 percent
- Transportation demand management: 1 percent
### Performance Measures

<table>
<thead>
<tr>
<th>2019 Regional Plan Goals</th>
<th>Key Question</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1. Is delay reduced?</td>
</tr>
<tr>
<td></td>
<td>2. Are more people walking, biking, using transit, and sharing rides?</td>
</tr>
<tr>
<td></td>
<td>3. Is the transportation system safer?</td>
</tr>
<tr>
<td></td>
<td>4. Do the transportation investments help to improve the regional economy?</td>
</tr>
<tr>
<td></td>
<td>5. Does the transportation network support smart growth?</td>
</tr>
<tr>
<td></td>
<td>6. How does the transportation network support public health?</td>
</tr>
<tr>
<td></td>
<td>7. Is access to jobs and key destinations improving for all communities?</td>
</tr>
<tr>
<td></td>
<td>8. Are greenhouse gas emissions reduced?</td>
</tr>
</tbody>
</table>

* Performance measures for select key questions proposed for inclusion in the Social Equity analysis which includes the total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities.

### Performance Measures – GHG Reduction

<table>
<thead>
<tr>
<th>2019 Regional Plan Goals</th>
<th>Key Question</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1. Is delay reduced?</td>
</tr>
<tr>
<td></td>
<td>2. Are more people walking, biking, using transit, and sharing rides?</td>
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<td>3. Is the transportation system safer?</td>
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<td>4. Do the transportation investments help to improve the regional economy?</td>
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<td>5. Does the transportation network support smart growth?</td>
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<td>6. How does the transportation network support public health?</td>
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<tr>
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<td>7. Is access to jobs and key destinations improving for all communities?</td>
</tr>
<tr>
<td></td>
<td>8. Are greenhouse gas emissions reduced?</td>
</tr>
</tbody>
</table>

* Performance measures for select key questions proposed for inclusion in the Social Equity analysis which includes the total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities.
Discussion

- How does the State envision meeting its climate change goals?
- What is the role of SANDAG and the Regional Plan in state and local climate planning?
- How does the Regional Plan compare to State and local climate planning documents?

Existing Sources of GHG Emissions in the San Diego Region (2012)

- Passenger Vehicles 37%
- Electricity 23%
- Other Fuels/ Cogeneration 6%
- Natural Gas End Uses 8%
- Heavy-Duty Trucks and Vehicles 5%
- Industrial Processes and Products 4%
- Off-Road Equipment and Vehicles 3%
- Water Supply and Conveyance 1%
- Wildfire 2%
- Aviation 4%
- Agriculture <1%
- Marine Vessels <1%
- Rail <1%
- Motorcycles <1%
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California GHG Emissions and Reduction Targets

2017 Scoping Plan – Estimated Cumulative Reductions by Measure (2021-2030)
Reducing GHG Emissions: Passenger Vehicles and Electricity

- State-level strategies and goals
  - Zero and low-emission vehicles
    - 2030: 5 million ZEVs, 250,000 vehicle charging stations
    - 2035: Half of new cars are ZEVs; half of transportation fuels from renewables
  - Cleaner transit systems
    - 2030: all new bus sales are zero-emission
  - Reduced growth in vehicle miles traveled (VMT)
  - 50 percent renewable electricity
  - Doubling of energy efficiency savings
Reduce VMT Growth

- Reduce growth in VMT
  - 2035: 7.5 percent reduction from 2035 baseline
  - 2050: 15 percent reduction from 2050 baseline

- Regional passenger vehicle GHG targets enable State to make “significant progress” but alone will not provide needed reductions.
  - For SANDAG: 15 percent per capita by 2020 and 19 percent per capita by 2035 (compared to 2005 baseline)

- Closing the gap will require new State and local VMT-reduction actions
  - Infill development and land conservation
  - Investments in transit, active transportation, and shared mobility (particularly for automated vehicles)
  - Pricing policies (e.g., congestion, road user, VMT, parking, low-emission vehicle zones for heavy-duty)

Select Regional Plan Components

- Prepare “Sustainable Communities Strategy” showing how the region will coordinate local land use plans, regional housing needs allocation, and regional transportation planning to meet passenger vehicle GHG targets set by ARB

- Meet federal air quality requirements

- Use most recent general plans and local planning assumptions

- Reflect “fiscal constraint” i.e., amount, timing, and discretion over anticipated revenues

- Under CEQA, analyze greenhouse gas emissions from all sources in the region; identify mitigation measures to reduce “significant” greenhouse gas emissions impacts
2015 Regional Plan – GHG Mitigation Measures

• Aligned Smart Growth and Active Transportation Grant Programs with GHG reductions and adopted CAPs
• Completed Regional Mobility Hub Strategy
• Adopted the Regional Readiness Plan for Alternative Fuels
• Developing plan for funding electric vehicle charging
• Ongoing support for member agency climate action planning and saving energy (Energy Roadmap Program)

Local Climate Action Planning

• 12 adopted CAPs
• 6 in development
• 7 new or updated CAPs since 2015 Regional Plan
• Support for 11 cities through SANDAG program (so far)

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Climate Action Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted (year)</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>2015</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>2017</td>
</tr>
<tr>
<td>Coronado</td>
<td></td>
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<tr>
<td>County of San Diego</td>
<td>2018</td>
</tr>
<tr>
<td>Del Mar</td>
<td>2016</td>
</tr>
<tr>
<td>El Cajon</td>
<td></td>
</tr>
<tr>
<td>Encinitas</td>
<td>2018</td>
</tr>
<tr>
<td>Escondido</td>
<td>2012</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td></td>
</tr>
<tr>
<td>La Mesa</td>
<td>2018</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td></td>
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<tr>
<td>National City</td>
<td>2011</td>
</tr>
<tr>
<td>Oceanside</td>
<td></td>
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<tr>
<td>Poway</td>
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<tr>
<td>San Diego</td>
<td>2015</td>
</tr>
<tr>
<td>San Marcos</td>
<td>2013</td>
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<tr>
<td>Santee</td>
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<tr>
<td>Solana Beach</td>
<td>2017</td>
</tr>
<tr>
<td>Vista</td>
<td>2013</td>
</tr>
</tbody>
</table>
CAP Transportation Measure Categories

- Zero Emission Vehicles
  - Vehicle charging stations
  - EV car sharing
  - Government fleet
- Vehicle Miles Traveled Reduction
  - Smart growth development
  - Active transportation, complete streets
  - Shared mobility services
  - Parking management

CAP Energy Measure Categories

- Energy Efficiency Retrofits
- New Construction Reach Codes
- Increase city-wide renewable electricity
- Increase renewables (behind the meter)
  - Rooftop Solar
Ongoing/upcoming energy-climate programs

- Climate action planning, energy-saving support, and EV expert assistance for local jurisdictions (ongoing)
- Complete ReCAP guidance documents (June 2018)
- Assess public EV charging needs (Fall 2018)
- 2016 GHG inventories and CAP monitoring reports for local jurisdictions and region-wide (late 2018)
- Web-based, climate action data portal (2019)
- Regional Energy Efficiency and Climate Change Strategies (2018-2019)

Next Steps

- May 25, 2018 Board Meeting
  - Discuss three possible revenue scenario options, network cost estimates, and transportation network development
- June 8, 2018 Board Meeting
  - Hear a more detailed report on updated project cost estimates
  - Select one reasonably expected funding scenario for use in the development of the 2019 Regional Plan
- June – August: Draft Network Scenario development
  - Incorporate input received from the public, policy committees, Board of Directors, and SANDAG working groups collected through May
  - Evaluation of draft network scenarios and performance measures
- Late 2018: Board to Select Preferred Network Scenario