



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 sandag.org

Meeting Notice and Agenda

Regional Energy Working Group

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

Thursday, July 25, 2019

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

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

Staff Contacts: Anna Lowe
 (619) 595-5603
 anna.lowe@sandag.org
 Jeff Hoyos
 (619) 699-1932
 jeff.hoyos@sandag.org

Agenda Highlights

- **SANDAG Strategic Plan**
- **Regional Electric Vehicle Charging Program**
- **Climate Action Planning Update for San Diego International Airport**

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The 18 cities and county government are SANDAG serving as the forum for regional 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.

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 Coronado
 Del Mar
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 Escondido
 Imperial Beach
 La Mesa
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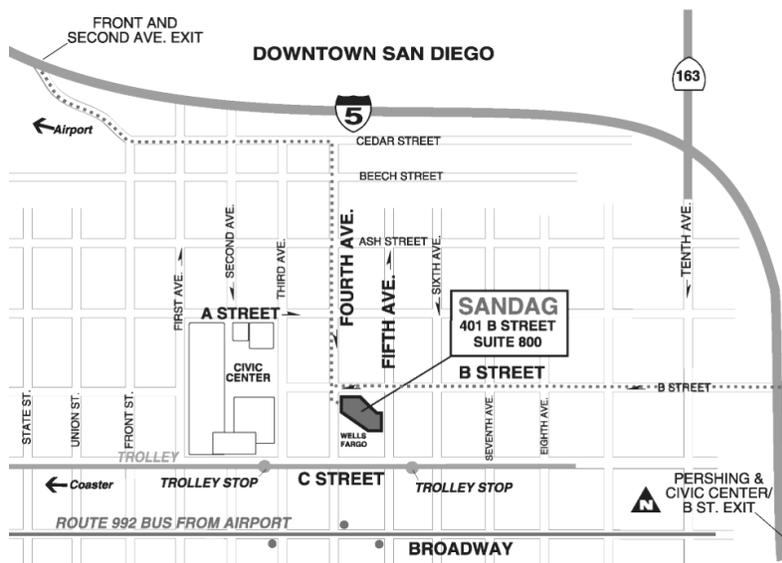
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Regional Energy Working Group

Thursday, July 25, 2019

Item No.		Action
1.	Welcome and Introductions	
+2.	Approval of Meeting Minutes The Regional Energy Working Group (EWG) is asked to review and approve the minutes from its May 23, 2019, meeting.	Approve
3.	Public Comments/Communications/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 Comment 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 SANDAG has committed to provide the Regional Energy Working Group with monthly updates on regional and statewide statistics. The Clean Vehicle Rebate Program (CVRP) and the San Diego County New Car Dealers Association are two data resources. The CVRP provides updated statistics at regular processing intervals at: cleanvehiclerebate.org . The rebate statistics have been updated through March 2019. The San Diego County New Car Dealers Association publishes the San Diego Auto Outlook quarterly and is available at ncda.com/auto-outlook .	Information
Reports		
+5.	SANDAG Strategic Plan <i>Loree Goffigon and Reza Ahmadi, Performance Works</i> SANDAG is developing a multi-year plan that will define the agency's mission, vision, and strategic priorities, and create a roadmap for building internal capacity necessary for delivering regional programs, projects, and initiatives. Input from a broad range of stakeholders is being gathered during the early phase of this effort and feedback will be solicited from the EWG during this meeting.	Discussion

- | | |
|---|---------------------------|
| <p>+6. Regional Electric Vehicle Charging Program
 <i>Susan Freedman, SANDAG</i>
 <i>Kathy Keehan, Air Pollution Control District</i></p> <p>An update on the Regional Electric Vehicle Charging Program, a joint effort with the County Air Pollution Control District and potentially the California Energy Commission’s California Electric Vehicle Infrastructure Project, will be presented. The EWG is asked to provide input on the proposed design criteria for the rebate program.</p> | <p>Discussion</p> |
| <p>7. Climate Action Planning Update for San Diego International Airport
 <i>Brendan Reed, San Diego Airport Authority</i></p> <p>The Airport Authority, which owns and operates the San Diego International Airport (SAN), has been developing a suite of sustainability management plans over the last year to inform the airport’s operations. The FAA-funded initiative includes two recently-approved plans related to climate action planning – a Carbon Neutrality Plan and a Climate Resilience Plan. The plans provide a strategic roadmap for lowering greenhouse gas emissions and for reducing the impacts from climate change, respectively. Both plans also will assist the Airport Authority in certifying SAN at the top-level of the Airport Carbon Accreditation program, which is an international framework for active carbon management with measurable milestones and third-party verification. More information on the Carbon Neutrality Plan and the Climate Resilience Plan can be found at san.org/green.</p> | <p>Information</p> |
| <p>+8. 2019 SANDAG Legislative Program
 <i>Anna Lowe, SANDAG</i></p> <p>The SANDAG Legislative Program is approved annually by the Board of Directors. Bills and legislation that may be of interest to the EWG will be provided throughout the year. The EWG is asked to review the bills and share legislation that would support implementation of the Regional Energy Strategy and other SANDAG priorities as described in the 2019 Legislative Program.</p> | <p>Information</p> |
| <p>9. Upcoming Meetings</p> <p>The next EWG meeting is scheduled for Thursday, August 22, 2019, at 11:30 a.m.</p> | <p>Information</p> |
| <p>10. Adjournment</p> | |

+ next to an item indicates an attachment



Regional Energy Working Group

Item: **2**

July 25, 2019

Action: **Approve**

May 23, 2019, Meeting Minutes

Chair Cori Schumacher (City of Carlsbad) called the meeting of the Regional Energy Working Group (EWG) to order at 11:34 a.m.

1. Welcome and Introductions

Self-introductions were made.

3. Public Comments/Communications/Member Comments

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

Mike Evans, San Diego Regional Chamber of Commerce, shared his experience with electrolysis and the potential to create renewable hydrogen and methane.

Brendan Reed, San Diego County Regional Airport Authority, shared that the Airport Climate Resiliency Plan is available for public review.

Consent

4. San Diego Regional Electric Vehicle Rebate Statistics (Information)

SANDAG has committed to providing the EWG with monthly updates on regional and statewide statistics. The Clean Vehicle Rebate Program (CVRP) and the San Diego County New Car Dealers Association are two data resources. The CVRP provides updated statistics at regular processing intervals at: cleanvehiclerebate.org. There are no updates available currently. The San Diego County New Car Dealers Association publishes the San Diego Auto Outlook quarterly and is available at ncda.com/auto-outlook.

Action: Information only.

Reports

5. San Diego Forward: The 2021 Regional Plan (Information)

In February 2019, the SANDAG Board of Directors unanimously approved an action plan to develop a bigger and bolder transportation vision for San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) that will transform the way people and goods move throughout the San Diego region. Muggs Stoll, Land Use and Transportation Planning Department Director, presented the key strategies, known as 5 Big Moves, that will be used to identify transportation solutions for critical connections throughout the region.

Action: Information only.

2. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Councilmember Amanda Rigby (City of Vista) and a second by Brendan Reed, the EWG approved the minutes from its March 28, 2019, meeting. Yes: Chair Schumacher, Councilmember Jennifer Mendoza (City of Lemon Grove), Rahgav Murali (Center for Sustainable Energy), Heather Werner (City of San Diego), Jason Anderson (Cleantech San Diego), Nilmini Silva-Send (Energy and Policy Initiative Center, University of San Diego), Sharon Cooney (Metropolitan Transit System),

Vanessa Mapula-Garcia (San Diego Gas & Electric), Mike Evans, Krista Davidson (Sierra Club), and Michelle Perez (University of California, San Diego). No: None. Abstain: None. Absent: South County Subregion, County of San Diego, Port of San Diego, Economic Development Council, and Transportation Fuels.

6. Regional Electric Vehicle Charging Program Partnership Opportunity (Discussion)

Susan Freedman, Senior Regional Planner, presented an update on the Electric Vehicle Charging Program, including the collaboration between SANDAG and the County Air Pollution Control District, and a potential opportunity to partner with the California Energy Commission on a larger regional program utilizing state and local funds.

Action: Discussion only.

7. Regional Climate Action Planning Framework Activities (Information)

Allison Wood, Senior Regional Planner, presented an update on Regional Climate Action Planning Framework (ReCAP) activities, including preparation of ReCAP Snapshots for member agencies.

Action: Information only.

8. 2019 SANDAG Legislative Program (Information)

Chair Schumacher asked the EWG to review the bills and share legislation that would support the Regional Energy Strategy and other SANDAG priorities. This item will be discussed further at a future meeting.

Action: Information only.

9. Upcoming Meetings (Information)

The next EWG meeting is scheduled for Thursday, June 27, 2019, at 11:30 a.m.

10. Adjournment

Chair Schumacher adjourned the meeting at 1 p.m.

Confirmed Attendance at SANDAG Regional Energy Working Group Meeting

May 23, 2019

Representation	Jurisdiction	Name	Member/Alternate	Attending
North County Coastal Subregion	City of Carlsbad	Hon. Cori Schumacher	Member	Yes
	City of Encinitas	Hon. Joe Mosca	Alternate	No
	City of Oceanside	Mo Lahsaie	Alternate	No
South County Subregion	City of Chula Vista	Vacant	Member	No
	Vacant	Vacant	Alternate	No
North County Inland Subregion	City of Vista	Hon. Amanda Rigby	Member	Yes
	Vacant	Vacant	Alternate	No
East County Subregion	City of La Mesa	Hon. Colin Parent	Member	No
	City of Lemon Grove	Hon. Jennifer Mendoza	Alternate	Yes
City of San Diego Subregion	City of San Diego	Lee Friedman	Member	No
		Vacant	Alternate	No
		Heather Werner	Alternate	Yes
County of San Diego Subregion	County of San Diego	Vacant	Member	No
		Susan Freed	Alternate	No
		Don Chase	Alternate	No
Public Transit Operators	Metropolitan Transit System	Sharon Cooney	Member	Yes
	North County Transit District	Vacant	Alternate	No
Other Public Agencies	San Diego County Regional Airport Authority	Brendan Reed	Member	Yes
		Brett Caldwell	Alternate	No
	Port of San Diego	Renee Yarmy	Member	No
		Thomas MacLean	Alternate	No
Universities	University of California, San Diego	Michelle Perez	Member	Yes
	San Diego State University	Dr. Heather Honea	Alternate	No
Energy Utility	San Diego Gas & Electric	Fernando Valero	Member	No
		Vanessa Mapula-Garcia	Alternate	Yes

Energy Non-Profits	Center for Sustainable Energy	Rahgav Murali	Member	Yes
		Kinshuk Chatterjee	Alternate	Yes
	Energy Policy Initiatives Center, University of San Diego School of Law	Scott Anders, Vice Chair	Member	No
		Dr. Nilmini Silva-Send	Alternate	Yes
Transportation Fuels	San Diego Regional Clean Cities Coalition	Joe Kaatz	Alternate	No
		Vacant	Member	No
Environment/Social Justice	Sierra Club	Vacant	Alternate	No
		Krista Davidson	Member	Yes
	Vacant	Vacant	Member	No
Business	San Diego Regional Chamber of Commerce	Paul Webb	Alternate	No
		Mike Evans	Member	Yes
Economic Development	North County Economic Development Council	Sophie Barnhorst	Alternate	Yes
		Paul O'Neal	Member	No
	South County Economic Development Council	John Moot	Alternate	No
		Jason Anderson	Member	Yes
	Cleantech San Diego	Alyssa Gutner-Davis	Alternate	No

Other Attendees

Kathy Keehan - APCD
 Mike Grim – City of Carlsbad
 Cory Downs – City of Chula Vista
 Dwight Worden – City of Del Mar
 Jeff Wyner – City of Escondido
 Eric Engelman - EPC
 Noah Garcia - ICF
 John Wotzka – Member of the public
 Michael Connolly - SCTCA
 Chris Nanson – SDG&E
 David Grubb – Sierra Club
 Maddy Strutner – SDG&E
 Katie Wilson – TRC Solutions
 Mike Teate – Willdan Energy
 Patrick Burgess – Willdan Energy

SANDAG Staff

Allison Wood
 Anna Lowe
 Jeff Hoyos
 Katie Hentrich
 Keith Greer
 Maggie Soffel
 Susan Freedman



Regional Energy Working Group

Item: **4**

July 25, 2019

Action: **Information**

San Diego Regional Electric Vehicle Rebate Statistics

The electric vehicle market in the San Diego Region is rapidly growing. SANDAG has committed to provide the Regional Energy Working Group with monthly updates on regional Clean Vehicle Rebate Program statistics. The rebate statistics have been updated for the region through March 2019. Statewide rebate statistics also have been provided for comparison.

- Attachments:
1. March 2019 Rebate Statistics – San Diego
 2. March 2019 Rebate Statistics – California

CVRP Rebate Statistics

Filter by:

Consumer Type
All

Rebate Type [1]
All

Equity Communities [2]
(All)

County
San Diego

Electric Utility
All

Air District
All

CA Senate District [3]
All

CA Assembly District [3]
All

Vehicle Category [4]
All

Make
All

Funding Source [5]
All

Grant Number [6]
All

Rebates by Month (Filtered)

Filter by Application Date: [7] March 18, 2010 to March 31, 2019 and Null values

Vehicle Category [4]	Rebates Issued or Approved to Date [1] (Filtered)
PHEV Highway capable, four-wheeled, plug-in hybrid electric vehicle (electricity & gasoline)	32.7%
BEV Highway capable, four-wheeled, all-battery electric vehicle	66.4%
FCEV Fuel-cell electric vehicle	0.5%
Other Non-highway, motorcycle & commercial BEVs	0.4%



Rebates & Rebate Funding Issued or Approved to Date [1] (Life of Project)			Rebates & Rebate Funding Issued or Approved to Date [1] (Filtered)		
	Rebates	Funding		Rebates	Funding
PHEV	118,600	\$189,292,678	PHEV	8,503	\$13,504,067
BEV	193,921	\$501,072,392	BEV	17,289	\$44,756,517
FCEV	5,524	\$28,153,001	FCEV	133	\$687,500
Other	986	\$1,861,650	Other	101	\$94,600
Grand Total	319,031	\$720,379,721	Filtered Total	26,026	\$59,042,684

Summary of Increased Rebates for Low-/Moderate-Income Consumers [1]

	Rebates	Funding		Rebates	Funding
Since March 29, 2016	12,979	\$52,310,402	Since November 1, 2016	11,405	\$46,553,152
	12.8%			13.3%	
	Percent of Funding			Percent of Funding	

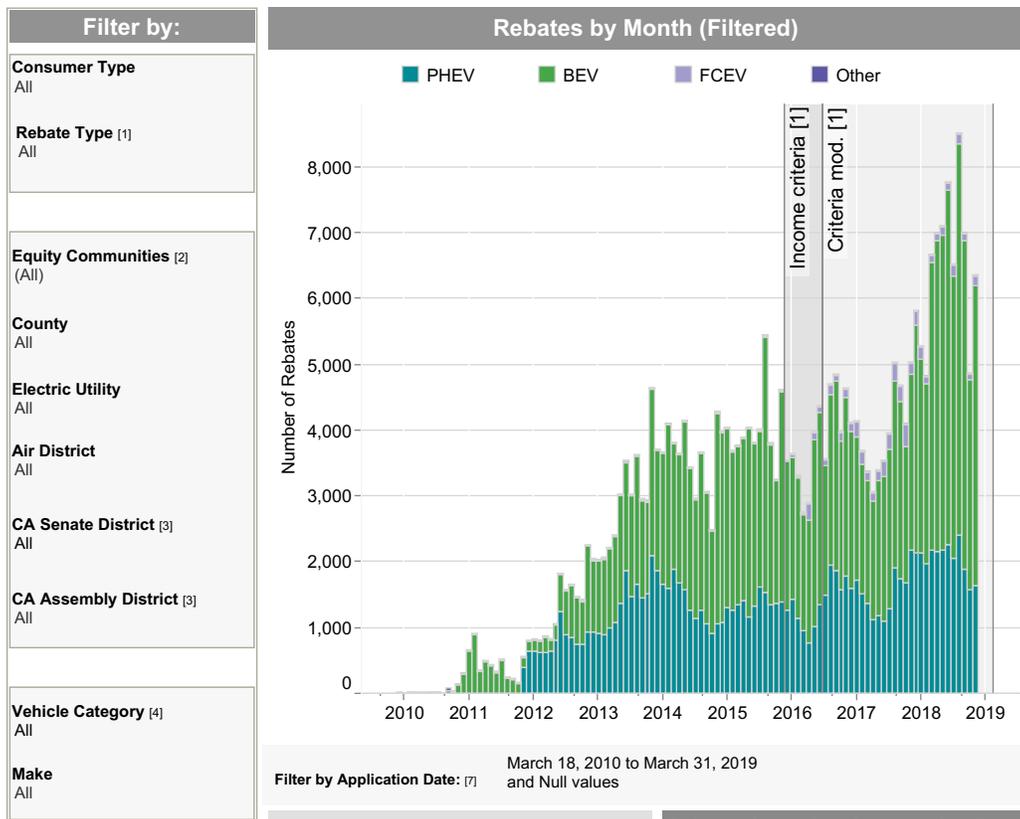
Data is updated monthly. Last updated: June 26, 2019

[Click here to download the entire dataset in Excel format: CVRPStats.xlsx](#)

[1-7] 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:
 Center for Sustainable Energy (2019). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated June 26, 2019. Retrieved [insert date retrieved] from cleanvehiclerebate.org/rebate-statistics

CVRP Rebate Statistics



Vehicle Category [4]	Rebates Issued or Approved to Date [1] (Filtered)
PHEV Highway capable, four-wheeled, plug-in hybrid electric vehicle (electricity & gasoline)	37.2%
BEV Highway capable, four-wheeled, all-battery electric vehicle	60.8%
FCEV Fuel-cell electric vehicle	1.7%
Other Non-highway, motorcycle & commercial BEVs	0.3%

Rebates & Rebate Funding Issued or Approved to Date [1] (Life of Project)			Rebates & Rebate Funding Issued or Approved to Date [1] (Filtered)		
	Rebates	Funding		Rebates	Funding
PHEV	118,600	\$189,292,678	PHEV	118,600	\$189,292,678
BEV	193,921	\$501,072,392	BEV	193,921	\$501,072,392
FCEV	5,524	\$28,153,001	FCEV	5,524	\$28,153,001
Other	986	\$1,861,650	Other	986	\$1,861,650
Grand Total	319,031	\$720,379,721	Filtered Total	319,031	\$720,379,721



Summary of Increased Rebates for Low-/Moderate-Income Consumers [1]					
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Center for Sustainable Energy (2019). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated June 26, 2019. Retrieved [insert date retrieved] from cleanvehiclerebate.org/rebate-statistics



Regional Energy Working Group

Item: **5**

July 25, 2019

Action: **Discussion**

SANDAG Strategic Plan

Introduction

SANDAG is developing a multi-year plan that will define the agency's mission, vision, and strategic priorities and create a roadmap for building internal capacity necessary for delivering regional programs, projects, and initiatives. Input from a broad range of stakeholders is being gathered during the early phase of this effort.

Discussion

SANDAG has launched an extensive and comprehensive strategic planning effort. The vision for the agency's future state and a roadmap for supporting important regional quality-of-life initiatives will be informed by research into the needs of the community and the capability of the organization. Substantial stakeholder engagement from both within and outside the agency is critical to ensure different voices are heard and integrated into the strategic plan.

SANDAG has selected the consulting firm Performance Works to support this project. Using a highly collaborative approach, the Performance Works team is gathering input and perspectives from a broad range of stakeholders—the SANDAG Board of Directors, regional partners of the agency, community groups and the public, and employees. This work will culminate in a clearly defined mission and vision for SANDAG, a set of strategic priorities that will guide and align organizational decisions, and an actionable plan for achieving the highest levels of service and support for residents of the San Diego region.

Next Steps

Stakeholder input on topics such as community needs and priorities, awareness of SANDAG, communication, and opportunities for engagement is being collected through summer 2019. Preliminary recommendations on the Strategic Plan are anticipated to be presented to the SANDAG Board of Directors in the fall.

Comments and feedback regarding the Strategic Plan may be submitted via email to Loree Goffigon and Reza Ahmadi from Performance Works at ourfuture@sandag.org.

Key Staff Contact: Laura Coté, (619) 699-6947, laura.cote@sandag.org



Regional Energy Working Group

Item: **6**

July 25, 2019

Action: **Discussion**

Regional Electric Vehicle Charging Program

Introduction

The Energy Working Group (EWG) received an update on the Regional Electric Vehicle (EV) Charging Program (EVCP) at its May 23, 2019, meeting, that focused on partnership efforts with the San Diego County Air Pollution Control District (APCD) and California Energy Commission (CEC), through its California Electric Vehicle Infrastructure Project (CALeVIP). That report can be found [here](#). This meeting, SANDAG and APCD staff will provide an overview of proposed program design elements for the joint program and seek input from the EWG. The EVCP will be a first-come, first-served rebate program for public and workplace chargers in San Diego County to open in mid-2020.

Overview

On May 24, 2019, the Board of Directors adopted Resolution No. 2019-17 to collaborate with the CEC, APCD, and Center for Sustainable Energy (CSE) on the development and implementation of a joint regional EV charger rebate program through CALeVIP (Attachment 1). If all parties are able to partner on one, unified regional program under CALeVIP, it would bring significant additional funding for EV infrastructure to the region and provide cost savings to SANDAG/APCD for program administration and project implementation; while providing future applicants and industry participants with a known, effective rebate program and online platform.

These programs also are complimentary to San Diego Gas & Electric's (SDG&E) EV charging programs. SANDAG is coordinating with the utility and other stakeholders on the new vision for San Diego Forward: The 2021 Regional Plan that strives to transform the way people and goods move throughout the San Diego region, including a shift to zero-emission vehicles like EVs.

Discussion

Key Considerations for Program Design

The EVCP, like many other EV charging station incentive programs, is fundamentally driven by participation from prospective site hosts that express interest in deploying charging infrastructure. Under a first-come, first-served program structure, SANDAG/APCD cannot unilaterally determine where charging stations are ultimately deployed; however, steps can be taken to encourage program participation from certain site hosts or locations and structure program incentives to encourage greater uptake in prioritized areas like communities of concern.

Staff will share planned program elements listed below; additional information is included on elements that have generated discussion in earlier presentations.

- Administrator model
- Incentive distribution methods (e.g., first-come, first-served and minimum requirements for communities of concern)
- Eligibility requirements and incentive levels (e.g., site and participant requirements and eligible technologies and costs)

- Education and outreach (e.g., presentations to community and business groups, online resources, and workforce development opportunities)
- Metrics and reporting (e.g., chargers funded, energy usage, and greenhouse gas reductions to geographic distribution of chargers by subregion and communities of concern, and customer satisfaction)

Program Administration through CALeVIP

The preferred administrator model for the region’s EVCP would be under the CALeVIP regional incentive program structure, which is already in use in four California regions. CALeVIP and the EVCP would be jointly administered in this model. If CALeVIP makes funding available for the San Diego region, SANDAG and APCD’s budgets would fold into the San Diego CALeVIP as one combined program with a single incentive application and website, with combined outreach and branding. It would be administered by CSE as the competitively-selected statewide program administrator. This co-funded approach is akin to the Sacramento CALeVIP model launched in April 2019 and planned for future regions where CALeVIP is administered. When CALeVIP was initiated in Fresno County in late 2017, there was a separate program already administered by the San Joaquin Valley Air Pollution Control District. That region had two programs, two websites, and two applications for charger rebates which in turn created confusion for participants and duplicated administrative tasks. When CALeVIP was initiated in Sacramento, the Sacramento Municipal Utility District (SMUD), which has its own incentive program, partnered with the CEC and all incentives are provided under CALeVIP through one rebate application. This proposed model envisions the SANDAG/APCD and CEC programs as co-managed by each funding entity and jointly administered by CSE under the CALeVIP brand.

Social Equity: Communities of Concern

The EVCP plans to establish a “communities of concern” definition and commit at least 25 percent of total program funds to installations in these communities. SANDAG/APCD propose that the definition include both disadvantaged communities (DACs) (pursuant to Senate Bill 535) and low-income communities (pursuant to Assembly Bill 1550) and provide higher incentives for charger installations in eligible communities. CALeVIP currently commits 25 percent of program funds to DACs in metropolitan regions and provides higher incentives for charger installations.

Cities and communities with high concentrations of low-income residents and minority populations, as well as federally recognized Native American tribes, have been identified as communities of concern for prioritizing incentive funding in other state and federal programs. In California, DACs are defined by the California Environmental Protection Agency (CalEPA) as the 25 percent highest scoring census tracts identified in the [California Communities Environmental Health Screening Tool \(CalEnviroScreen\) 3.0](#) – a tool that evaluates local pollution burdens and population characteristics to prioritize census tracts for various State climate programs and initiatives. California also has statutorily defined low-income communities in Assembly Bill 1550 (Gomez, 2016) to allocate funding for state-led climate change mitigation programs as census tracts with median household incomes at or below 80 percent of statewide median income, or with household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits. Defining communities of concern through the two definitions provides an opportunity for greater access to incentive funds in areas of the county that lack EV infrastructure. SANDAG/APCD will be taking feedback on this definition of community of concern as the program is designed.

Workforce Development

As the EV market continues to expand, EV charging infrastructure installations will grow and steps could be taken to support continuing education for licensed electricians. SANDAG/APCD are seeking to collaborate with organizations and local community colleges to expand EV-related training available to electrical contractors in San Diego County. One such program is the [Electric Vehicle Infrastructure Training Program \(EVITP\)](#).

Next Steps

This summer, the CEC is expected to announce regional CALeVIP projects they intend to fund in 2020. If selected, SANDAG will work in partnership with APCD, CEC, and CSE to develop a San Diego regional CALeVIP project, hold a joint public workshop at SANDAG in late August, and prepare scopes of work and agreements amongst the parties for future Board of Directors consideration in late 2019. If not selected by the CEC, SANDAG and APCD will proceed jointly with developing a more limited regional program. Staff will continue to provide updates to working groups.

Key Staff Contact: Susan Freedman, (619) 699-7387, susan.freedman@sandag.org

Attachment: 1. SANDAG Resolution No. 2019-17



401 B Street, Suite 800
 San Diego, CA 92101
 Phone (619) 699-1900
 Fax (619) 699-1905
 sandag.org

Resolution No. 2019-17

Resolution of the San Diego Association of Governments to Collaborate with the California Energy Commission, San Diego County Air Pollution Control District, and Center for Sustainable Energy on the Development and Implementation of a Joint Regional Incentive Program for Electric Vehicle Charging Stations Through the California Electric Vehicle Infrastructure Project

WHEREAS, the San Diego region is home to over 35,000 plug-in electric vehicles (EVs) and over 1,500 public EV charging stations; and

WHEREAS, the State of California has a goal by 2030 of 5 million PEVs on California roads and by 2025 of 250,000 public charging stations, including 10,000 direct current fast chargers; and

WHEREAS, San Diego Forward: The Regional Plan calls for SANDAG to support expanding the network of publicly accessible EV charging stations throughout the region by establishing a regional incentive program to begin in 2020 and to commit \$30 million over the next 30 years toward the program; and

WHEREAS, the first two years of SANDAG funding would focus network expansion efforts on public and workplace Level 2 EV chargers in the region; and

WHEREAS, the 2019 SANDAG Legislative Priorities call out that SANDAG will partner with stakeholders to maximize transportation electrification investments to help advance the region's mobility and sustainability goals; and

WHEREAS, the County of San Diego adopted a Climate Action Plan in 2018 that included actions to increase the number of Level 2 EV chargers in the unincorporated areas of San Diego County and, in conjunction with the County Air Pollution Control District (APCD), is developing a regional incentive program to begin in 2020.; and

WHEREAS, the California Energy Commission (CEC) established the California Electric Vehicle Infrastructure Project (CALeVIP) as an EV charger rebate program offered on a region-by-region basis, and the Center for Sustainable Energy (CSE) serves as the CALeVIP implementer; and

WHEREAS, CALeVIP works with local partners to develop and implement EV charger incentive projects that meet regional needs for Level 2 and DC fast chargers. The statewide project aims to provide a streamlined process for getting chargers installed to fill the significant gaps in charging availability; and

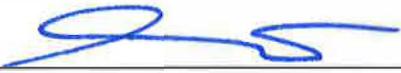
WHEREAS, SANDAG, APCD, CEC and CSE staff have been exploring ways to jointly partner on a comprehensive regional approach to address needs for Level 2 and DC fast chargers that could leverage and maximize state and regional funding into a unified program to best serve the region and efficiently achieve program goals; and

WHEREAS, SANDAG submitted a Letter of Intent to the CEC on March 26, 2019, to work in good faith to develop the framework for a unified program in the San Diego region to be considered for 2020

CALeVIP program funding and to jointly develop an agreement between the participating agencies defining the roles and responsibilities under such framework; NOW THEREFORE

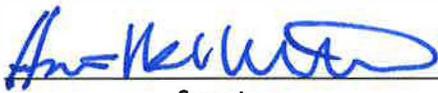
BE IT RESOLVED that the Board of Directors supports continued collaboration with the CEC, APCD, and CSE on the development and implementation of a unified regional incentive program for electric vehicle charging stations through CALeVIP to best serve the San Diego region.

PASSED AND ADOPTED this 24th of May 2019.



Chair

Attest:



Secretary

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

California State Legislature: Energy Legislation as of May 16, 2019

<u>AB 747</u>	<p>(Levine D) Planning and zoning: general plan: safety element. Status: 7/1/2019-From Consent Calendar. Ordered to third reading. Summary: Would, upon the next revision of a local hazard mitigation plan on or after January 1, 2020, or beginning on or before January 1, 2021, if a local jurisdiction has not adopted a local hazard mitigation plan, require the safety element to be reviewed and updated as necessary to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. The bill would authorize a city or county that has adopted a local hazard mitigation plan, emergency operations plan, or other document that fulfills commensurate goals and objectives to use that information in the safety element to comply with this requirement by summarizing and incorporating by reference that other plan or document in the safety element.</p>
<u>AB 1046</u>	<p>(Ting D) Charge Ahead California Initiative. Status: 7/9/2019-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS) Summary: Would require the State Air Resources Board to develop a plan to provide for the continuous funding of the Clean Vehicle Rebate Project, as specified. The bill would authorize the Treasurer, upon request by the state board and following approval from the Director of Finance, to securitize revenues for which the state board has existing authority to establish a continuous funding source for the Clean Vehicle Rebate Project, as specified.</p>
<u>AB 1144</u>	<p>(Friedman D) Self-generation incentive program: community energy storage systems: high fire threat districts. Status: 7/1/2019-Read second time and amended. Re-referred to Com. on APPR. Summary: Current law requires the Public Utilities Commission to require the administration, until January 1, 2026, of a self-generation incentive program to increase the development of distributed generation resources and energy storage technologies. Current law authorizes the commission, in administering the program, to adjust the amount of rebates and evaluate other public policy interests, including, but not limited to, ratepayers, energy efficiency, peak load reduction, load management, and environmental interests. This bill would require the commission, in administering the self-generation incentive program, to allocate 10 percent of the annual collection for the program in the 2020 calendar year for the installation of and other distributed energy resources for customers that provide critical infrastructure to communities in high fire threat districts to support resiliency during a deenergizing event. The bill would require the commission to prioritize funding for projects by a customer meeting specified criteria.</p>
<u>AB 1208</u>	<p>(Ting D) Utility user taxes: exemption: clean energy resource. Status: 6/24/2019-Read second time. Ordered to third reading. Summary: Current law, until January 1, 2020, exempts from any utility user tax on the consumption of electricity imposed by a local jurisdiction, as defined, the consumption of electricity generated by a clean energy resource for the use of a customer or the customer's tenants. This bill would extend the repeal date of the above-described exemption from January 1, 2020, to January 1, 2027. The bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p>
<u>AB 1362</u>	<p>(O'Donnell D) Electricity: load-serving entities: rate and program information. Status: 7/2/2019-Action From E. U., & C.: Do pass as amended. To APPR. Summary: Would require the Public Utilities Commission to ensure that local government entities have full access to accurate information on the short- and long-term costs, benefits, and risks associated with implementation of a community choice aggregation program.</p>

<p>SB 182</p>	<p>(Jackson D) Local government: planning and zoning: wildfires. Status: 7/11/2019-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (July 10). Re-referred to Com. on APPR. (Received at desk July 10 pursuant to JR 61(a)(10)). Summary: Would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after January 1, 2020, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the clearinghouse.</p>
<p>SB 524</p>	<p>(Stern D) Energy efficiency programs: workforce requirements. Status: 7/10/2019-VOTE: Do pass as amended and be re-referred to the Committee on [Appropriations] (PASS) Summary: Would require the Public Utilities Commission, if an energy efficiency program contributes \$50,000 or more in ratepayer-funded incentives for energy efficiency projects within the same building, facility, or building complex, to require the energy efficiency program administrator or program implementer, as applicable, to ensure that the work is performed by a skilled and trained workforce.</p>
<p>SB 766</p>	<p>(Stern D) Public utilities: weatherization. Status: 7/3/2019-July 10 set for second hearing canceled at the request of author. Summary: Current law requires an electrical or gas corporation to perform home weatherization services for low-income customers if the commission determines that a significant need for those services exists in the corporation's service territory. Current law defines weatherization for these purposes as including specified measures and requires the commission to direct any electrical or gas corporation to provide as many of the specified measures as are feasible for each eligible low-income dwelling unit. This bill would require the Public Utilities Commission to direct an electrical or gas corporation to provide as many of the specified measures as are feasible and cost effective for each eligible low-income dwelling unit, and would add to the measures specified as weatherization water conservation measures that result in energy savings.</p>