

DOCKETED

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April 17, 2020 Meeting Minutes (drafted based on WebEx recording of meeting)

ITEM 1) Welcome and roll call - all DACAG members present

Stan Greschner, Chair Angela Islas, Vice Chair Phoebe Seaton, Secretary Stephanie Chen Andres Ramirez	Adriano Martinez Tyrone Roderick Williams Stephanie Chen Fred L. Beihn Roger Lin
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ITEM 2) Review of February 21, 2020 meeting minutes – removed from agenda; no vote taken

ITEM 3) Environmental and Social Justice Action Plan – Update by CPUC staff; discussion only; no vote taken

Notes for ITEM 3 - ESJ Action Plan April 2020 Status Update

- Formally adopted by the Commission in February 2019.
- Outlines a comprehensive mission and operating framework with which the CPUC should address ESJ issues.

Nine ESJ Goals

1. Consistently integrate equity and access considerations throughout CPUC proceedings and other efforts.
2. Increase investment in clean energy resources to benefit ESJ communities, especially to improve local air quality and public health.
3. Strive to improve access to high-quality water, communications, and transportation services for ESJ communities.
4. Increase climate resiliency in ESJ communities.
5. Enhance outreach and public participation opportunities for ESJ communities to meaningfully participate in the CPUC's decision-making process and benefit from CPUC programs.
6. Enhance enforcement to ensure safety and consumer protection for ESJ communities.
7. Promote economic and workforce development opportunities in ESJ communities.
8. Improve training and staff development related to ESJ issues within the CPUC's jurisdiction.
9. Monitor the CPUC's ESJ efforts to evaluate how they are achieving their objectives.

95 ESJ Action Items

- Discrete action items spread across the entire Commission.
- Progress on all action items being systematically tracked.
- Matrix of progress available prior to May 7th Voting Meeting.

Implementation Structure

- Core Team
 - News & Outreach Office, Executive Division

- Lead Commissioners Advisors
- ESJ Liaisons
 - Represent each Division at the CPUC
 - Tasked with tracking status of action items and serving as “ambassador” in Division for ESJ issues
 - First meeting of ESJ Liaisons in January 2020

ESJ Action Plan – Highlights Thus Far

- Incorporating ESJ Impacts into Decisions and Resolutions
- Increasing Participation of ESJ Stakeholders in CPUC Processes
- Key Proceedings Further ESJ Priorities
- Training and Staff Development

Timeline & Next Steps

- Summary Status Report to DACAG – April 17, 2020
- Full Status Report & Presentation to Commissioners – May 7, 2020
- ESJ Liaison Working Group Meetings – Monthly (pending COVID situation)
- Updated ESJ Action Plan with New Action Items – February 2021

ITEM 4) CEC’s Investment Plan for the Clean Transportation Program – Update by CEC staff; discussion only; no vote taken

Notes for ITEM 4 - Clean Transportation Program 2020-2023 Investment Plan

- The program has \$95 million per year to invest.
 - This includes additional funds or the entire three and a half years left of the program.
- The program gives out money for grants. However, recently we've been looking at opportunities for other financial investing like loans.

New to the 2020-2023 Investment Plan

- New Advisory Committee
- Multiyear funding projections (3½ FYs)
 - Conveys long-term & transformative goals
 - Conveys funding certainty
 - Provides transparency
- More concise document

2020-2023 Investment Plan Schedule and Next Steps

Past investment plans have been released in November, with a goal of adoption in April.

We are currently behind schedule due to the revamp of the Advisory Committee and COVID-19.

We held our first advisory committee meeting on March 3, before COVID-19, hit California.

100% of Advisory Committee members were in attendance either in person or on the phone

Milestones	Scheduled Date
Release Draft Staff Report	March 2, 2020
1 st Advisory Committee Meeting	March 3, 2020
Release Lead Commissioner Report	Delayed April 2020
2 nd Advisory Committee Meeting	May 2020
Business Meeting Approval	Delayed June 2020

Clean Transportation Program Funding Toward Disadvantaged and/or Low-Income Communities

(As of December 1, 2019)

- Statewide or Not applicable - \$224.6M (26%)
- Disadvantaged Communities and/or Low-Income Communities - \$308.0M (36%)
- Neither Low-Income nor Disadvantaged Communities - \$333.0M (38%)

Progress Toward ZEV Goals

- Currently 700K ZEVs vs 1.5M ZEV goal
- Chargers: 46K Installed – 124K Planned – 80K Gap – 250K Goal
- Hydrogen Refueling Station: 44 Installed – 79 Planned – 77 Gap – 200 Goal

Proposed Funding Priorities

- Zero Emission Vehicles
 - CARB leads funding for vehicles
 - CEC invests when there is a direct connection to grid/fueling infrastructure or to meet priority needs
- Zero Emission Vehicle Infrastructure
 - Early focus on passenger vehicle infrastructure
 - Longer-term focus infrastructure for commercial trucks, buses, & equipment
- Near and Zero Emission Fuels
 - Focus on overcoming key barriers to commercialization
- Equity
 - Prioritize investments that provide direct benefits to disadvantaged communities
 - Support workforce & economic development

Feedback on Draft 2020-2023 Investment Plan From

- Changes were made to the investment plan as a result of recommendations from the DACAG.
- One change was to revamp the Advisory Committee. Those changes include:
 - Increase of members (over 30 members)
 - More community engagement with CBOs

First Advisory Committee Meeting and Docket Comments

- First Advisory Committee Meeting took place March 3, 2020

- Docket Comment Period Original Deadline – March 17, 2020
- Docket Comment Period Extended to – March 30, 2020
- 95 Comments Received to the Docket (19-ALT-01)
- **Major Takeaways:**
 - Support for multiyear funding plan
 - Support for prioritizing equity funding
 - Support for ZEV focus
 - Support for expanding hydrogen refueling infrastructure (more than what has been planned)
 - Support for increased medium- and heavy-duty infrastructure investments, including front-loading
 - Support for funding the Electric School Bus Replacement Program, with infrastructure
 - Support for Manufacturing and Workforce Training Development

Proposed Funding Allocations

Funding is increased for commercial trucks, buses and other heavy-duty equipment.

Looking to prioritize investments that provide direct benefit to disadvantaged communities

This investment plan includes supply. This could make in-state supply of biofuels.

When funding becomes available July 1

Category	Funded Activity	2020 - 2021	Next 2 ½ FYs
Zero-Emission Vehicles and Infrastructure	Light-Duty Electric Vehicle Charging Infrastructure and eMobility	\$92.7*	\$40.2
	Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure	\$20	\$114.8
	Hydrogen Refueling Infrastructure	\$20	\$45
Alternative Fuel Production and Supply	Zero- and Near Zero-Carbon Fuel Production and Supply	\$10	\$25
Related Needs and Opportunities	Manufacturing	-	\$10
	Workforce Development	\$305	\$3
	Total	\$146.2	\$238
*FY 20-21: \$51 million one-time legislative expenditure authority to increase EV charging infrastructure			

DACAG Comments

General discussion of the DACAG members about the following possibilities:

- Support multi-year planning approach
- Recommend shifting \$20M to the light duty category in 2020-2021 to pursue additional pilots to advance zero emission projects and diesel magnets in DACs such as rail yards and warehouses.
- Recommend pursuing fewer projects but larger and giving benefits to projects that are community driven.

ITEM 5) CPUC's Transportation Electrification Framework – Presentation by CPUC staff; discussion only; no votes taken

Notes for ITEM 5 - CPUC STAFF PROPOSED TRANSPORTATION ELECTRIFICATION FRAMEWORK (TEF)

TE & The IOUs: The CPUC oversees the role energy providers serve in meeting CA's TE goals

- Fuel Providers
 - Design affordable electricity rates that encourage fueling with electricity
 - Provide increasingly clean electricity with higher renewable generation procurements
- Grid Managers
 - Ensure additional load from electric vehicles (EV) is integrated in a manner that provides grid benefits
 - Encourage charging behavior that supports the integration of renewable energy into the grid
- Infrastructure Providers
 - Manage and build out distribution and transmission systems
 - Ensure sites are ready for customers to install charging infrastructure and provide some support for EV service equipment (EVSE) installation

Approved IOU TE infrastructure programs focus on increasing access to charging stations

- ~\$1 billion in authorized IOU TE infrastructure spending through 2023
 - ~13,500 light-duty charge ports at workplaces and apartment buildings (SCE, PG&E, and SDG&E)
 - Medium- and heavy-duty infrastructure programs required to electrify at least 18,000 vehicles (SCE, PG&E, & SDG&E)
 - Public DC fast charging program to provide up to 234 new fast-charging ports at 50 new sites (PG&E)
 - Pilot programs designed to address identified barriers to ZEV adoption (all 6 IOUs)
 - Pilot to install infrastructure at low- and moderate-income residences (PG&E)
 - Pilots to install light-duty infrastructure at schools and parks (SCE, PG&E, SDG&E, and Liberty Utilities)
- ~\$800 million in pending IOU TE infrastructure spending proposals under CPUC review
 - Extension of SCE's light-duty program to provide another ~48,000 charge ports (SCE)
 - Extension of SDG&E's light-duty program to provide another ~2,000 charge ports

IOU TE infrastructure investments focus on public benefits

Approved

- Workplace & MUD - \$235,400,000
- Medium/Heavy Duty - \$699,300,000
- Residential - \$8,630,000
- Public Charging - \$30,000,000

Proposed

- Workplace & MUD - \$810,870,000
- Medium/Heavy Duty - \$0
- Residential - \$0
- Public Charging - \$0

Light-Duty EV Infrastructure Pilots Test Different Approaches

NRG Settlement funds nearing exhaustion

- California entered into a settlement with NRG in 2012 to settle outstanding claims from the 2001 Energy Crisis
- NRG committed to spend \$102.5 million on EV charging infrastructure
 - \$50.5M for DC fast charging stations (200 site minimum) – 20% in low-income “PUMA”
 - \$27.5M for make-ready infrastructure (6,875 port minimum)
 - \$12.5M for 10 DC fast charging plazas to serve residents of multi-unit dwellings
 - \$5M for technology R&D pilots (three pilots deployed)
 - \$4M for programs for underserved communities (two projects deployed)
- Settlement expenditures completed in June 2019

SB 350 programs currently under implementation

- \$45 million in pilot programs addressing specific barriers in transportation electrification, with focus on DACs
 - Port electrification
 - Truck idle reduction efforts
 - Commuter lots/ encouraging use of mass-transit hubs
 - Urban DC fast charging plazas targeting apartment dwellers
- \$22.5 million to install DC fast charging stations along transit corridors
- \$690 million to install infrastructure to support medium- and heavy-duty vehicle electrification

IOUs’ participation in CARB’s Low Carbon Fuel Standard

- The IOUs (electric and natural gas) receive LCFS credits from CARB on behalf of their customers for low carbon-intensive fuel used for transportation (CNG vehicles and EVs)
 - Current programs: the IOUs provide customers either a bill credit or a rebate
- Future programs:
 - Statewide – Recent CARB regulation changes directed the establishment of a statewide point-of-purchase rebate program, funded in part by 67% of the IOUs LCFS credits
 - IOUs – the remaining 33% of the IOUs’ LCFS credits can fund other programs, as directed and approved by the CPUC, and with at least 50% addressing equity

Transportation Electrification Framework (TEF) and Long-Term Planning

- Transportation Electrification
- Framework (TEF):
 - Staff proposal to provide guidance to IOUs on planning TE investments for next 10 years
 - Moving from ad-hoc applications to long-term TE planning
 - Draft was released to the public on Monday, February 3rd

Draft TEF proposes 10-year IOU plans and streamlined pilot application process

- Recommends:
 - Requiring IOUs to file 10-year strategic TE Plan (TEP) one year after TEF adoption
 - Adopting a pilot program application template for expedited review
 - Allowing IOUs to propose TE programs in the first quarter of each odd year following TEP approval
- Identifies critical policy priorities for interim programs based on state goals and regulatory efforts, with equity across all programs:
 - Enhance resiliency
 - Support customers without access to home charging
 - Support regulatory timelines for MD/HD
 - Support new construction

The TEF covers numerous topic areas

- The TEF proposes comprehensive planning for the IOUs' TE programs, including:
 - Setting targets and goals
 - Identifying the role of the utility within TE
 - Equity
 - Near-term investment priorities
 - Safety
 - Rates development
 - Alternative financing
 - Regional coordination and CCAs
 - Vehicle-grid integration (VGI)
 - Marketing, education, and outreach (ME&O)
 - Technology and Standards (e.g. submetering, interconnection, cybersecurity)
 - Emerging technology (TNCs, autonomous vehicles, and micro mobility)

TEF's Equity Focus

As California moves beyond early adopters of EVs, the CPUC and IOUs must work to ensure all CA IOU ratepayers can benefit from investments in TE

Barriers to Equity and Widespread TE

- The TEF leverages existing resources to identify key barriers ESJ communities):
 - ESJ Action Plan
 - Tribal Consultation Policy
 - CARB's Low-Income Barriers Study, Part B: Overcoming Barriers to Clean
 - Transportation Access for Low-Income Residents

Barrier 1 – Access to Clean Transportation Options

- IOUs should be supporting diverse mobility options to meet the needs of communities
 - Access to light-duty charging, shared mobility, public transportation options, etc.

Barrier 2 – Availability & Affordability of EVs

- The CEC and CARB lead this effort, providing incentives and financing for vehicles themselves
 - This should largely remain outside the scope of the IOUs' role
- Exception is programs funded through IOUs' Low Carbon Fuel Standard (LCFS) credits
 - Clean Fuel Reward – designed for broad EV market
 - Holdback funds – at least 50% must go to projects supporting low-income or DACs; the TEF recommends these funds go to:
 - EV climate and wildfire resiliency efforts;
 - Second-hand EV rebate, across 3 large IOU territories; and/or
 - School bus or transit charging infrastructure

Barrier 3 – Access to Safe & Convenient EV Charging

- IOUs should ensure broad access to EV charging
- This may include:
 - Providing higher program incentives for customers within ESJ communities
 - Working with planning agencies and local government and communities to ensure charging is sited appropriately to meet the needs of the region
 - Paying special consideration for safety (do people feel comfortable charging at all available hours, do additional lights need to be added, is the location easily accessible)

Barrier 4 – Equity in the Price of Fueling

- IOUs should consider affordability of fueling across population segments
- IOUs should address the disparity in cost of fueling an EV within TEPs

Barrier 5 – Consumer Awareness

- There are sometimes additional barriers to awareness of TE in ESJ communities
- The TEF recommends the IOUs develop ME&O plans within TEPs that include:
 - Focused outreach to ESJ communities
 - Plans for how to engage target communities
 - Collaboration with CBOs, EJ groups, and local governments
 - Identification of the specific organizations the IOUs will collaborate with
 - A broad program focused on EV rates, charging behavior, and the electric grid
 - This should also have a clear focus on reaching ESJ communities

Barrier 6: Community Engagement

- Transformation of the transportation sector will require greater input from ESJ communities early in the development of IOU programs and TEPs
 - The TEF recommends that the IOUs clearly incorporate feedback from these groups into TEPs, program
- Within the TEF, staff recommends the CPUC direct the IOUs to partner with:
 - Planning agencies
 - Local governments
 - ESJ (environmental and social justice) communities
 - EJ groups

Barrier 7 – Measurable Success

- The IOU programs and TEPs should have meaningful reporting metrics to measure their efficacy in addressing TE barriers in ESJ communities
- Further “Scorecard” targets and metrics should be developed
 - Workshop on Scorecard to be held in June (date TBD)

TEF proposed scorecard targets and metrics still need stakeholder feedback

- Staff proposed a skeleton of a scorecard that identifies goals, targets, and metrics
- Staff proposes to workshop and refine targets and metrics
- Scorecards to be finalized prior to CPUC adoption of TEF
- Scorecards to be reviewed and/or updated as part of biennial TEP update and application cycle

Equity Designations

- ESJ Action plan defines ESJ communities as including, but not limited to:
 - DACs, as defined by CalEnviroScreen
 - All Tribal Lands
 - Low-income households (80% of area median income); and
 - Low-income census tracts (where aggregated household incomes are less than 80% of area or state median income)

TEF proposes strategies to define equity for different IOU program types

- The draft TEF identifies equity barriers TEPs must address
- Staff proposes the use of different equity designations based on type of infrastructure investment and goals

TEF’s Desired Equity Outcomes

- Equity is considered across the TE portfolio early in the planning process
- Community voices are heard and feedback is incorporated into TEPs
- IOU TEPs and future applications contain plans for distributing funds across ESJ communities, and with expanded reach beyond DAC
- IOU TEPs address key TE equity barriers
- Some programs may be developed to specifically address needs within ESJ communities
- Some higher incentives will continue to go towards ESJ community members

Next Steps for TEF

- Collaboration—staff will be meeting informally with community groups
 - We welcome additional feedback and ideas! This is still a draft.
- Formal Comments—receiving comments on a rolling basis based on chapter
- Workshops—workshop on targets and scorecard in June, and safety, technology, and standards in July (dates TBD)
- Proposed Decision

ITEM 6) DACAG priority topics – updates by Working Groups; no vote taken

ITEM 7) Liaison updates a. Low-income Oversight Board

ITEM 8) Public Comment

ITEM 9) Member and staff updates and announcements

ITEM 10) Future meeting dates, locations, and topics – DACAG selected 5/15/20 at 1pm on WebEx

ITEM 11) Adjourn