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BUSINESS MEETING
BEFORE THE
CALIFORNIA ENERGY COMMISSION

In the Matter of: )
) 19-BUSMTG-01
) Business Meeting )
) ____________________ )

CALIFORNIA ENERGY COMMISSION
THE WARREN-ALQUIST STATE ENERGY BUILDING
ART ROSENFELD HEARING ROOM - FIRST FLOOR
1516 NINTH STREET
SACRAMENTO, CALIFORNIA 95814

MONDAY, JULY 15, 2019
10:00 A.M.

Reported by:
Peter Petty
APPEARANCES

Commissioners

David Hochschild, Chair
Janea Scott, Vice Chair
Karen Douglas
Andrew McAllister
Patricia Monahan

Staff Present: (* Via WebEx)

Drew Bohan, Executive Director
Kourtney Vaccaro, Chief Counsel
Allan Ward, Assistant Chief Counsel
Jennifer Martin-Gallardo, Public Adviser
Cody Goldthrite, Secretariat

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Claire Sugiharn
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   b. REVISIONS TO THE GUIDELINES FOR CALIFORNIA’S SOLAR ELECTRIC INCENTIVE PROGRAMS (SENATE BILL 1), SEVENTH EDITION
   c. FOOD PRODUCTION INVESTMENT PROGRAM
   d. NEWCOMB ANDERSON MCCORMICK, INC.
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   i. AIR LIQUIDE HYDROGEN ENERGY U.S., LLC
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   a. Pursuant to Government Code Section 11126(e), the Energy Commission may adjourn to closed session with its legal counsel to discuss any of the following matters to which the Energy Commission is a party:
      ii. Communities for a Better Environment and Center for Biological Diversity v. Energy Resources Conservation and Development Commission, and California State Controller, (Alameda County Superior Court, Case No. RG13681262)
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iii. State Energy Resources Conservation and Development Commission v. Electricore, Inc. and ZeroTruck (Sacramento County Superior Court (34-2016-00204586))


v. City of Los Angeles, acting by and through, its Department of Water and Power v. Energy Commission (Los Angeles Superior Court, Case No. BS171477).


vii. In re: PG&E Corporation and In re: Pacific Gas and Electric Company (United States Bankruptcy Court, Northern District of California, San Francisco Division, Case No. 19-30088)

viii. Chukwuemeka (Emeka) Okemiri v. California Energy Commission, et al. (Sacramento Superior Court, Case No. 34-2018-00246019)


b. Pursuant to Government Code section 11126(e), the Energy Commission may also discuss any judicial or administrative proceeding that was formally initiated after this agenda was published; or determine whether facts and circumstances exist that warrant the initiation of litigation, or that constitute a significant exposure to litigation against the Commission, which might include.
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CHAIR HOCHSCHILD: Let's go ahead and begin with the Pledge of Allegiance.

(Whereupon the Pledge is recited.)

CHAIR HOCHSCHILD: Good morning, everyone. I hope everyone had a good weekend and I can't believe we're in July already.

A couple of things, first of all for those of you who haven't seen there's some electric buses out front. And after the Commission meeting I invite everyone to go take a look at those.

This is really a tribute to my colleague, Vice-Chair Scott, who helped and was instrumental in getting this project going. And if you think about the role obviously in transportation emissions being the largest source of pollution, but particularly with how we get our kids to school, this is really a health issue for children. So it's really exciting to finally be at this point, so thank you and congrats to you and all the rest of the folks who are involved in getting here.

And I see the folks in blue there representing Lion, so congratulations to all of you on your good work.

And along those lines let me also share with you a new video just released in cooperation with Veloz and
former Governor, Arnold Schwarzenegger, to raise awareness about electric vehicles. I'll just say during the energy crisis we had the Flex Your Power campaign to really get the message out there about conserving energy during the drought. We had the Save Our Water campaign.

And now transportation emissions are the largest source of pollution in the state and we're really trying to focus on that. And again Vice Chair Scott, along with Mary Nichols was instrumental in starting this organization, Veloz, about two years ago. I've been involved in and I have to say it's a good lesson, I think, about sometimes these things take longer than you'd like. But you get the seed planted and I think some good things can come.

So this has just been launched and it's going out -- actually in concert with it now 38 billboards are going up on Sacramento, San Francisco, LA and Bakersfield.

But let's kick off the meeting with this video.

Go ahead.

(Whereupon the video is played.)

ARNOLD SCHWARZENEGGER: Attention customers. I want you to listen very carefully. On behalf of Big Oil, I want to thank you all for choosing muscle cars that use gasoline. Long live the American muscles!

NARRATOR: Recently, Arnold Schwarzenegger teamed up with Veloz to promote the benefits of electric cars. To
show how they save time, money and the environment he went undercover as a used car salesman.

ARNOLD SCHWARZENEGGER: Hi, how are you? Howard Kleiner. Hahaha.

NARRATOR: And tried to sell people gas cars instead.

ARNOLD SCHWARZENEGGER: Hello, looking for a car?

(Laughter.) Howard Kleiner.

CUSTOMER 1: Oh, Howard Kliener?

ARNOLD SCHWARZENEGGER: Good to see you. Yeah, what are you looking for?

CUSTOMER 1: We're looking for like electric.

CUSTOMER 2: Yup.

CUSTOMER 1: Fuel efficient, like quiet.

CUSTOMER 2: Quiet.

ARNOLD SCHWARZENEGGER: I have exactly what you're looking for. (Motor revving) What do you think, huh? How about this, huh?

CUSTOMER 3: Yeah, I'm looking for some kind of electric hybrid mix.

ARNOLD SCHWARZENEGGER: Don't bullshit me.

CUSTOMER 3: Ah, okay.

CUSTOMER 4: I'm just tired of spending money at the pump.

CUSTOMER 5: Yeah.
ARNOLD SCHWARZENEGGER: The pump?

CUSTOMER 5: Yeah. Yeah.

ARNOLD SCHWARZENEGGER: Oh, this is great. You go to the gas station, you pump. Let me tell you something, the pump is sometimes more satisfying then sex.

CUSTOMER 3: I'd like to use something that could get me into the Carpool Lane actually.

ARNOLD SCHWARZENEGGER: Oh, you mean the sticker. This is your lucky day. Anyone that buys a car today gets a free bumper sticker. I'll be back.

Here, "Carpool lanes are for sissies." "I support the Oil Company monopoly." You can choose any of those.

(Engine revving.)

ARNOLD SCHWARZENEGGER: Can a battery powered car do this?

CUSTOMER 1: No, no, no. I think this will piss off my neighbors!

ARNOLD SCHWARZENEGGER: You're God**** right it will impress your neighbors. Ha-ha-ha-ha. This is testosterone.

CUSTOMER 1: No!

ARNOLD SCHWARZENEGGER: Yes!

CUSTOMER 6: My friend, he's got an electric car and he got a tax credit.
ARNOLD SCHWARZENEGGER: You want a tax credit or do you want to have street credit? You know that the planet is too crowded right now, right? Gasoline cars create pollution and it curbs population. It brings it down. That is the idea.

CUSTOMER 7: That's not the way to go about that.

CUSTOMER 8: It's so quiet in here. I love it.

ARNOLD SCHWARZENEGGER: But that's the problem, you see? Because it's so quiet, that you hear literally everything that your family says. Think about that for a second.

(Aside to little girl in the car) You don't like the car, huh?

LITTLE GIRL: I do like the car.

ARNOLD SCHWARZENEGGER: Ah, I love the smell of exhaust. Smell this. (Coughing.)

CUSTOMER 2: That's what we didn't want.

CUSTOMER 1: No!

CUSTOMER 3: You know, actually can I just get a supervisor in here?

CUSTOMER 8: Could I please talk to a supervisor?

CUSTOMER 4: Can we get a supervisor in here?

CUSTOMER 5: Can we see the Manager?

ARNOLD SCHWARZENEGGER: All right. Let me get the Manager, all right?
CUSTOMER 5: Okay.
I'm getting hungry and grouchy.
CUSTOMER 5: Yeah, me too.
ARNOLD SCHWARZENEGGER: Hello. I'm Harry, the sales manager.
You ask for me?
LITTLE BOY: That's the same guy.
ARNOLD SCHWARZENEGGER: How can I help you?
CUSTOMER 5: No.
ARNOLD SCHWARZENEGGER: Electric cars save money, time and the environment without sacrificing any of the fun and excitement of driving. And with over 40 available makes and models you have never had more reasons to go electric.
Go to ElectricForAll.org and join us. Do it now!
Come with me if you want to lift. If it burns gas, we got it! F**k this.
NARRATOR: To see more videos, learn about electric cars, and find the one that's right for you, visit ElectricForAll.org.
(Video playback ends.)
CHAIR HOCHSCHILD: All right, thank you.
(Applause.)
CHAIR HOCHSCHILD: So before we move on to the agenda I just wanted to give a chance for our Summer
Fellows to introduce themselves. Are they back here?

Yeah, could we have all the Summer Fellows just come up and just briefly say your name and which Commissioner you're working for and a little bit about yourself? We really are excited to have you all here. Yeah, go up to the mic, yeah.

MS. RAYEF: Thank you. Hi, I'm Reem Rayef. I'm a graduate student at UC Berkeley and I'm working on my MPP and Masters in Energy and Resources. And I'm interning with Commissioner McAllister.

CHAIR HOCHSCHILD: Fantastic, welcome.

MS. VELEZ: I'm Kiki Velez. I'm an undergrad studying energy resource engineering at Stanford. And I'm working in Chair Hochschild's office this summer.

CHAIR HOCHSCHILD: Great.

MR. MICCIOLI: Hi. I'm Matt Miccioli. I'm working with Commissioner Douglas and I'm also at Stanford and am a master student studying environmental engineering.

CHAIR HOCHSCHILD: Great.

MS. ASGHARI: Hi, I'm Maryan Asghari and I am intern at Vice Chair Scott's office. And I'm a PhD student at the University of California Irvine, in mechanical engineering. And I work on fuel cell technologies.

MS. SUGIHARN: Hi, I'm Claire Sugiharn. I'm an intern in Vice Chair Scott's office. And I am a master
student at UC Davis in energy systems.

CHAIR HOCHSCHILD: Terrific. Let's give a round of applause to our Summer Fellows.

Go ahead.

COMMISSIONER MCALLISTER: So Natalie Queathem didn't make it down here, but she is an undergraduate at UC Berkley and has been in my office this summer as well. And Friday is her last day, so I want to just thank her for all here great work. She's got an amazing amount done in the month or so she's been here, so great.

CHAIR HOCHSCHILD: All right, with that let's move on to the agenda. I'd like to see if we can get a motion for everything on the Consent Calendar with the exception of item j.

COMMISSIONER MCALLISTER: So moved.

CHAIR HOCHSCHILD: Is there a second?

COMMISSIONER DOUGLAS: Second.

CHAIR HOCHSCHILD: All in favor say aye?

(Ayes.)

CHAIR HOCHSCHILD: Okay.

Then Commissioner McAllister is going to recuse for item j.

COMMISSIONER MCALLISTER: Yeah, I'm going to recuse on item j. I actually am Chair of the Board of NASEO at the moment, so obviously conflicted out of this
vote, I’m going to step out.

(Commissioner McAllister leaves the room.)

CHAIR HOCHSCHILD: Is there motion for item j?

COMMISSIONER DOUGLAS: Move item j, 1-j.

VICE CHAIR SCOTT: Second.

CHAIR HOCHSCHILD: All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously.

Let's move on to Item 2, our China trip. Is Fan here? (Indiscernible) yeah, come on up.

So I wanted to just put this item on the agenda. I really first want to pay tribute again to former Chair Bob Weisenmiller who made it a point actually to go to China every single year and really did some important path breaking relationship building there.

And I was fortunate -- go ahead and take a seat, Fan, if you like -- I was fortunate to be able to go to China last month with Fan from CalEPA and Lauren Sanchez from ARB.

We did five cities in ten days, so Chengdu, Shenzhen, Shanghai, Nanjing, Beijing, looking at EV infrastructures, looking at renewables, clean air policy. It was an extraordinary trip. Fan worked us until dawn to dusk. But I just wanted to say, first of all, thank you
Fan for all of the work you have done and will continue to do.

I will say this relationship between California and China, from a climate change perspective, I think is the most important in the world. And there's an enormous, enormous amount that we can do together. Just seeing BYD come here and start a factory and now Tesla, we visited the Tesla factory in China, all of the collaboration on clean air and climate policy. I'm really glad, so I wanted to give Fan an opportunity to share her perspective and then open it up for some Commissioner discussion.

Go ahead, Fan.

MS. DAI: All right, good morning everyone and thank you Chair Hochschild too, for having me here this morning. I would like to take this opportunity to debrief the Commissioners and everyone here about our recent trip to China. So we were in China for about nine days and visited five cities. This is actually the first state official delegation since Governor Newsom took office. So politically, the Chinese counterparts that we've met with, they took this very seriously.

And I personally feel very proud of this delegation led by Chair Hochschild and we have achieved so many things in China. But briefly let me just -- as the Chair has mentioned already I might repeat some of those
things that we did in China -- and also share some of my
opinions of the next steps and how I see the opportunities
continuing our relationship and collaboration with China.

So in the nine days we first went to Chengdu
where Chair Hochschild spoke at the Keynote at the Sichuan
Energy Network Summit. So at the Summit it was actually a
very good event that was co-organized by CalCEF, California
Clean Energy Fund, and the Sichuan Provincial Government.
The event was attended by more than 800 people.

Chair Hochschild was there, delivered the
Keynote, spoke about the California and Sichuan
collaboration on clean energy, especially the grid
modernization and integration of clean energy into their
grid.

Of course we then visited NIO, which some of the
people have commented NIO is the Chinese version of Tesla.
We visited one of the charging stations and battery
swapping stations in Chengdu provided by NIO.

And then our next stop was in Shenzhen. The city
of Shenzhen is in, for those of you who have not been to
China it's a coastal city in the southern part of China,
part of the Guangdong Province, very close to Hong Kong.
So in Shenzhen we met with the former mayor and the
Shenzhen municipal government, where we were able to learn
that Shenzhen tremendously, they have met their 100 percent
EV buses goal and taxis (phonetic) last year. And they're up to DiDi, which is the Chinese version of Uber, they are regulating for all the new cars under the DiDi program have to be EVs, which is a tremendous effort in China. And so we were able to learn that update in Shenzhen.

We also, as the Chair mentioned, we visited the headquarters of BYD there. We had a meeting with Chairman Wong of BYD and shared our portfolio on clean energy. And BYD has a headquarters in China company, but also has their subsidiary in California to help with some solutions to electrifying our ports and buses and vehicles.

And then after Shenzhen we went Shanghai. Similarly, we met with the municipal leadership of Shanghai and the highlight of Shanghai really I want to mention, I think, Lauren Sanchez my coworker who is not here today, but Shanghai Port was very impressive. They shared their story with us that they are requiring 100 percent onshore power by 2022, which is the first one that we learned in China. And even when we talked with our colleagues at USEPA they were very impressed by how Shanghai could pull those off.

So the highlight in Shanghai was really the Port story and also we visited the Tesla factory in Shanghai. Very impressive speed, I think it's really China's speed is not something we would imagine here. The factory of Tesla,
according to them will be soon starting to produce cars in China, which is very exciting.

We also had a meeting with the municipal government in Shanghai where they shared very interesting their vision of switching to high-quality development instead of high-speed development in China, which is quite interesting to hear from their perspective in how Shanghai has been addressing their environmental problems alongside their economic development. Very recently, Shanghai has adopted pretty strict recycling policy, which is the first in China as well.

After Shanghai we went to the city of Nanjing, which is in the province of Jiangsu. Jiangsu is one of California's sister provinces. And because we were there on a Sunday we didn't do many business meetings. We had one meeting with the Jiangsu Provincial Environmental Protection Bureau. And we talked about -- so we were invited to attend their clean energy summit in November this year in Nanjing, which we are hoping to bring some California companies and partners to.

And after Nanjing, our last stop was in Beijing. We spent two days there. Most of the meetings in Beijing were with the national governmental agencies in China: our "DOE," which is their Minister of Science and Technology; our "USEPA" to their Chinese Ministry of Ecology and
Environment.

California does have a very long-standing collaboration with the Chinese both on a national level and a sub-national level. So it was good that we were there to maintain this exchange at a very high level with our Chinese counterparts.

But also we were able to learn some new policy. New policies will be adopted in China on their vehicle emissions, their zero emission vehicles administrative (phonetic) and other standards that they're considering adopting similar to what California already established, so the most of the policy conversations in Beijing were very high level.

We did have meetings with other counterparts and including ChingHui (phonetic) University and some others in Beijing to continue the conversation.

I personally would summarize the stop in Beijing as more symbolic and politically significant. It's very important to ensure some policy consistency. And California as a state will continue some of our high-level engagement with China on a policy level, but also we are mindful of the reason as to escalated trade and tariffs between the US and China on a national level.

So that's kind of an overview of what we did in China.
I would also like to take this opportunity to share a few of my thoughts on what California has done with China, what has worked. And in the future, as we see the opportunities to continue such engagement and how do we effectively use the resources and bring back opportunities to California, especially the business community and the public.

So, I think the most important thing, and really I have -- honestly I think the only thing that will make this relationship continue and be sustainable is to make sure that it's a two-way relationship, rather than a one-way exchange. And we have and can see some concrete outcomes from what we were doing in China and collaborating with the Chinese partners.

And to really ensure that outcomes, I think institutionalizing our effort with China is very critical. So as one of my suggestions to David, and also to other Commissioners, is really we should engage our partners within the government, but also outside the government to ensure the business and civil society are informed of this process, like we are doing today. And we bring the priorities that they care most about and what we were able to do in the past to kind of broach that with our Chinese partners.

And then speaking about the concrete outcomes and
priorities, I have several recommendations for the China work at the Energy Commission, especially I see the areas that bear the most outcomes with China and can bring back opportunities to California.

The first is the gap in China that we saw in terms of renewable energy development and adoption. The grid in China is still very heavily dependent on coal. It was around 80 percent and now it's a little better, around 70 percent variance in the provinces. So there is really a very high need to modernize their grid and to integrate more renewable resources into their grid operation.

So I do see that as a pretty good direction and potential for California to continue to build what we have been doing in terms of policy exchange. But also I think we should think beyond just policy, and should include more business partners and other partners into the conversation and see how we could help advance some of the opportunities to our companies and operators here.

And a second area that I would like to mention is the EV infrastructure. As Shenzhen was able to do in the past, which is rapidly electrifying their transportation sector, they started with public transportation. Thereafter, are private cars right now, but we do see that transition in Shenzhen, at least it was quite successful. So in terms of EV infrastructure and EV cars adoptions
there would be some lessons that California as a state could learn from China as well. So I do encourage that.

We seek opportunities to have more exchange with places in China like Shenzhen and Shanghai. They are the pioneering cities in China adopting EV policies and work with them more in depth and learn some experience and policies from them as well.

The third area that I would like to mention is about energy efficiency. I know in the Energy Commission we were able to, in the past couple of years we had an MOU with the China Ministry of Housing, where we were able to share our Title 24 Standard with them. But there is still a gap in terms of the adopting the standard in China and implementing that into their actual projects, so in the future I think it will be very important to seek some business opportunities.

And also having the Chinese really understand not just what our policies are, but how and why we implement such building standards in California, and how we were able to achieve that in California and having that part of the experience translated successfully into China. And to urge China to implement that in their practices, because the building sector singly does take up about 40 percent of their greenhouse gas emissions. So that's kind of something very important from an emission reduction.
Lastly, in the near term I think we do have some (indiscernible) with China that includes some provincial delegations who will be visiting California. I do encourage we take those as opportunities to deepen our relationship with them. But also as I mentioned a couple of times already to engage from a broader scope and also try to learn something from our Chinese partners.

So with that I think that's concludes my report out today for our China trip. Thank you again.

CHAIR HOCHSCHILD: Great, thanks again, Fan.

And I'll just say the learning goes both ways. I mean going to a city like Shenzhen, 20 million people, you can't find a bus that's not electric. You can't find a taxi that's not electric. You know Shanghai you can't find a motorcycle that's not electric and riding between the cities on high-speed rail, it's inspiring.

And I think they're very interested in what we're doing on R&D and on efficiency codes and renewables. And I really feel it goes both ways. So I would just express a hope for my colleagues here that we as a group make a commitment that one of us goes to China every year. If we can do even more, that's even better. And I know Commissioner Monahan, you're interested to go and Commissioner McAllister, I'm really hoping Vice Chair Scott
and Commissioner Douglas as the opportunity come up too.

So Fan is going to be leaving state service this month. Starting -- well, no it's actually a good thing. She's going to -- she's actually going to be starting an institute, it's already underway, at UC Berkeley where they raise foundation funding just to foster this California-China climate dialogue and is really going to be able to focus even more deeply on it.

And we intend to continue to partner closely with you. And that also goes for delegations coming here, so I'll be hosting a dinner for the Chairman of BYD who's coming in September and I just want to encourage everyone to work with Fan.

But any other comments or ideas of thoughts on China?

COMMISSIONER MONAHAN: Yeah, I've talked with Fan about this. I think that we do have this great opportunity on clean transportation with China's leadership and our leadership. Vice Chair Scott was in China this year for EV100. And this collaboration that we have fostered on the Zero Emission Vehicle Policy that started here in California and then migrated to China with help from our sister agencies and UC Davis, I think that we can deepen that.

And I agree with the EV infrastructure. I think
on hydrogen there's a big opportunity, but China is right now the biggest investor by far in hydrogen. And they're technically invested, which gives you a sense of scale. They have such scale. So figuring out how we can partner to ensure that this transition to clean transportation is a global one. And using their market scale to help drive down prices for us is just a great relationship I think on both sides.

VICE CHAIR SCOTT: Yeah I would just add it was a fantastic opportunity to get to participate in the EV100 and see all the different types of vehicles. I got to see and ride in the NIO, which was really awesome. And it is great to have I think that kind of global competition out there, which just helps all of us get into these zero emission vehicles that much faster.

Unfortunately, I didn’t get to go to Shenzhen, which I really wanted to see. Not just to the amazing spectacle of 16,000, I think it is, buses and some 40,000 trucks that are all electric, but to really understand how they're charging them up, right? That is charging at scale. And we're right now, even though California is doing a great job and we're leading and we're doing what we can, I feel like we're kind of in the onesie twosies, or maybe tens and twelves versus hundreds or thousands, which is where we're going to need to be if we're going to make
this transition of 90 percent of these vehicles by 2040. I mean it's like 20 years from now, so I'd love to see what the infrastructure looks like and how they're managing that.

So it's great. It's very exciting.

COMMISSIONER DOUGLAS: So I was just going to add on another topic that China is also one of the leaders in floating offshore wind technology as you see that technology begin to be deployed across Asia. So there are a number of Pacific Rim economies: Japan, South Korea and others that have set up targets and have done some demonstration work. But I think we're going to see China expanding in a big way in this area too and there's a lot we have to learn from that as well.

COMMISSIONER MCALLISTER: I guess just reiterating some of the building stuff. I mean they have a system that allows them to get scale much more quickly than us, right? They don't have to depend on the market fully, but they support the market so that it can there at reasonable cost.

So Title 24, I think is a huge lever we can use to get over there and help influence decision making, which is not to say we want to just transfer Title 24 over there. But building this grid integration challenge as they wean themselves off coal and move to renewables, the buildings
can play a fundamental role in being a resource and helping accommodate renewables.

And we are facing a very similar challenge as we get ever deeper into renewable penetration. And so I think there's a huge opportunity for technology development, getting costs down and just really holding hands on getting global scale, real scale, as they seek to build new cities. They're building new cities to an advanced energy code. And we can really I think put a lot of synergy there. So it's great.

And my son's is actually 16. He's heading over there next week for a robotics competition. He'll be in Shanghai for two weeks, so I'm going to have him check out the ports, I guess. Maybe he can take some photos for me. I don't know, but anyways a beautiful job. I'm really looking forward to scaling up that collaboration.

CHAIR HOCHSCHILD: The last thing I'll say, so I briefed the Lieutenant Governor on our trip. Governor Newsome has asked her to be the lead on international relations. She is really excited to continue to engage with China, and herself was there for the One Belt, One Road Meeting in May.

So thank you, Fan, for that.

MS. DAI: Thank you.

CHAIR HOCHSCHILD: All right, let's move on to
Item 3, a discussion on SB 100, Courtney and Ken.

MR. RIDER: All right, good morning Chair and Commissioners. I'm Ken Rider, Chief of Staff to David Hochschild. And I am joined -- well I'll be joined later on this item by Courtney Smith, our Chief Deputy Director to provide you an update on SB 100, also known as the 100 Percent Clean Energy Act.

SB 100 was signed into law on September 10th of last year. It sets California on the path to a carbon-free electricity grid by the end of 2045. Achieving this target will not only decarbonize the electric sector, but it will also create the clean energy backbone that's necessary to decarbonize other sectors as well.

The imperative of achieving a clean energy grid is not only recognized in California, and we have a graphic up here, but also many other states have that goal as well. The state of Hawaii -- as you can see on the map the dark green include the states of Hawaii, Washington, Nevada and New Mexico, along with the federal territories of Washington DC and Puerto Rico. And all of those territories and states also have a 100 percent clean energy goal.

In addition, 13 other states are considering or evaluating 100 percent clean energy for their jurisdiction. And that's what the light blue and shaded green and yellow
represent, are states that either have that goal in their Legislature or their governor has announced that goal or some form of consideration for a 100 percent clean energy. Therefore California leadership will play a key role, as this policy is considered in other states nationally and internationally.

SB 100 puts California on a path towards 100 percent clean energy with two key components. The first is an expansion and acceleration of the Renewable Portfolio Standard. The 50 percent renewable energy compliance date is accelerated from 2030 to 2026. And the new goal of 60 percent renewable energy is added for the year 2030.

Secondly, the bill requires that the California Public Utilities Commission, Energy Commission and Air Resources Board publish a joint report by January 1, 2021, that examines the possible approaches to 100 clean energy targets. This report must be updated at least every four years thereafter.

The report, by statute must evaluate the positive or negative impacts of various pathways to 100 percent clean energy. And the impacts they may have on key electric system characteristics such affordability, reliability and safety. The report will describe the current state of technology and transmission and the benefits and barriers to transitioning to a clean grid.
I will now turn it over to my colleague, Courtney, to provide an update about the joint agency plans to create this important report.

MS. SMITH: Good morning Chair, Vice Chair, Commissioners. As Ken mentioned the report is broad in scope and quite a large undertaking. In short, the report and the process that we used to develop the report will really help serve California as the mechanism through which we chart the path toward 100 percent clean energy future.

In terms of roles, the California Energy Commission is the lead agency on the report. And Energy Commission staff are working closely with staff at the CPUC as well as the Air Resources Board on developing the report schedule, scope and process.

In terms of progress made to date, a public kickoff meeting has been tentatively scheduled for September 5th. In addition to planning for this workshop, staff are in the process of developing a work plan as well as a workshop schedule to guide the next year and a half. While staff work to finalize the game plan for the next year and a half, several important issues are being considered, including how we can meaningfully empower diverse communities to contribute to and influence the conversation as well as how we can appropriately set a foundation with this report in order to grow the
quantitative analysis that will likely be needed as part of this planning effort, long term.

In order to help keep you all updated on SB 100 progress, this informational item will now become a standing item for future business meetings. This will also provide an ongoing opportunity for Commissioners to discuss among yourselves, as well as with the public, some of the many issues and considerations that will have to be thought through as we move through this effort.

So at this point I'd like to invite Commissioners to engage in discussion and of course I’m always happy to answer any questions you may have.

CHAIR HOCHSCHILD: Thank you Courtney. And let me just say this goal now is really our lodestar for climate policy and it touches everybody. We need R&D to succeed in order to get there. We need planning and siting and offshore wind and efficiency and demand response and all the robust analysis and clean transportation and all the rest of that. And so that is one of the goals we're going to try to have this as a standing item, as we did for SB 350, so we can all be engaged in this.

I really want to thank Courtney in particular and the rest of the team, Siva, and all the staff at CEC who have been working. That kickoff meeting we had was very, very collaborative with the other agencies, which is what
we need. And this is not at a time for silos. This is really a time for a healthy exchange. And we have that culture set up for the other agencies. I'm really happy to see that.

But I just wanted to open it up for -- I guess the other thing I'd ask, so Commissioner McAllister is going to be (indiscernible) on the analysis part of this, which is really, really important, because as we discussed many other states are looking at what we're doing. We're by far the largest state in terms of our economy that's implemented this policy. So how it goes here, this is very similar to what happened with other landmark policies, including RPS and net metering and so on. It really affects what happens in the rest of the country.

But maybe you can start Commissioner McAllister?

COMMISSIONER MCALLISTER: Yeah. Yeah, for sure.

So thanks, Chair Hochschild. And thank you, Courtney for all your leadership, and Ken for sure as well.

The legislation calls out the other two agencies, the ARB and PUC. I think we also, given this sort of renewables integration challenge at all scales, to get there 100 percent. You know opposite of ISO is also a key player in this in the transmission planning. They do dispatch, so really a lot of the actual implementation, de facto, is kind of up to them. And then the analysis really
kind of has to scratch their itches as well.

So I think the analytical piece of this -- so there's certainly a leadership piece, absolutely and I totally agree with everything that you and the Chair have said on this. That people are looking at us and our purpose has to be to kind of demystify a little bit and show the world this can be done. The sky's not going to fall. It's doing it. It's how we do it. It's not whether we do it.

And the flip side of that sort of branding is that we have to show how we're going to do it. That it's incrementally step-wise possible to do it and the reliability issue is job one alongside it. And so I think Siva and the Energy Assessment Division and the Forecasting Team and all of our analytical folks on that side, are really key to sort of just showing that this is being done in a highly professional and analytically competent way.

And by the way, it helps us develop the tools that we need to continue forward with granular and temporal understanding of the application of the grid. So I think that there's just a whole lot of upside to this. And our leadership position sort of puts in -- puts a little bit of pressure on us to sort of get it done sooner rather than later. And that's a good thing. So I think we're completely up to the task.
And then once we sort of lay out the plan, then implementation as David said, it involves everyone, right? So transportation is a huge resource. And R&D is going to solve some of these issues. And renewables obviously is core to it and that this is sort of an RPS on steroids, in a way. So really I think this is a great opportunity to collaborate across offices and this standing item will help us do that.

CHAIR HOCHSCHILD: Yeah, any other comments.

VICE CHAIR SCOTT: No, not anything in detail. Just I am really glad that we've added this to our agenda. Just like SB 350 it's a really welcome opportunity to get to talk with you all and hear from you all about what you're thinking. And of course this is so cross-cutting, so it's nice to get these updates in this way and have this time to be able to talk with one another.

COMMISSIONER DOUGLAS: You know, just as -- I think my comment here -- I think this is great. I'm really happy to have this on the agenda and to have a chance to talk about it. I think it's being laid out in a really good way.

I think one area that I'm interested in is finding ways to tease out the relationship between what's possible on the ground in terms of land and water and technology and what that implies for different parts of our...
analysis. And so we've talked at a high level about maybe there's a high solar pathway with a lot of storage and what might that look like and where might that go. And in terms of tradeoffs how does that look compared to a pathway that has offshore wind in it as well, or that brings in more geothermal. And I'm very much in the mode of wanting to see these different options that we have in front of us considered, and on the table especially as we move towards these very high goals.

I also know that there are big challenges with all of them and they're challenges that can be overcome with time and concerted effort. But through our analysis if we believe that a certain amount of offshore wind or a certain amount of solar of a certain of onshore wind or a certain amount of geothermal is really helpful we can take the staff on the land use and planning side of saying well where might that go? And what's the potential and what are the potential obstacles and can we do it? Where is the resource? Is there existing transmission? Do we need to think about transmission? How do we make best use of our system? And we might, by iterating back and forth, come back and say maybe a little less, maybe a little more. Maybe if we do storage here or transmission there, we don't have to do this other thing?

And just kind of understanding the pathways and
having that relate into and feed into some of the analysis. I think it could be very helpful.

COMMISSIONER MONAHAN: So I too am glad to see that this is a standing item. I mean it's so critically important as we make our investments today to always be thinking about how do we get to a deep decarbonization in future.

And I think, especially as we're thinking about building electrification and transportation electrification, how do we -- and we're going to be potentially increasing load at certain times of the day. But how important will vehicle grid integration, buildings grid integration be to being able to achieve our long-term targets? And how much should we be investing today to try to get to that outcome?

I think this process sets up well for thinking through, you know making sure that we are making the most strategic investments to get us to the future that we need for the sake of California and the globe.

CHAIR HOCHSCHILD: Yeah. Well, one thing I'd add. One thing Vice Chair Scott and I are working on as an agenda for a multiagency En Banc we're planning for this fall with us, PUC and the ISO. So we're actually going to get all 15 Commissioners in the same room together and this
will be one of the topics we talk to.

Anything else, Courtney? Okay. Well thank you for that.

And let's move on to Item 4, the Walsh Data Center.

MR. KERR: Good morning Chair, Commissioners. My name is Steve Kerr. I supervise the CEQA Review Unit in the Environmental Office of STEP. I'm here in place of Project Manager Leonidas Payne, who is out of the office. With me is Staff Attorney Jared Babula.

We're here to present a proposed order appointing the Committee to oversee a small power plant exemption or SPPE proceeding for the Walsh Data Center. The SPPE option is only available for thermal power plants between 50 and 100 megawatts. And pursuant to Public Resources Code Section 25541 the exemption can only be granted if no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility.

The Applicant, 651 Walsh Partners, LLC, filed its application on June 28th, 2019 seeking an exemption from the Commission's power plant certification process. The Walsh Data Center consists of a building housing data servers, up to 80 megawatts of associated diesel-fired backup generators and associated equipment and connections.
proposed for construction in Santa Clara, California.

Staff's job will be to conduct a CEQA review of the exemption application and to produce an initial study. In addition to the Walsh Data Center, staff is currently working on the Laurelwood Data Center project, which the Commission appointed a committee to on April 10, 2019. Staff anticipates four additional SPPE applications for data centers in the Santa Clara and San Jose area this year.

Thank you. We'd be happy to answer any questions you may have.

CHAIR HOCHSCHILD: Any questions at all? All right, go ahead. Yeah, Applicant go ahead.

MR. GALATI: Good morning, Scott Galati representing 651 Walsh Partners. The primary managing partner of that is Digital Realty, a global data center developer. I apologize that Mr. Joe Hubbard, who is the Vice President of the Western Region, couldn't be here today. He got a travel conflict. I do have our consultant on the phone as well.

Thank you very much for considering this item and appointing the committee. It's an important -- one thing to understand about data centers and most importantly the backup generating facility that supports them -- data centers in our world today are critical infrastructure.
There's not anything you have in your wallet or on your phone or anything you purchase electronically that is not also stored in a data center some place by some company.

So we appreciate that the Commission has looked at these as a priority. We have tried to design the Walsh Data Center and its backup generating facility in a way we feel very comfortably that is fully mitigated, as we submitted it to you. And we're hopeful, we look forward to getting through the process quickly and thank staff for working on the project right now.

CHAIR HOCHSCHILD: Okay. Well, thank you all.

We had discussed Commissioner Douglas as Presiding Member and Commissioner Monahan as Associate for this. Are there any public comments on this?

If not, do you want to make a motion?

COMMISSIONER DOUGLAS: Move approval of that committee.

CHAIR HOCHSCHILD: All in favor? Or is there a second? Sorry.

VICE CHAIR SCOTT: Second.

CHAIR HOCHSCHILD: Second, Vice Chair Scott. All in favor?

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously. Thank you.
MR. GALATI: Thank you very much.

HOCHSCHILD: Let's move on to Item 5, the Renewable Energy in Agriculture Program.

MR. DODSON: Good Morning Chair, Vice Chair, and Commissioners. My name is Geoffrey Dodson and I'm representing the Renewable Energy Division. And I work in our Incentive Office where we administer incentive grant programs promoting renewable energy projects, including the Renewable Energy for Agriculture Program, known by the acronym REAP.

REAP is a grant program with $10 million in funding from the Greenhouse Gas Reduction Fund, and it was originally created by Assembly Bill 109 of 2017. It is part of California Climate Investments and is intended to support the installation and adoption of renewable energy technology in the agricultural sector.

We are here to ask for your support to approve two proposed grant agreements resulting from our program's first Grant Funding Opportunity, released earlier this year in January of 2019.

The two proposed grant agreements that we present to you today are a continuation of the 41 grant agreements that were presented and approved at the last Business Meeting on June 12th. The grant agreements for those approved last month are currently moving into the execution
stage and will begin the implementation of each project proposal. The proposed grant agreements presented before you today represent two of the remaining four proposed awardees that have yet to be approved by the Commission. Once all proposed grant agreements are approved, project development will be underway for all 45 of our proposed awardees, collectively representing all $9.5 million in REAP award funding.

There are a couple project characteristics specific to these two grant agreements I would like to highlight for you.

Costamagna Farms represents the largest solar PV project in both system capacity size, at over 1 MW D, and in total project investment, at over $1.8 million when you include both the grants and match funding.

The proposed agreement for Lemoore Union High School District will install a 413 kilowatt solar PV system to power an onsite agricultural operation used for educational purposes. This project will provide a direct benefit to residents of a disadvantaged community by integrating the agricultural operation with the education of students that reside in a low-income community.

Mark Howard, representing Lemoore Union High School District, is unable to attend today’s meeting however he did provide this supporting comment we would
like to share.

And I quote: "Our District is very thankful for this grant opportunity and we look forward to many more in the future. We have a strong agriculture program at Lemoore High School and without grant programs like these it is very difficult for public agencies to install solar systems due to the cost of prevailing wage. The staff at the Energy Commission have been great to work with so far and we look forward to making this a successful project."

Staff recommends approval of the two grant agreement packages on today’s agenda, affording the opportunity to proceed with agreement execution and project implementation consistent with our program solicitation requirements.

Thank you for your time and consideration. And I am available for your questions.

CHAIR HOCHSCHILD: Let me just say first of all, thank you, Geoff to you and the rest of the team. I'm really pleased with how quickly this program got the money out the door. And also the one feature we added in the design when I was working on this before Commissioner Douglas took over, we included EV chargers included. The grant size is larger. And I think something like half the projects now include EV chargers, something in that neighborhood. I'm really pleased with that progress.
But Commissioner Douglas did you want to chime in on this?

COMMISSIONER DOUGLAS: No, just to say that I’m really pleased with the way this program has developed and been implemented. This program was really developed new. And we haven’t run it before. And the outreach to farmers has been fantastic under the circumstances. I mean, given that any time that you do outreach for a new project to a new community, you learn a lot along the way and the staff's really stepped up and done a great job on this. So I'm really pleased with the work.

I'll make a motion.

CHAIR HOCHSCHILD: Let's first see if there's any public comment on Item 5, any person in the room? Okay, do you want to make a motion?

VICE CHAIR SCOTT: Can I just echo your comments on this?

CHAIR HOCHSCHILD: Yes.

VICE CHAIR SCOTT: I think I am also really impressed with the outreach that our team has done in this space. I think if you are an energy person, you know quite well what the Energy Commission does. Otherwise sadly you probably don't. And so I think reaching out to a set of folks in the agricultural community who are likely not used to dealing with the Energy Commission, our grants, knowing
what they are, how to participate, and why to participate and just the level of outreach we did in this space with a community that we don't normally or not normally, but don't usually work with I think is really fantastic.

And I think the response that you got back shows there's a ton of need in this space and that people are excited to jump on it. So I just wanted to kind of add those thoughts. I think it's great.

COMMISSIONER DOUGLAS: Yeah, I mean that is a really good point. There is a lot of demand in this space. And this program was significantly oversubscribed even in our first go round. And when we talk about outreach, it's not just to the organizations that represent farmers. They're pretty easy to call. We know who they are. But this program is for farmers. This program is for people who are actually out there farming and so it's kind of like doing outreach to the fishing community, which we've done in the offshore wind area. If they're on their boats, you can't call them. You've got to find time when it's not in season. And so we did the same thing here. During harvest season you'd better not have a workshop. It's things like that you have to learn.

And so anyway, I'm very pleased with this program. I'm glad to see this on the agenda and I move approval of Item 5.
COMMISSIONER MCALLISTER: I just want to say that if you look at the numbers of how much the grants actually are, and then you look at the size of the systems that it's funding, it's actually quite a bit of leverage. I mean they're grants, but they're not paying for the whole system. They're paying for a little chunk of the system. And so that's actually a good -- clearly there's a lot of match funding and there's a lot of project development that's going on that can leverage these funds. But we're not footing the whole bill, so that's a good thing.

CHAIR HOCHSCHILD: Great, thank you.

Is there a second?

COMMISSIONER MCALLISTER: Second.

CHAIR HOCHSCHILD: Second by Commissioner McAllister. All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously. And let me just finally say I'm on a mini-campaign to get better acronyms. REAP, you guys hit a home run with that, so well done.

Let's move on to Item 6, City of Trinidad.

MR. PENA: I'll make this quick. Good morning, Chair and Commissioners. My name is Nelson Peña and I'm with the Local Assistance and Financing Office of the Energy Efficiency Division.
Today, I'm here to request approval for approximately $49,000 through the Energy Conservation Act loan at 1 person, also known as a ECAA loan, to the City of Trinidad.

The City of Trinidad will use this loan to implement a new 14-kilowatt rooftop photovoltaic system installed at its city Town Hall.

Upon completion, the project will reduce about 19 megawatts per hour of grid electricity consumption annually and it's estimated to save $4,400 in utility costs, annually.

Based on the loan amount and the utility cost saving, the simple payback is approximately 11.3 years.

The loan request is in compliance with the terms and conditions of the ECAA Loan Program and is categorically exempt from the CEQA Guidelines.

We recommend your approval of the loan and I am happy to answer questions you may have.

CHAIR HOCHSCHILD: Great, any public comments on the item?

(No audible response.)

Commissioner McAllister?

COMMISSIONER McALLISTER: Yes, it's great to see that part of the state getting participation in ECAA. It's really a -- Trinidad is a little town that we don't
actually see a lot of in our various programs. And so it's really nice to be looking north and helping them, albeit a very small PV system, but every bit counts.

MR. PENA: It's a small town.

COMMISSIONER MCALLISTER: It's a small town, exactly. But I don't have any further comments, so I'll move this item.

CHAIR HOCHSCHILD: Is there a second?

VICE CHAIR SCOTT: Second.

CHAIR HOCHSCHILD: Second by Vice Chair Scott.

All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: The motion passes unanimously.

Let's move on to Item 7, a proposed adoption of the Low Carbon Fuel Production Program.

MS. ZHANG: Good morning, Chair and Commissioners. My name is Taiying Zhang. I'm from the Fuels and Transportation Division. Today staff is seeking adoption of the Low Carbon Fuel Production Program Guidelines, as well as a determination that this action is CEQA exempt.

The Low Carbon Fuel Production Program was established under the Budget Act of 2018, as amended by Senate Bill 856. The program will provide up to $12.5 million from the Greenhouse Gas Reduction Fund to support
low carbon fuel production projects in the transportation
sector.

This program is being funded as we also call the
California Climate Investments, which is administered by
the Air Resources Board. The Climate Investments is a
statewide initiative that puts billions of Cap-and-Trade
dollars to work reducing greenhouse gas emissions,
strengthen the economy and improve public health and the
environment, particularly in the disadvantaged communities,
low-income communities and households.

This program will support a new or expanded
renewable ultra-low-carbon transportation fuel production
using sustainable and underutilized feedstocks in
California.

The program objectives include providing the
major benefit of GHG emission reduction and the co-benefit
is also the consideration of priority populations as
defined by SB 535 and AB 1550.

For those not familiar with these bills this is a
little bit of background information. SB 535 requires the
California EPA to identify disadvantaged communities and
requires ARB to provide the guidance, maximizing the
benefits to these communities. AB 1550 sets investment
minimums for GGRF projects. You will see those minimums in
the later slides.
So as the administering agency, the Energy Commission is responsible for designing the program implementation structure and developing guidelines for potential applicants. On February 21, 2019, staff released the first draft guidelines for the Low Carbon Fuel Production Program. The resources include the Energy Commission's existing funding under the Clean Transportation Program. Following, we have a staff workshop to discuss the draft guidelines on March 5th of this year. Also, as all of the (indecipherable) funding program we refer to CARB's funding guidelines for agencies that administer California Climate Investments. These guidelines include the program structure, eligibility, solicitation and scoring. I will provide some detail on each section.

This program is open to all public and private entities, which have a business presence in California. The proposed project must result in new fuel production capacity. The carbon intensity of ultra-low carbon fuel must be 30 grams of CO2 equivalent per e/MJ or less.

All the eligible low-carbon fuel production plants and the existing biorefineries must be in California and reduce greenhouse gas emissions by producing ultra-low carbon transportation fuel using an eligible feedstock. The minimum production capacity is 1 million diesel gallons.
equivalent per year. The maximum total funding of this program is 12.5 million. And a single project could be awarded up to $5 million each, which will be awarded through a competitive grant solicitation.

This is what I mentioned earlier is AB 1550 setting all the minimums for the priority population. This program will maximize benefits to priority populations by meeting or exceeding the following allocations: a minimum of 25 percent of funds to projects located within and benefiting disadvantaged communities, 5 percent of the funds to the low-income communities, and an additional 5 percent of funds to projects benefiting AB 1550 low-income communities or household within a half mile of a disadvantaged community.

So for this solicitation, the Energy Commission may use a two-phase evaluation process. The first phase is the pre-application abstract. All the applicants receiving a passing score on their abstracts will be invited to submit their detailed full applications. That's phase two. All the applications must pass administrative screening first. Once an applicant is passing the administrative screening, they will receive technical scoring. Technical scoring criteria include the project team qualifications, business plans including technology,
marketing, and financial plans; readiness and implementation; project budget and cost-effectiveness; project benefits and co-benefits; and as a priority population consideration.

All the solicitation requirements will be described in the grant solicitation, which will be posted on the Energy Commission’s website.

Following that a pre-application workshop will be conducted. All parties can submit written questions after the workshop. Written responses to all questions will be posted on the website too.

As I mentioned, we released the first draft on February 21, 2019 and had a staff workshop on March 5th, 2019. In the workshop and afterwards staff received comments and questions from state agencies, industrial partners, and academics. Staff reviewed these comments and revised the draft accordingly.

So if the Guidelines are adopted today the program's proposed schedule is as follows. Staff plans to release the solicitation followed by a pre-application workshop in September. Hopefully, we will get as our phase one or abstract phase then in October. That will follow the phase two evaluation.

After that, staff plan to publish a Notice of Proposed Awards in January 2020 with the proposed awards
scheduled for the March and April business meetings. The encumbrance deadline for this program is June 30, 2020.

For those who are interested, additional resources are available on our website. With that, staff is seeking adoption of the Low Carbon Fuel Production Program Guidelines and a determination that this action is exempt from CEQA.

Thank you for your consideration. I’m happy to answer any questions.

CHAIR HOCHSCHILD: Okay. Any questions before I move to the public comment? Okay. Let’s hear from Nina Kapoor from the RNG Coalition. Right there, yeah, go ahead.

MS. KAPOOR: Good morning, Commissioners, Nina Kapoor with the Coalition for Renewable Natural Gas in support. The RNG Coalition represents over 180 leading members in each sector of the RNG industry including utilities, organized labor, fuel providers and producers of over 90 percent of all RNG in North America.

We support the Low Carbon Fuel Production Program, because it will provide opportunities for additional RNG development in the state. RNG is the lowest carbon transportation fuel available today with carbon intensity scores lower than negative 350. And air quality performance of 99.8 percent clean.
We're excited to be part of this solution for reducing GHG emissions in the transportation sector. And we'd also like to encourage the Commission to consider other opportunities for decarbonization using RNG outside of the transportation sector. We believe that we can replicate the success we've seen in transportation across the building and industrial sectors. And we'd like to work with the Commission to explore incentives to do so. Thank you.

CHAIR HOCHSCHILD: Great, thank you.

Any other public comment on the item?

(No audible response.)

CHAIR HOCHSCHILD: Okay, Commissioner Monahan.

COMMISSIONER MONAHAN: Yeah, I just want to give staff kudos for developing the guidelines really thoughtfully. And I think the process that they used to develop the guidelines was spot on in terms of community engagement.

I also wanted to just highlight that I think we recognize broadly that we need to do a better job around paying attention to equity and disadvantaged communities in our investments. And this is a process like we don't have all the answers. And historically when a plant is located in a disadvantaged community, we check the box. And we're trying to think through how may boxes do we need to check?
And to really listen to the Disadvantaged Communities Advisory Group as we are developing guidelines going forward. And I think staff is very open to this and it's just a process. And it's one I think we have to go through broadly, constantly, thinking are we really paying attention to the communities most vulnerable, to the harmful impacts of air pollution and how can we make sure that our investments are attentive to equity?

So I just wanted to highlight that as something we recognize that we are continuing to work on.

I also like the fact that we're focusing on ultra-low carbon fuels, the 30 micrograms per megajoule or less. I think that's the focus that we should be attentive to. And that we're looking at investments that are not just already cost effective. You know, if there's already a business case for the investment we don't want to use our precious dollars for those types of investments. We really want to make sure that we are bringing producers into California that wouldn't otherwise be able to do it just with private capital.

CHAIR HOCHSCHILD: Okay. Would you like to make a motion to adopt the guidelines?

COMMISSIONER MONAHAN: I move to adopt the guidelines.

CHAIR HOCHSCHILD: Is there a second?
VICE CHAIR SCOTT: Second.

CHAIR HOCHSCHILD: Second by Vice Chair Scott.

All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously. Let's move on to Item 9, Bulk Purchase Pricing for Electric School Buses.

MS. GONZALEZ: Good morning, Chair, Vice Chair, and Commissioners. My name is Diana Gonzalez with the Fuels and Transportation Division. Staff is requesting approval today for Item 8, two agreements for bulk purchase pricing for electric school buses and Item 9, 60 school bus replacement agreements.

I will begin by presenting background information on the School Bus Replacement Program, then I will present Item 8 for your approval and lastly I will present Item 9 for your approval.

First, background on the School Bus Replacement Program. Senate Bill 110 allocated $75 million to replace old diesel school buses operating in California. Applicants who were eligible for this program included California public school districts, county offices of education and joint power authorities. Priority was given to applicants based on three criteria: first, the oldest diesel school buses; second schools that have a majority of
students eligible for free or reduced-price meals; and
third, school buses serving in disadvantaged communities.

The Energy Commission decided to emphasize
electric school buses, because of their many benefits.
Electric school buses produce zero tailpipe emissions,
resulting in cleaner air for kids to breathe and improving
overall health of the communities through which these buses
travel.

In addition to providing health benefits,
replacing diesel buses with electric school buses will also
save schools money on repairs and fuel.

For the School Bus Replacement Program we
utilized a two-phased approach. The first phase was to
allow school districts, COEs and JPAs in California to
apply for up to 10 diesel school buses to be replaced. The
second phase was to select an electric school bus
manufacturer or dealer to design, construct and deliver the
school buses. The purpose of this solicitation was to
establish a bulk purchase price for the school districts,
COEs and JPAs to utilize.

The funding under this program was evenly split
into four regions in California that include Northern,
Central, Los Angeles County and Southern.

The Energy Commission requires the electric
school buses meet the following criteria. All buses must
meet the following applicable local, state, and federal laws, ordinances and requirements including safety and air quality regulations. Buses must be certified by the California Highway Patrol at time of delivery and by the California Air Resources Board during Executive Order. Other requirements include specific charging and discharging capabilities, battery and vehicle warranties, and minimum range for each school bus type.

The Clean Transportation Program, formerly known as the Alternative and Renewable Fuel and Vehicle Technology Program, is providing $60,000 of funding per awarded school bus for the necessary charging infrastructure to operate the electric school buses. In addition, at the June business meeting, Cerritos Community College District was awarded a $1 million agreement to develop and deliver electric school bus training for school district maintenance technicians and drivers for the School Bus Replacement Program.

We would like to share with you a story of one of the school districts that has already begun converting its fleet to electric school buses. It's one example of a demand for electric school buses around the state.

(Whereupon the video is played.)

NARRATOR: "Since 2016, Twin Rivers has replaced 16 dirty diesel school buses with 16 clean air zero..."
emission electric school buses. After running them for over two years, we have found significant reduction in cost of operation, about 80 percent reduction in maintenance costs. Overall, running of electric vehicles is much less expensive than running a diesel vehicle.

"In replacing these dirty diesel school buses, what we found is that not only are there economic benefits to it, but there's greater benefits to clean air for community and the surrounding area. We will transition within the next two-and-a-half years to 50 percent all-electric school buses. We will have zero diesel buses.

"We're very thankful for folks in entities like the California Energy Commission coming out and supporting this technology and these projects to promote EV technology to put more buses on the ground for clean air and for kids and community."

(Video playback ends.)

MS. GONZALEZ: To help schools move to a clean transportation future, staff is first seeking approval of Item 8 bulk purchase pricing for electric school buses with a zero dollar agreement to establish the bulk purchase prices school districts, COEs and GPAs can utilize to procure their electric school buses. This bulk purchase price was used to determine the award amount per bus type for the school districts.
The proposed awardees are The Lion Electric Co. and A-Z Bus Sales Incorporated. The Lion Electric Co. is a dba for The Lion Electric Co. USA Incorporated.

Lion was selected as the qualified low bid for the type A without chair lift bus, as well as the type C and D electric school buses. A-Z was selected as the qualified low bid for the type A with chair lift electric school bus.

Staff has ensured both awardees have met or exceeded all minimum requirements under this solicitation. Both awardees have also brought a demo bus today for a ride and drive.

This concludes Item 8 request for approval and Item 9 will be presented after the vote. Thank you.

CHAIR HOCHSCHILD: Thank you.

Just before we go to public comment, just quick question on the charger, how many miles of charge does that do an hour for the EV bus charger that you referenced?

MS. GONZALEZ: For which bus, specifically?

CHAIR HOCHSCHILD: You just showed us a photo of the charger, for the -- I'm assuming it's for the buses we saw out front. I'm just curious, is that a like Level 2, how? Don't know? That's okay.

MS. GONZALEZ: For that specific picture I would have to look back to see, but you're requiring a specific
charging.

CHAIR HOCHSCHILD: Does anyone from Lion know how quickly are the buses recharging?

(Off mic colloquy.)

MR. BAGUIO: On the bus that was pictured and also specified for this we are looking at a 100-mile range on the standard (indiscernible) charging, it's close to six hours.

CHAIR HOCHSCHILD: Six hours to fully recharge.

Okay. That's good to know, great. Thank you.

Let's go to public comment. John Landherr from AC Bus Sales.

MR. LANDHERR: Good morning, Commissioners.

Thank you for this program. On behalf of hundreds of school districts across the State of California that we have been providing services to and partnering with for over 35 years here in California, we thank you for this exciting program. We're excited that through this program school districts will get access to Blue Bird, not only type As but type Cs and type Ds to replace their old diesel school buses.

Blue Bird is a company that's been around for almost 100 years with a singular focus of transporting children safely to and from school, our nation's most precious asset. They do that day in and day out making the
safest bus possible. And they've also been leading the
country in technology developments.

In fact, it was just 1990 that A-Z Bus Sales, in
cooperation with Blue Bird, produced the first CNG buses
here in California. Additionally, Blue Bird came out with
the first electric bus in 1994. So they continue to lead
the country.

And we're excited about this program, because it
brings not only zero emission buses to California, but also
near zero with renewable gas. And so we want to thank you
for putting trust in us do deliver these products to
students of California and communities of California. It's
a real win-win for our communities, but most importantly
for our children that are no longer to be exposed to these
dangerous chemicals that they're breathing in every day.

So thank you for trusting A-Z Bus Sales, Blue Bird and
Micro Bird.

CHAIR HOCHSCHILD: Okay. Commissioner Monahan?

COMMISSIONER MONAHAN: Yeah, I want to -- well
thank Diana and the other staff who have been working
tirelessly on this program. I'm guessing Vice Chair Scott
might have some comments as well, because she has a longer
history, by far, than me in this.

And I just want to emphasize one point in the
presentation that was very fast, which is that we are
requiring that these batteries provide V to G. And this
vehicle-to-grid capacity is really unusual, like in the
light-duty vehicle space hardly anybody offers it. Nissan
Leaf is one of the few companies that offer it.

But as we are struggling in California with renewables
integration, and as schools are struggling with just having
enough money for books and paper, there's an opportunity
here potentially for school districts to recoup some of
that money in the summertime by using that battery as a
grid resource. And this is somewhat like cutting edge
theoretical, right? We haven't actually figured out how to
fully quantify that value to the grid, but we know it's
big, potentially.

So I just think it was great that staff was like
that proactive in thinking through like not just an
electric bus, but an electric like next-generation bus that
can actually help school districts in the future save
money.

So the maintenance cost savings are huge and now
we have this benefit, potentially, for EV charging done
right and school districts to really be demonstrating that.
So it's just like an amazing project all the way around.
And something that I think we should all feel good about.

CHAIR HOCHSCHILD: And at high noon, when we have
all that peak solar production they're typically plugged
in, right, because you're not driving.

COMMISSIONER MONAHAN: Yeah, or summertime. In the summer your school is out. They still do rent out those buses, but it’s a potential resource.

CHAIR HOCHSCHILD: Did you want to share a few --

Vice Chair Scott: I do. I'm really excited about this one as well, as you all know. I do also want to send my sincere complements to our school bus team for the laudable job that they've done. You guys have really knocked it out of the park. This was hard work. It was a big lift. We had aggressive goals. I wanted everyone to go fast. I'm ready to see the school buses by the Christmas time, at least the first round. And I think we'll have a few.

And again it's just as important to get the kids out of the dirty diesel buses into the cleaner buses just as quickly as we can.

So I just want to point out a couple of other things that our awesome team did in that they built on the robust relationship that we had with all of the state's local educational agencies through Prop 39. So we already had a great network and outreach there, which we just jumped right in and used to let the schools know about our school bus program.

Diana went by this really quickly. We literally
categorized every school bus in the state, because we needed to figure out which ones were the dirtiest, because that was one of the criteria for how to prioritize which buses to pull off. And now we've got this list. It took some time to put that together, but we can literally just keep funding down and if there were more funding in that space.

We put together a really flexible program as well. So you guys probably remember just a little bit ago we did do some natural gas buses. And that's because there were some rural areas of the state that implored us to keep both options on the table to make sure that -- and again getting the kids out of the really old dirty diesel buses is important in that space.

We put together that bulk buy and that was also a challenge and interesting and fun. But we did that because with the bulk prices, we hope that people -- that drives the pricing down, so that we can get more buses with the dollars that we have. But we put some flexibility in so school districts can either use our pricing or they can go out and get their own pricing if they so choose.

The infrastructure, I think is really important. It can't be understated that got to have the charging to go along with the bus, otherwise it'll be difficult to use them. So I appreciate that we put that in place. We're
trying to work closely with the PUC and the investor owned utilities, because they have an obligation to put charging in place as well. So that the school districts where buses are coming can hopefully be prioritized within those utility plans.

And then I think what we want to do, like the goal, the vision, is to make this as easy as possible for the schools, right? As Commissioner Monahan mentioned they got a whole bunch of other things they need to do including educating our next generation. And so we don’t want this to be troublesome or burdensome. We really want to make this as easy as possible for the schools, so that they can just jump right in, drive the bus, plug it in. And we've got that workforce training component in there to assist with that.

So I wanted to jump in on this too, because I really enjoyed working with the team on this. I think they did a fantastic job and I'm excited to see it here at the Business Meeting.

CHAIR HOCHSCHILD: Well, great. Well congratulations and thanks again for getting the ball rolling. We do have one more public comment on this item, Nate Baguio -- I hope I'm pronouncing that correctly -- from Lion.

MR. BAGUIO: Thank you Chairman Hochschild and
Commissioners. We're in full support of Item Number 8. And we're very excited to support the State of California and the California Energy Commission with this bulk purchase plan.

It was great to work with your staff. We saw Thomas Ortiz, Diana Gonzalez, Sarah Williams, Michelle Vater out working with school districts so they fully understood the plan and even were out driving the buses, where they could do so legally.

But so thank you for the exhaustive and comprehensive review of not only the program and the districts, but also the manufacturers.

Lion is proud to be the leader in electric school buses. I’m sure all of you have seen them around town here in Sacramento as part of the largest deployment in the country, as part of the largest deployment of electric school buses in the country. So we're proud to have been a part of that as well.

In the last three years and two million miles, Lion Electric Buses have been all over the roads, taking kids to school every day, across North America and most notably in California. We were founded in 2008 with the intention of revolutionizing the school bus industry. We quickly realized that diesel and fossil fuel was not the path forward, was not the future for this platform. And we
are an EV company. We are dedicated to zero emission and that's our sole focus in helping you achieve your goals in the state.

Thank you for the Notice of Proposed Award. We're very proud to have participated and scored the highest in the technical review. We worked very hard to be recognized in that way. And again, thank you and we fully support this item.

CHAIR HOCHSCHILD: I did have one last question which is just is there a decal on the bus that says "electric" that's visible? I didn't look on it this morning when I got here.

MR. BAGUIO: We are working with, as are some school districts that have already adopted electric, to make the blue bumper standard to identify electric. Every decal you see on a yellow school bus is regulated by the California Highway Patrol in size and color, so once that law recognizes how you will designate what an electric bus looks like, but the blue bumper is what's really kind of leading the charge in identifying it.

CHAIR HOCHSCHILD: You know, I would just on that -- did you have a comment on that, sir? Yeah. Go ahead.

MR. LANDHERR: Just on the Blue Bird buses, I know Lion's got theirs and we have ours. On ours, we actually have a chord that comes out of the Blue Bird logo,
so that signifies electric. But as Nate said CHP regulates those brandings very intensely, so I just want to note that.

CHAIR HOCHSCHILD: Well, you know I -- just in the light of the discussion we're trying to have here around raising public awareness about clean transportation, I would love to see there's a -- most people don't know what a blue bumper signifies. I mean is there?

VICE CHAIR SCOTT: It was the very first slide that Diana showed. And she and the media team and Commissioner Monahan worked closely together to design it. It's really cute. So maybe when you go back to do Number 9, you could show us the logo again.

CHAIR HOCHSCHILD: That's on the side on it?

MS. GONZALEZ: Yes, on the inter side. And also on the school buses out front, we also printed out a logo too as well. It's displayed on the buses, so you can see it there.

CHAIR HOCHSCHILD: Great, yeah. I just think it's really important we need to keep -- we're putting a ton of money into these things and to -- for the public to see driving around to know it's electric is really important. So thank you all for your work. Congratulations.

Is there a motion to approve Item 8 here?
COMMISSIONER MONAHAN:  I move to approve Item 8.

CHAIR HOCHSCHILD:  Is there a second?

VICE CHAIR SCOTT:  Second.

CHAIR HOCHSCHILD:  All in favor, say aye.

(Ayes.)

CHAIR HOCHSCHILD:  Item 8 passes unanimously.

Well you know in our country, sometimes it feels like you've got to go back to go forward. So we have to do that in our agenda today as well, because with Item 7 actually we approved the guidelines. But it's actually broader than that. There's a (indecipherable), so what we needed a motion to approve Item 7 in its entirety.

COMMISSIONER MONAHAN:  It's my fault again.

CHAIR HOCHSCHILD:  That's okay. No, it's my fault as well. So is there a motion to approve Item 7 in its entirety?

COMMISSIONER MONAHAN:  I move to approve Item 7 in its entirety.

CHAIR HOCHSCHILD:  Is there a second?

VICE CHAIR SCOTT:  Second.

CHAIR HOCHSCHILD:  All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD:  That passes unanimously.

Thank you.

CHAIR HOCHSCHILD:  Let's move on to Item 9,
School Bus Replacement For California Public School Districts.

COMMISSIONER MONAHAN: And would it be possible, Diana, to start with the logo. Can we show that again, just so that --

CHAIR HOCHSCHILD: Yeah. That would be great.

Oh, that's great. Wonderful.

MS. GONZALEZ: So CHP allows a 12 by 12 logo on the passenger side window, so when the students are walking up to the bus, to the left of it, we're allowed a 12 by 12 area where we are going to feature this logo on all the funded EV school buses.

COMMISSIONER MONAHAN: And they did try hard to get something bigger. And to the point that you raised it's going to take high-level intervention for that to happen, let's just say. I think the Governor has to be involved in this decision, so yeah.

MS. GONZALEZ: Staff is also seeking approval for Item 9, 60 proposed resolutions approving School Bus Replacement Program agreements listed in the agenda table to replace 211 old diesel-powered school buses with all-electric school buses.

Staff is also recommending approval of staff’s determination that all 60 agreements noted are exempt from CEQA. Any other proposed agreements not listed in the
table will be taken to a later business meeting for approval.

Thank you.

CHAIR HOCHSCHILD: Okay. Are there any -- actually we do have some public comments. Let's hear from Doug Shald, Ukiah School District.

MS. SHALD: Hello and good morning Chairperson and Commissioners. Thank you for the opportunity to speak today. And I want to start off by thanking everyone at the California Energy Commission for all the important work you're doing every day, and obviously your global leadership on climate issues.

You know it's great to work with the staff throughout our experience receiving these buses. I was excited to eliminate that fuel cost and save all the money on the required maintenance, which is much less. All this goes along with the priority of our school district to be great stewards of the environment and create a healthy environment for our students.

But there's a lot of other great benefits we realized that I did not think of. It's very quiet and very smooth, so the students of ours that have been on the buses are actually able to read and study. They've mentioned it's a lot easier to focus on the bus and to relax after a hard day at school.
Overall, our staff also loves them. They're very proud to be on the cutting edge of this new technology. And it actually generates a lot of questions and a lot of attention from our community members. So the engagement is there. And I want to also add in that as big of a logo that we can put on the buses, the better. Because just the fact they're not making much noise has our community members wanting to talk about them. So in general they're great for our budget. They're great for our community engagement. They most importantly they're great for the environment and our students' health. So thank you.

CHAIR HOCHSCHILD: Great. Thank you.

MR. TUROCK: Good morning, Chair and Commissioners. I'm Marty Turock with Clean Tech, San Diego. And I have been leading the San Diego Region K-12 Schools Collaborative for SDG&E since its inception six years ago.

Our primary mission over the last five years was to share best practices regarding the California Proposition 39 Program to be administered statewide. And the 44 school districts across the SDG&E service territory that participates in our collaborative were able to secure CEC approval for energy efficiency and clean energy.
projects at 528 school sites. That's going to save $11 million per year for the districts while lowering greenhouse gas emissions by an estimated 11,455 tons of carbon dioxide equivalent.

But now with the funding for new Proposition 39 projects expired, and the balance of funds transition to SB 110, we have transitioned the primary focus of our K-12 Schools Collaborative to ZNE buildings, both new construction and retrofits, as well as transportation electrification.

At present none of our school districts have any EV buses in service. And the funding for GFO-17-607 is going to make this possible for Chula Vista, La Mesa Spring Valley School District, Escondido Union High School District and Cajon Valley Union School District.

So as these four school districts install EV charging infrastructure and put these first EV school buses into service, we will be sharing all the best practices and lessons learned. So that the remaining 40 school districts in our region can also start addressing this key source of GHG reduction that will also reduce overall transportation operating costs while obviously improving the health and safety of our students, commuting to and from school.

So we commend the CEC on this truly
transformative program and can assure you that it will
achieve the intended objective here across the San Diego
region.

CHAIR HOCHSCHILD: Great. Thank so much.

Any other public comment in the room or on the
phone? If not, is there a motion to approve Item 9?

COMMISSIONER MONAHAN: I move to approve Item 9.

CHAIR HOCHSCHILD: Second?

COMMISSIONER MCALLISTER: This seems like a big
table. It needs a little comment. I don't know.

CHAIR HOCHSCHILD: All right, all right.

COMMISSIONER MCALLISTER: We talk often and I
think it's totally justified, about the fact that the
Energy Commission over the last decade or so has really cut
our chops on program design. And we had a previous item
and it just bears I think repeating that we have capability
here that is really a rival in the cross-state agencies, I
would say.

And building on the Prop 39, I want to
congratulate Marty for sure about all the coordination down
in the San Diego region. Building on Prop 39, hopefully
Prop 39 has a second life at some point, you know. We
could pump some more funds into the building side of it.
But this bus initiative is just fantastic and a good use of
that infrastructure and a good follow-on effort for the
Prop 39 original effort.

And so I just wanted to -- I mean, if you read down the list and see all the school districts that participated, it's just a phenomenal statewide program and a huge example of good.

CHAIR HOCHSCHILD: Is that a second?

COMMISSIONER MCALLISTER: That's a second.

CHAIR HOCHSCHILD: Okay. All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously. Let's move on to Item 10, ChargePoint.

MR. RILLERA: Good morning, Chair and Commissioners. My name is Larry Rillera, with the Fuels and Transportation Division, here to present Item Number 10. This agreement is funded through the Clean Transportation Program, double barrel. (Laughter.)

CHAIR HOCHSCHILD: We really want hear what you have to say. Go ahead.

MR. RILLERA: In December of 2018 the Energy Commission released a nearly $10 million solicitation for the manufacturer of zero emission vehicles and zero emission vehicle infrastructure.

The intent of the solicitation was to develop and expand ZEV supply chains in California. ChargePoint is proposed for $2 million in funding. The agreement with
ChargePoint proposes to acquire and install manufacturing equipment and tools. This equipment will be used to manufacture direct current, or DC fast chargers in the City of Campbell. The project will leverage over $2.7 million in private investments that will create jobs while increasing the scale of DC fast charger production.

Staff is also recommending approval of staff's determination that this project is exempt for CEQA.

Staff would note that a representative from ChargePoint is here to present and provide remarks and answer any questions you might have. Thank you for your consideration.

CHAIR HOCHSCHILD: Thank you. Let's go to public comment. Dedrick Roper, Director of Public and Private Partnerships at ChargePoint. Welcome.

MR. ROPER: Good morning Chair, Vice Chair and Commissioners. On behalf of ChargePoint and our 14 California-based suppliers I just want to thank you for this program and also for the consideration of this project.

We are incredibly grateful and in a great position to have our fast chargers manufacturers manufactured across the street from where they are designed in the Bay Area. Great talent pool, but it is incredibly expensive to hire that staff and secure those facilities.
So this potential award would go a great distance to help us to continue to maintain those operations.

In Campbell, just the indication that we might be receiving this has motivated some new investments. Just to highlight a few of those: increased staff about 15 more manufacturing workers over the last several months. And we also secured an Underwriter Laboratories testing facility in San Jose, took over that lease and also acquired testing equipment, so we're able to do salt water tests, water tests, UV and heat tests. And this investment will continue to support those efforts.

We reported a $2.7 million cost share to do administrative sort of tasks associated with reporting cost share we're actually going to be spending about $10 million on this in additional funding outside of this to help scale up production.

Also when we wrote our proposal, we had just received our UL certification on this fast charging product. I'm pleased to say we've been this point of being across North America in light, medium and heavy-duty applications and also for deployments to Europe.

And as we indicated in our proposal we anticipate adding about 100 jobs as a result of this directly in ChargePoint and to also support some of those supplier's jobs, many of which are in the Central Valley and in the
South Coast Air Basin.

So the money is -- we're going to leverage it to the best of our ability. We're very proud of our work with the Energy Commission and look forward to continuing good works in years to come.

CHAIR HOCHSCHILD: Well, thank you. Actually, if you could stay for a second, I have a charger, my charger at home and we have one here at work as well. I'm just curious when you look ahead as the cost reduction roadmap for chargers, what do you see? I mean how close are you to just cost of materials now and or how much more do you anticipate the costs being able to come down of chargers as you scale up?

MR. ROPER: Yeah, sure. Fair enough. So this is our first design DC fast charging product that we've designed in-house and developed in-house. So the product is a bit more expensive for us to produce today. But with support from the Energy Commission and working with suppliers to drive down those costs and increase scale, also bringing in some of those materials across product lines, so we're able to sort of repurpose materials from our AC products and help develop larger orders and get those costs down.

So it's just the beginning. We've just started delivering the product Q1 of this year and have a lot of
pre-orders both in North America and in Europe that we hope
to drive those costs down over time.

CHAIR HOCHSCHILD: Okay. And finally I'm on the
board of CAEFTA, we obviously (indecipherable) tax
(indecipherable). Are you taking advantage of those?

MR. ROPER: Yes, we've been taking advantage of
CAEFTA about the last two years and appreciate that
program.

CHAIR HOCHSCHILD: Great. Great, all right. Well
we wish you well.

Commissioner Monahan?

COMMISSIONER MONAHAN: Yeah, I just want to say,
I mean emphasize why this matters, DC fast charging. You
know for a lot of folks that live in multifamily dwellings
or here a driver for Lyft and Uber and you need to charge
your vehicle, like DC fast charging is really your only
option.

I mean we're wrestling with this problem of what
to do with apartment buildings, but it's going to take a
while to solve it. And the more public stations we have
that offer this fast charging capability, the better
equipped we'll be to make sure that all Californians
benefit from transportation electrification.

So I just want to emphasize that this investment
is great for ChargePoint creating jobs here in California,
around a new energy economy and the product is something that we're really going to need.

MR. ROPER: Yeah, and I would just to that, it's having these fast chargers really opened up new markets. So working with transit agencies we're now charging electric buses across North America. You have a corridor, so instilling confidence in drivers that they can make their way throughout the state. And we have another partnership with the Energy Commission to build out 70 fast charging locations throughout the state.

We're working with ports now, so installed these fast chargers at the Port of Stockton recently to support some larger utility vehicles that they have. So goods movement, people movement, and as you said unlocking the multifamily market are all going to benefit from DC fast chargers.

COMMISSIONER MONAHAN: Yeah, I'm glad to hear you have ordered for it globally and across the US although we want those chargers here in California.

MR. ROPER: Yeah, absolutely.

COMMISSIONER MONAHAN: Thank you.

CHAIR HOCHSCHILD: Yeah.

VICE CHAIR SCOTT: Yeah, I might just add. I'm excited about this one as well. This program that we have on clean transportation puts a little bit of dollars into
manufacturing. It's a small amount, but I have to say I believe it's small but mighty, and it really helps us to tip the scales.

You mentioned additional leverage of private capital that's going to come into this space, because of Energy Commission grants. We have had that happen in other instances as well. Proterra is the first one leaping to mind, but there are others. And it just -- it's great.

I know our team also did quite a bit of work to assess what we needed in the infrastructure manufacturing space to really try to understand where there are things that have to be made in California. Where you kind of want it right here, I forget what you call it, when you need it right away. You don't want it to be made somewhere else where you have wait for it to get shipped. Those kinds of things, we did quite a few workshops to try to understand where we could put our investment dollars in this space to really make the most impact. So I want to thank the staff for the good work that they did there as well.

CHAIR HOCHSCHILD: Great. Thank you.

Is there a motion?

COMMISSIONER MONAHAN: I move to approve Item 10.

CHAIR HOCHSCHILD: All right. Is there a second?

VICE CHAIR SCOTT: Second.

CHAIR HOCHSCHILD: Second, from Vice Chair Scott.
All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously.

Let's move on to Item 11, Regents of -- did I do that right?

MS. VACCARO: I think it was fine. I'm trying to catch your eye just to make sure -- the conversation shifted from the public comment to the Commissioners, so quickly I just wanted to ensure for this item that we were clear that there was no other public comment.

CHAIR HOCHSCHILD: I only had one card, yeah. Is there anyone else wishing to comment on Item 10? Okay. Thanks.

Let's move on to Item 11, Regents of University of California on behalf of the Davis campus.

MR. RANSOM: Hi. Good morning Chair, Vice Chair and Commissioners. My name is Shaun Ransom and I work in the Fuels and Transportation Division. I am here today to present a proposed resolution to approve a $400,000 contract with UC Davis to conduct data collection and travel studies on plug-in electric vehicles used for ride hailing and car sharing.

Typically, these vehicles are deployed on behalf of Transportation Network Companies such as Uber or Lyft.
The proliferation of transportation network companies has raised questions on how large service fleets will impact public electric vehicle charging infrastructure. Transportation network companies that use electric vehicles require a greater number of charging events for longer intervals.

Additionally, growth trends in transportation network company fleets and consumer preferences validate the durability of the new transportation sector and potential disruptions to public charging stations.

Recently, the Energy Commission received concerns about over-crowding and loitering at charger sites due to transportation network company use. This contract is vital in understanding how transportation network companies are charging, where they are charging, EV adoption trends in fleets and how the Energy Commission can develop funding opportunities to mitigate charger congestion and innovative charging solutions that benefit both transportation network companies and the public.

The contract will analyze the trends and impacts transportation network companies pose on travel demand and electric infrastructure utilization. These include charging demand, travel behavior and the mix of personal and ride hailing use.

The findings of the study will be incorporated
into the Energy Commission’s AB 2127 infrastructure assessments and the 2030 infrastructure requirement projections.

Thank you and I am available to answer any questions.

CHAIR HOCHSCHILD: Great, thank you.

Any questions? Okay. Is there a public comment on this item? No. Okay. Hearing none, Commissioner Monahan?

COMMISSIONER MONAHAN: Yeah, I just want to say that it was an awesome study. I’m super excited about it, because the future of transportation is shifting rapidly. What Dan Spurling from the Institute for Transportation Studies likes to call the three revolutions of autonomy, electrification and mobility as a service, is just changing transportation as we know it. And we need modeling work to be able to evaluate what that's going to mean for a lot of things. I mean energy use, charger placement, how do we make sure that we are moving to a low-carbon transportation future as we embrace these revolutions.

And so this study is just I think the start of this, we have to think about how this gets integrated into the IEPR eventually. And just this making sure that as we're doing our energy modeling we're thinking about next gen technologies that are actually here today. So I think
it's going to be a great study.

CHAIR HOCHSCHILD:  Okay.

COMMISSIONER MCALLISTER:  I mean we talked about SB 100 a little bit earlier, but this kind of information is really key to being able to say okay, here's what this wedge of the vehicle grid looks like. And sort of when are they charging, when are they not charging, when are they plugged in but not? So I think all this goes into the bucket of knowledge we need to plan. So I'll second this thing. No, sorry.

CHAIR HOCHSCHILD:  Actually would you like to make the motion?

COMMISSIONER MCALLISTER:  Oh. Did you not move it?

CHAIR HOCHSCHILD:  We need a motion from someone.

COMMISSIONER MCALLISTER:  All right. I'll move Item 11.

CHAIR HOCHSCHILD:  Is there a second?

COMMISSIONER MONAHAN:  I second it.

CHAIR HOCHSCHILD:  All in favor, say aye.

(Ayes.)

CHAIR HOCHSCHILD:  That motion passes unanimously.

Let's move on to Item 12, Petition to Request a Rulemaking Hearing. Go ahead, Jared.
MR. BABULA: This is actually Mr. Uhler's petition, so we should see if he's here or on the phone.

CHAIR HOCHSCHILD: Is he here or on the phone?
(No audible response.)

CHAIR HOCHSCHILD: Okay, thank you. For Agenda Item 12, Petition to Request a Rulemaking Hearing, the Commission will now consider an act to approve or deny the petition submitted by Steve Uhler requesting that the Commission initiate a rulemaking hearing to amend Title 20 of the California Code of Regulations, to provide regulatory language allowing a person wishing to file a document with the Energy Commission to open a docket to receive the filing or otherwise amend Section 1208 of the regulations to ensure that the public can file documents in a proceeding with the Energy Commission.

Is Mr. Uhler present or in the room or on the phone?
(No audible response.)

CHAIR HOCHSCHILD: Okay. It appears that the petitioner is not here by phone or in person. I'll then ask the Public Adviser whether Mr. Uhler asked to relate his points to the Commissioners in his absence.

MS. MARTIN-GALLARDO: I have not received any request.

CHAIR HOCHSCHILD: Okay, thank you.
Because Mr. Uhler's petition-related documents were submitted to the docket and made available to Commissioners in advance of today's meeting, I propose that we deem his arguments as submitted on the papers, but not read them aloud.

Now we'll hear from staff, so he has not submitted any written?

MR. BABULA: He submitted the original submission.

CHAIR HOCHSCHILD: The original, but not. Okay. So now we'll hear from staff in response to Mr. Uhler's written submissions. Please introduce yourself for the record.

MR. BABULA: Thank you, this is Jared Babula, Staff Attorney. And I will address his petition.

So after carefully reviewing the issues raised by Mr. Uhler in his petition seeking a rulemaking to amend the Commission's filing procedures, staff recommends denial of the petition.

As discussed in staff's memo to the Commission, which details the rationale for staff's recommendation, there's no need to amend Section 1208 or any other provision relating to the Commission's filing procedures. Energy Commission staff is committed to transparency and carefully manages both the creation of a docket and the
organization of documents in that docket to ensure the public can easily find or file documents. It is not necessary to burden the public with the need to create a docket, especially when a docket is not a prerequisite for the public to engage with the Commission.

The current filing process set forth in the Commission's regulations generally provides for two simple and easy-to-use pathways. Documents are either filed through an existing docket, which is most common; or a docket submitted in a manner specifically prescribed by the relevant provisions in the Commission's regulations. For example as in this case, Mr. Uhler's petition was filed with the Executive Director.

Finally, if a member of the public needs assistance in submitting documents program staff, the Docket Unit or the Public Advisor are all available to assist the public in the application process.

So staff recommends the Commission deny the petition and adopt staff's proposed order.

CHAIR HOCHSCHILD: Okay.

Commissioner discussion?

COMMISSIONER DOUGLAS: I'll just say I don't think -- I think we have, as Mr. Babula said, multiple ways for the public to submit needed documents to the Energy Commission and multiple people who are able to assist them
in doing so. And so I agree with staff's recommendation. I'm prepared to make a motion to that effect if there are no other questions.

CHAIR HOCHSCHILD: I wanted to -- I'm going to put Jennifer on the spot briefly, but I guess just -- it seems like we have a lot of tools already and Jared just laid it out. But you've been helping Mr. Uhler quite a bit over the last few months or so. I guess do you feel like you have all the tools that you need to be able to help him and direct him to the right places?

MS. MARTIN-GALLARDO: I do. At this time, I don't feel like there was -- I think the processes have worked to ensure that you were able to receive this petition. There are other ways depending on the particular type of proceeding that Mr. Uhler or any member of the public would like to participate in. To date, I have not had an experience where I felt that there was not a way for the public to participate.

And in any event, where there was a situation where I felt that the public did not have a way to participate appropriately and fully at the Energy Commission, I would make a recommendation. But I have no recommendation for this particular matter. I think that everything has been working just fine.

COMMISSIONER MCALLISTER: Okay. Thank you very
much. And I guess opening a new rulemaking is a serious
commitment of resources and just administratively. And so
if it's not strictly necessary it just seems like not the
right course. So I support Commissioner Douglas in her
recommendation.

MR. BABULA: I'd also like to add just in case
for those who haven't been here, we actually did two large
rulemakings to modernize and update our Process and
Procedure Regulations, which culminated in the new regs
being effective January 2016 with then a follow-up of
January of 2019. So we did go through a large update to
modernize and to comport our regs with the new e-filing
system and the updated manners in which documents could
come in electronically.

CHAIR HOCHSCHILD: Great. Thank you.
So did you have a motion, Commissioner Douglas?
COMMISSIONER DOUGLAS: Yes, I move to deny the
petition and approve the order drafted by staff.

CHAIR HOCHSCHILD: Is there a second?
COMMISSIONER MCALLISTER: I'll second that.

CHAIR HOCHSCHILD: All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: This motion passes
unanimously.

Let's move on to Item 13, the minutes.
Ms. VACCARO: Before you make a motion, and because I don't want to interrupt after the fact, there were only three of you here I believe at the last meeting, so two of you would not be voting on that.

COMMISSIONER McALLISTER: Yeah I'm abstaining and I don't know who else is abstaining. Oh, you weren't here.

CHAIR HOCHSCHILD: Yes, I was also not here. But so

VICE CHAIR SCOTT: I will move approval of the minutes.

COMMISSIONER DOUGLAS: Second.

CHAIR HOCHSCHILD: All in favor?

(Ayes.)

CHAIR HOCHSCHILD: That passes unanimously with Commissioner McAllister and I abstaining. I guess it's not unanimous, but three yes and two abstentions.

Okay, let's go to Lead Commissioner Reports starting with Commissioner Monahan.

UNIDENTIFIED SPEAKER: Do you always want to start (indiscernible)?

CHAIR HOCHSCHILD: We usually just go left to right, so.

COMMISSIONER MONAHAN: Well, just to -- we talked about this a little bit at the last one, but you guys were not here. So we, as part of what is now called the Clean
Transportation Program, what was formerly the ARFVTP, which is arguably the worst acronym ever, not like brief at all. And we as part of the process of developing the investment plan for that program, we met with the Disadvantaged Communities Advisory Group. They gave us some good feedback. We're in the process, staff is in the process of redoing the investment plan to respond to that.

We're going to have an Advisory Committee meeting in the beginning of August to go over that and to get feedback on that plan. The Disadvantaged Communities Advisory Group, at least one representative will be there. And we're excited to engage with the Advisory Committee to get their feedback. We're also very excited to engage with the DACAG and have their input incorporated into the plan.

And we're thinking about how to refresh the Advisory Committee to get more voices and especially with an equity frame in helping advise us.

Again, this is like a process. We never arrive at perfection. We're always just trying to think through how do we be more attentive to equity. How do we make sure our investments are taking in great advisors to help us tee up investments that are going to be best for all California. So more to come.

CHAIR HOCHSCHILD: And by the way, did you want to share anything from Asilomar or the other?
COMMISSIONER MONAHAN: I went to a transportation conference called Asilomar and it was great. It operates under Chatham House Rules, so I can't actually say very much. But it brings together transportation experts from across the country, it's been going on for over 20 years, I think I went to the second one when I was working at Lawrence Berkeley Laboratory under this transportation guru, Lee Schipper. And it really is a great place for businesses, thought leaders, academics, NGOs to come and really map out what are the policies and programs we need to get us to a clean transportation future. So a really great conference and it was beautiful. It’s a good place for a conference.

COMMISSIONER MCALLISTER: It is. Yeah, every two years the Energy Efficiency and Building Conference is there, the Summer Study they call it. And then CABEC, actually the Building Energy Consultants had their conference there recently. So it’s like the go-to place for energy-related blissful conferences. And you always have to take a fleece, because it's warm everywhere else in California, and cold there. So yeah, anyway but it’s a beautiful place.

So I just have a short list of things. I'll try to be quick about it. I want to just say first congratulations on the EPRI Conference that the Chair’s
office sponsored, and that many of us participated in and
staff had a huge presence there. And EPRI is showing a lot
of leadership in the electrification realm.

After that conference, well first we had a
meeting with the cities, it was great. And then the panels
were just really high level and a lot of just great
sharing. I feel like the education level of our
stakeholders is really going up quickly in this realm. And
sort of the grid issues and electrification and just kind
of this pot of issues is crossing a lot of really creative
thought and innovation.

We had 18 staff after that conference go up to
Berkeley Lab to visit the FLEXLAB. And Laurie ten Hope
sort of put that together and the LBL people are doing
really innovative stuff. And it just made sense, since it
was right there in Berkeley to have staff go up. And I
think a lot of newish staff went and it was really helpful
for them and I was really glad to hear that.

Let's see, there was a -- recently there was an
Advanced Windows Forum that SMUD sponsored or SMUD hosted
and just a whole bunch of our important stakeholders were
there. But again, Berkeley Lab has a world leader on
developing innovative windows. And there's this effort to
put together a skinny triple it's called, so it's a triple-
pane window that basically fits in a profile of a double-
pane window. And now that we have really thin glass, from all the flat screen TVs that are out there we have cheap thin glass that's being manufactured in a way that we just never did before. And now we can actually have a true triple-pane window that weighs the same as a double pane and that is much more energy efficient.

So it's really a cool effort from the technical perspective, but we're hoping to get a product out there that can be incorporated into the Building Code and really help us reach our goals that way.

Let's see, I want to give everybody the heads up that on September 16 to 18 is the NASEO, the National Association of State and Energy Officials annual meeting. It's happening in Manhattan Beach. We just finished up the call for proposal topic or a call for proposals for panel topics basically, for session topics. So as that all pans out and the agenda gets developed I'm certain that there will be opportunities for all of you to be involved if you want to be involved.

And since it's down in the LA area we're looking at sort of getting some leveraging Hollywood nearby and getting some excitement around clean energy. So anyway more to come on that, but I wanted to just get it on you all's radar screen that that's the third week of September.

A couple of weeks ago I did a Keynote at the...
North American Passive House Conference. And Passive House is a really interesting private certification that is just hyper-efficient building shell and great mechanical and it really lends itself to electrification. And it was in New York City and it happened right as New York was passing that awesome law that essentially tries to run to one-up us, right? It's 70 percent by 2030 and it's 100 percent by 2040. You know, just goes five years ahead or whatever and so this one-upping across the states is a really positive dynamic.

And Alicia Barton who heads NYSERDA is really excited obviously. But also between New York and Massachusetts and California and other states, but certainly those three, we really need to collaborate all that we can possibly to figure out how together move the market, get best practices and look at rate design, and grid-interactive buildings and all the things that we need to decarbonize our electricity grid. So it's very exciting.

And they are also focusing on equity, so I think that was a big -- is aggressive goals, but also highest level emphasis on equity. So I think that is really positive and obviously the rubber has got to hit the road and implementation has to work. So we want to help them do that.
Let's see I wanted to, I guess just from my personal perspective and while I've got the dais here in the meeting, congratulate Secretary Marybel Batjer for being appointed the new President of the PUC. Sort of taking the baton from Michael Picker, you know? I just have tremendous respect for both of them and certainly Secretary Batjer has been a leading light on utilizing modern analytical tools for improving government, and innovating. And I think all of us are really right on the same page with her on that. And I think it's going to be a nice sort of fresh approach possibly at the PUC to sort of -- we’re collaborating a lot with them on data already. But I think it will only be for the good as she takes leadership, obviously lots of big challenges over there. But we wish her all the best and we’ll absolutely be here to help out wherever possible.

And I’ll just thank Michael Picker for all of his amazing public service. I mean, over a whole career really just spectacular, so he deserves a nice retirement.

UNIDENTIFIED SPEAKER: (Off mic.)

COMMISSIONER MCALLISTER: What's that? Who knows if he’ll actually retire, right? But anyway you never know, but anyway.

Let’s see, just a couple of other things. I wanted to say thank you to Natalie Queathem and Reem Rayaf
who is right there. Maybe you guys could stand up.

Natalie was not down here this morning, so I just wanted to acknowledge her, but both of you have really done a tremendous in my office.

The Internship Program is a fantastic thing and you will go and sing our praises to your colleagues at Berkeley and we will get more stellar interns as we go forward. So, you know, your work is really important to help the Commission thrive, so thank you.

And finally, I want to say thank you to Kristen Driskell who is right there in the back. Thanks for coming down and sharing your time with us. Kristen has accepted a job over in Pesticide Control and she steps down as Deputy of the Efficiency Division.

And obviously I'm incredibly sad to see Kristen go. She has had a really stellar trajectory at the Commission in Legal. I think you started in Legal, right? And then went over to the Appliances Office, led that office. And then had a stint as Chair Weisenmiller's advisor and was just such a fantastic choice to run the Efficiency Division, and really just an all aspects kind of up the level of management in so many ways. On the management side, on the technical side, really it's a complex division with a lot going on and a very difficult Lead Commissioner. (Laughter.)
And I just wanted to say thank you for all of your stellar service. I want to invite you to say any comments. I know, this is -- competence doesn't trumpet its own horn often or blow its own horn, trumpet its own success, I'm not sure. But anyway, you're just such an example of competence at the Commission and for state service. And I just wanted to say thank you very much for your service. We are sad to see you go at the end of the month or I guess it sometime in the next month. But it's transition that we're in the middle of and hopefully we get a candidate that can really step into your shoes and keep the ball moving.

MS. DRISKELL: Yeah. I wish everyone the best of luck. I'm just going to let you know I am here for the next Business Meeting. (Laughter) And then I'll have something to say at that time

COMMISSIONER MCALLISTER: Well, thank you (indiscernible) in the meantime. I was like, “Oh no.” But anyway, thank you so much, Kristen. The announcement came over and it just made a big splash here, so I wanted to just make sure and acknowledge you today.

VICE CHAIR SCOTT: So let's see, I think like everyone at the beginning of the month I enjoyed a few days off around the 4th of July, which was great. Just a little staycation right here in Sacramento, so it was good to just
have a couple of days off and get a few things done. You
know how that happens.

I've had a chance to tour a sodium sulfur battery
system in Vacaville, which was really neat to see. This is
something that actually was funded long enough ago that it
was PIER Electricity that funded it and so it's great
though to kind of see the progression of the different
types of technologies that have -- just the thought and
care that goes into finding what do we need to put in which
different places.

And it was great to see that technology, which
has not had the same level of coming down the cost curve as
lithium-ion, of course, because lithium-ion is not just
used for storage but is also used in cars, right? So
there's been a lot more research and dollars put towards
that.

I had a chance to go to LACI hosted us down in
Los Angeles a few weeks ago for the EPIC ARPA-E gathering.
So this is again thanks to former Chair Weisenmiller who
had put a program together where our research programs talk
to one another, leverage one another, make sure that we are
doing the best with the funding that we have in the
research space.

So it was great to get to meet all of the folks
who are part of ARPA-E. I think they appreciated an
opportunity to come out to California and see what
California is doing.

And one of the things that we try to do, because
ARPA-E a lot of times is focused more in the basic research
space, and the Energy Commission is a little bit farther
down the technology readiness level or manufacturing
readiness levels, is to try to complement each other's
programs. So if there's something that has already gone
through ARPA-E and it's got the blessing of the ARPA-E team
it might have it might have a slightly higher scoring for
example in EPIC, right, because we want to keep moving
some. And then vice versa, they'll do the same for us with
different types of projects. So it was really nice to have
a chance to meet everybody, meet them in person and keep
thinking through how we want to work together.

I was out at the National Renewable Energy Lab a
little while ago. And this conversation was really about
distributed energy resources. It was very, very wonky. I
mean we were really more talking about like what are
distributed energy resources and why do different people
define them in different ways, more so than kind of where
are they? How are they working? Where would we like to
see more? But it was really great to have those
conversations.

And also to get to see the work and capacity at
the National Renewable Energy Lab up close, they took up
through some of the labs and showed us some of the projects
that they're working on.

I am continuing to work on the Integrated Energy
Policy Report, of course. We had a little bit of a break,
but I think we're getting ready to pick up again with
workshops galore, so stay tuned.

And last, I just want to note that the
Disadvantaged Communities Advisory Group is looking for a
new member. We extended the deadline for the applications
and I'm not going to try to guess at the date, but you can
look at our webpage to see. And so if you are interested
or you know someone who's interested please be sure to get
the word out. We're looking for folks who are engaged and
enthusiastic and really want to help the Energy Commission
in the Public Utilities Commission as we’re thinking
through how to continuously improve and do better on equity
in bringing in low-income communities and disadvantaged
communities to the work that we do.

So that is my update. I also want to acknowledge
my awesome interns who are still here. It's so much fun to
have extra folks around during the summer to help get all
the projects that used to be on the back burner, but now
are on the front burner. And the interns are getting them
done, so thank you guys. It's been great to have you in
COMMISSIONER DOUGLAS: All right, great. Well, I have a couple things to report. I should mention what I muttered under my breath when Andrew was talking about Michael Picker, in his hope that Michael manages to have a nice retirement, is that actually he did have his retirement pretty well set up before Governor Brown tapped him to walk away from all that and take the stint at the PUC. And so I hope it works out for him this time and he's able to take a well-earned retirement or at least some well-earned time off. And I really look forward to working with a new Chair of the PUC as well.

So a couple things to report on, first of all on July 9th and 10th and 11th, the Energy Commission in coordination with the Bishop Paiute Tribe co-sponsored a tribal conference. And it was called the Sustaining Tribal Resources Conference.

And it was a wonderful event. The Chair was there, and his advisor Lindsay, for the first day and a good part of the second day as well. We had some folks in the audience there who helped us on the tribal side put the agenda together and bring participants together who have been working with us for a decade or more as I looked around that room. And there were there were some people who as I said in my opening remarks, were part of some of
the very first tribal overtures to the Energy Commission to begin working together more closely. And that helped spark a lot of what we have done with tribes.

In addition to Energy Commission on the state side we had representatives from the Natural Resources Agency, CalEPA, California Department of Fish & Wildlife, OHHEA, State Lands Commission, Office of Planning and Research.

Topics related to sustainability and energy and climate change. But you know a lot of these things really are very much related and you can't have a conference about one little slice of the pie, really. I mean, you can but when you engage the tribes are tends to be a more holistic way of looking at the situation. So we talked about climate and energy and mitigation and certain species that are obviously very affected by climate change, very important culturally to tribes it.

And it was a really good, just really good event and the hospitality of the Bishop Paiute Tribe and the amount of work and effort they put into making everyone feel welcome including state attendees, the attendees of tribes from around the state, the tribes from the Auburn area, from far Northern California, Bear River, from Lake County area, from the Colorado River area.

Geographically there was a very good
representation of tribes from many different parts of the state. And of course, the Paiute tribes from Owens Valley were all working together very close to help make the conference to success.

It built on the Tribal Energy Summit the Energy Commission held earlier. And there were a lot of events in between and a lot of events before. And I think it really positions us to take the next steps of working with tribes as partners as we deal with climate change. And try to understand how to better use traditional tribal knowledge and put it together with some of our scientific approach and knowledge to deal with management issues, to better understand how to achieve different kinds of technological change. And that ranges from all sorts of things that we do.

From working with tribes on building energy efficiency to we're seeing tribes -- I don't know if I mentioned this to Patty, I should have but I'll do it now if I haven't before. I really see tribes as a major partner for helping us expand the electric vehicle charging network in rural areas. Because the Bishop Paiute Tribe has applied to somebody, and they're going to get back to me on who it was, for help finding stations. The Bear River Tribe, which is -- and those are two tribes that will speak in our workshop coming up. The Bear River Tribe on
their own put in six EV chargers they're up in Humboldt County where we've got a lack of charging capacity.

So working with tribes throughout the state on expansion of EV infrastructure brings the benefits to them. It makes it possible for them to bring on board more electric vehicle themselves. It also obviously helps attract people to tribal facilities and tribal lands. And it helps us expand our network, so there are tremendous benefits.

We've seen tribes go into microgrids. We've seen tribes to express interest in our ECCA Program. We've seen just a tremendous upwelling of interest from tribes. I think they can be major partners with us in a lot of what we're trying to do. I also think we have a lot to learn from them and so it's been a great exchange. And I've really enjoyed doing that work and I really want to extend my thanks to the Bishop Paiute Tribe.

The other thing I will say, and if I got the business meeting wrong I'm going to cry, but I don't think I did -- is we could have done this in the Legal, Chief Counsel Report, but I think I’ll just do it here. Is I want to thank Kourtney Vaccaro for her tremendous service and hard work as the Energy Commission's Chief Counsel. She's not leaving us. She is going to become my advisor and I am extremely excited for her start as my advisor.
tomorrow. Not a month from tomorrow, tomorrow.

And I just wanted to say that I've work with Kourtney says she has come on to the Commission. And she's been here for almost nine years. She's worked for us in and out whole range of different capacities. And I think probably in part, because I'm the Attorney Commissioner do a lot of sitting, I've gotten to work with Kourtney in all of these different capacities.

When she started she was a hearing officer. And we did some of the early Desert Solar cases together. And I'll never forget driving through the desert with Kourtney who has a different sense of time than I do. And a different level of anxiety sometimes, around you know simple logistical matters that tend to work themselves out in my experience. (Laughter.) So it was fun from the very beginning working with Kourtney. And I could tell a lot of stories, but I won't.

But she also worked for us as the Assistant Executive Director of Compliance and Enforcement. And helped us get a more standardized set of approaches and structure around how we do compliance and enforcement work, beginning in the siting area with power plants. But and also of course we have the appliance efficiency enforcement requirement or program and others. And a lot of that really started with Kourtney in this role with the support
of Executive Office kind of beginning to figure out how do we as the Energy Commission improve our work in this area.

She worked as the Assistant Executive Director for Audits, Investigation and Program Review. That's again a lot of this more broad work; staff Counsel, of course, and for recent years Chief Counsel. And Kourtney has been an extraordinary Chief Council.

So let's see here, so over the last four years Kourtney's managed and coordinated the work of the Chief Counsel's Office. She's worked hard to ensure that the legal advice coming out of the Chief Counsel's Office harmonized our legal principles, laws, policy in a way that helped the Commission achieve its goals. And helped us understand the landscape ahead of us, the legal landscape.

And helped us make informed decisions. And that's what we need and what we want from our Chief Counsel, in addition to proactively managing the office and developing and growing the skills of our team of attorneys in the Legal Office. So I just want to thank Kourtney.

I want to thank Alan Ward who has agreed very graciously to step up and be Acting Chief counsel while we go through our search. I've got a tremendous amount of confidence in Alan's ability to lead our legal team and ensure that we continue to get high-quality legal advice from that office for now and in the interim as we go.
through our process.

We have posted the announcement for Chief Counsel, so if anybody is interested in applying please do. If you know someone who might be please point them our way. And we will move forward with that as posted.

So anyway that's I think all I have, but many, many thanks to Kourtney. This is her last Business Meeting as Chief Counsel.

CHAIR HOCHSCHILD: Yeah, actually why don’t we do Kourtney first and then I’ll do my (indiscernible) --

VICE CHAIR SCOTT: Yeah, no I want to pile on and echo much of what Commissioner Douglas said.

You know, Kourtney, just you're smart, you're capable, you're knowledgeable. You are always on point. I trust you to know the law and to tell us what it is, but in a way that helps us make really good informed decisions. You always provide I think, excellent advice and very high standards. I have appreciated your commitment and your dedication to the Commission, to building a terrific office, everything that you have done. You're erudite. You're articulate.

And it really has been a privilege to work with you in this role. I'm so delighted that I get to continue to work with you in your new role, because you are also really funny and a lot of fun. So you leave big shoes to
fill, but I just wanted to take a minute to also thank you for the great work that you do at the Commission each and every day.

COMMISSIONER MCALLISTER: I'll just say working with you as a hearing adviser, just to give an example, it just recalibrated my whole sense of what a hearing adviser can be. And not to take away from the others, but just so on top of things and just you saw everyone in the rooms spines straighten. They had to bring their A-game into that room, to all parties. And just sort of that rigor and that consistency, I think just speaks volumes. And that's just one example of many I could give.

In any case I think probably just doing the geometry I think you're probably even a little bit closer now then you have been. So I'll just be able to walk down the hall and that'll be really great. I'm really glad you're on the row. And hopefully Commissioner Douglas can show you as a resource when the need arises. Obviously within the limits of BK etcetera.

And it goes without saying, but I'll say it, and anyway congratulations on just a really stellar tenure as Chief counsel and more great things to come, but thank you.

COMMISSIONER MONAHAN: So Kourtney, I barely got to know you. And I feel like you were making my spine go straighter and now I'm worried I'm going to have curvature.

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of the spine. I'm going to make horrible mistakes. And there's no going to be nobody there to help me, but I'm sure Alan is going to do a great job and help me. But just thank you for getting me up to speed. Thank you for walking me through what I'm sure were such junior Mickey Mouse questions and always responding nicely and competently and with humor, which I much appreciate personally.

So I wish you well. I am sad that we didn't get to work more in your current role, but looking forward to seeing all the great things you can do with Commissioner Douglas.

CHAIR HOCHSCHILD: Well, thunderous agreement to all that. And yeah, Kourtney, you're a true public servant. I really see that in your spirit, so strongly, how much you care and how dedicated you are.

And I think for any team to be successful you want different skillsets. You need that. And I think what we're trying to do here at the Energy Commission is incredibly ambitious. I mean really, we're trying to solve climate change. We're trying to create these models that can spread.

And from my perspective, and I know Chair Weisenmiller felt the same, having someone who is so
informed and thoughtful and wise and detail-oriented on all of our processes is essential, because that's literally where we could get tripped up. I mean a lot of it is actually on preventable process stuff. And I feel very well protected actually by your legal judgement in terms of how we proceed about what we are trying to do. And I just can't thank you enough.

And I'm excited for you. Also, I really like to see people grow and thrive. I want you to thrive as a person to actually enter a new role. We're actually going to be using some different skillsets and I'm excited for you and this next chapter, so congrats on everything and I look forward to the next chapter.

So and also to Kristen Driskell, I guess we'll have a chance to go deeper next month.

I wanted also particularly to thank our Interim Public Adviser Jennifer Martin-Gallardo, who is going to share with us in a minute, what she has been working on, on this new Ombudsman function that we started just because we are about delivering service to our grantees. We are here to serve our grantees and she has been diligently performing outreach to all of these folks and is going to share a little bit more about that. But you're doing a great job, Jen, so thank you for all your work. I really appreciate it.
I also just wanted to add a little more color on our new PUC President Marybel Batjer who I'm a big fan of. She is a problem solver. She is a bureaucracy fixer and someone I think will be a traffic partner with us. She's not an energy wizard or expert, but if you look at what the challenges of the PUC are, I mean a huge number of them are operational. And actually I think she'll be really particularly gifted in that.

We will be working together, as I mentioned, on doing a joint En Banc this fall. And so I've been in touch with her this weekend and it's a coup that the Governor's Office got her. This was not her choice, but sometimes the best person you've got to go after. And they were able to persuade her and it's great for the state, so.

A little bit about our Electrification Summit, I was thrilled with how that turned out. We had sold out, 450 people. I really want to thank Commissioner McAllister for leading the session on cities. And just the dialogue, the level of engagement, the diversity of folks there from cities and state agencies and the innovation sector, an incredible, incredible momentum across the board and we just had some tremendous dialogue.

There's 50 cities now that are in some stage of considering an all-electric reach code and will be coming to us. Incredible momentum in many of the other sectors as
well, so and EPRI was a terrific partner as was the Silicon Valley Leadership Group and CAISO and UC. So that was really time well spent and particularly I'm glad, Drew, you were able to get many Energy Commission staff there. And I think it was terrific both ways, that it exchange, so I was thrilled.

I also just wanted to say thanks again to Commissioner Douglas For this Tribal Summit. She is understating how powerful it was. It was an incredible, incredible gathering and not easy to get to, a six-hour drive. But it's more important than ever that we go there. I really believe in that. I'm going to personally make a commitment to do that on a regular basis, to get out to these tribal communities. I think it meant a lot to them that we came to them.

And I will just say I sent a note to the entire Energy Commission staff yesterday with a couple of items, including Governor Newsom's apology to the tribes, which is an incredibly powerful apology and needed. You know, a genocide was committed. He named it. He said it. It meant an incredible amount, I think, to the folks in the tribal communities to see that. It was still being talked about.

And I just feel really proud of our state now, how we're trying to repair that historical damage. The
Governor’s Tribal Advisor, Christina Snider, with us as well and these discussions. She's doing terrific work.

And we have over 150 state and federally-recognized tribes in California, which is more tribes that exist in any other state to my knowledge. And what we're doing here, some of the models that we're trying to create, can be models for other states.

I love telling this story, which I do now at almost every talk, what we did with the Blue Lake Rancheria Tribe up in Humboldt. And doing that solar microgrid, so that if the grid were to go down they could keep power on in their first aid clinic and the grid did go down, because of a fire. And the power stayed on. And those kind the projects are a real example.

And I just feel incredibly proud of you, Commissioner Douglas, for leading this. You're putting your heart into that and I can see it and feel it and I think all the folks in the tribal communities can as well. I just want to say having worked with you now for six-and-a-half years, you are having a Renaissance. I mean, it is amazing. You're doing offshore window and this lithium task force and the tribal work and everything else on audits. And it's just such a treat to see this up close. And that Summit you put together was years in the making and I'm just really, really proud of you. And glad to be able to
participate.

And I think that's it for me, so let's move on to the Executive Director’s Report.

MR. BOHAN: Thank you Chair and Members, three quick items. First, we hired a company to make our invoicing electronic and I'm just really pleased the process has started. We're really happy with who we've got. We are going to be using the Salesforce platform that's used widely and hope to have by next summer a system in place, so we can receive and process invoices electronically.

Second, mandatory training. You may have seen last month some press reports about an investigation into mandatory training for sexual harassment. Some agencies didn't fare particularly well in terms of the managers and supervisors and the percentages that have received the training. I'm proud to say that we are at 100 percent. Not 100 percent for all staff, and we require it for all staff, but we're pretty good. But 100 percent for what is required, which is managers and sups

And finally, third, FI$Cal. We've all heard about FI$Cal. It's this new accounting and budgeting system that the state adopted several years ago. It's up to $900 plus billion in cost. The State Auditor did an analysis that was published in January that found many,
many agencies having significant trouble and some agencies not able to book any of the months of the year at all.

We started the process in 2017, and really struggled last year, but managed to get the books all done by the end of the year. This year we've completed month 11, which is May. And we'll get the whole year completed very quickly, so we have done a really tremendous job. And I say "we" and what I really should be saying is Rachael Rectenwald who I wanted to call up, so you can put a name with the face. This is the head of our Accounting Department and she’s one of the people who you may not have met or have seen, but just doing an incredible job moving this process forward. It has just taken tenacity and just day-to-day work for her and her whole team. So I wanted to just acknowledge her.

And I’ve talked to the Chair about making this a part of my remarks, is just an acknowledgement of somebody who goes sometimes unnoticed. But is really so critical to the work we do here. Thank you.

ITEM 16

CHAIR HOCHSCHILD: Thank you.

Public Adviser’s Report?

MS. MARTIN-GALLARDO: Good afternoon Chair, Vice-Chair and Commissioners. I'd like to provide a short report about my work today as Grants Ombudsman.
As you know, the Chair has requested that I reach personally to all of our grant recipients with agreements entered into within the last three years. The purpose of my calls is to receive feedback from grant recipients on their experience with the Energy Commission's grant process.

To date I have spoken with are approximately two-thirds of our Clean Transportation Program, formerly known as ARFVTP, awardees. Those I have spoken with are extremely grateful for the opportunities that the funding is providing to help them move California forward. And they are absolutely committed to achieving the program's goals.

I can also say that the thoughtful feedback I have received from grant recipients has been extremely helpful. The conversations are uncovering consistent themes and are providing me with a clear understanding of the challenges that we must address to improve the efficiency with which we administer our grant programs.

For example, it is clear that we must simplify our invoicing system. Also, we must find ways to establish reliable and swift timelines for internal processes such as getting grants from the NOPA stage to the business meeting and from the business meeting to signed agreements.

As I finished my calls on our transportation
programs I will be reaching out to EPIC grant recipients. When those calls are finished I will be providing a complete summary of the feedback with suggestions on various approaches to improvement. I look forward to sharing the feedback with you, Chair Hochschild, and collaboratively working with grantees and staff towards solutions to improve the effectiveness of the grant funding we provide.

I am truly thankful for the candid and thoughtful feedback from our grantees. It has been a pleasure speaking to each of them. I can tell you that our grantees are extremely thankful for the opportunity to provide this feedback on their experiences. And suggestions on how we can make our programs even better, because they are truly passionate about moving California forward with their projects.

A number of have asked me to thank you personally for the opportunity. I look very much forward to continuing these conversations and helping in any way that I can to improve our agency’s processes.

CHAIR HOCHSCHILD: Well, thank you, Jennifer, great job. And just so everyone is clear the way we have set this up, these are not attributable comments. What we’re really trying to get is honest feedback and actually I’m most interested in the stuff that’s not working and
where we can improve and what the sticking points are. And so this is all done as part of our larger effort to just get better with our process and to solicit proactively. Because people don't want to bite the hand that feeds them naturally, so this is really a set up try and get to how we can improve. So we look forward to your complete report, thanks and great work.

CHAIR HOCHSCHILD: Let's move on to public comment, any public comment in the room or on the phone?

(No audible response.)

CHAIR HOCHSCHILD: Hearing none, let's move on to Chief Counsel's Report.

MS. VACCARO: So I have no substantive report today, but I would like to thank you for your very kind words. And I think for any Legal Counsel it's imperative that you have the respect and the trust of your client. I feel like I've had that. I've had it before I was your Chief Counsel. I feel like I've had it for the four-and-a-half years that I've been your Chief Counsel.

I mean, that's what allowed us to sort of make tough calls together. I think it's something that's allowed us to agree to disagree in significant areas and still have enduring relationships, both personal and professional. I'm just very grateful and honored that you selected me and appreciated me as your Chief Counsel.
It's meant a great deal to me and I feel very fortunate to have worked with such a strong legal team. We are often sort of -- we're not even unsung heroes. I don't even think people see us that way, but and it's often because what we do is background. It's confidential. It's internal. But you have before you, and you’ve had it for years and you're going to continue to have it, a group of individuals who are so dedicated to the work of this agency. I think sometimes they just aren't seen to be appreciated, but you have a tremendous Legal Office. And I feel honored to have served with them as well.

So this is just farewell, because I'm moving upstairs tomorrow and I'm super-excited about it.

(Laughter.)

CHAIR HOCHSCHILD: You're going to be even closer to us. Well, so let’s give Kourtney a round of applause.

(Applause.)

And with that we're adjourned, but what I’d like to do is invite all of the Commissioners out front, if we could take a photo with the electric school bus. Thank you.

(Adjourned the Business Meeting for closed session at 12:41 p.m.)

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REPORTER'S CERTIFICATE

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 25th day of July, 2019.

[Signature]

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IN WITNESS WHEREOF, I have hereunto set my hand this 25th day of July, 2019.

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Myra Severtson
Certified Transcriber
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