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BUSINESS MEETING
BEFORE THE
CALIFORNIA ENERGY COMMISSION

In the Matter of:

Business Meeting

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

WEDNESDAY, SEPTEMBER 11, 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
Alan Ward, Acting Chief Counsel
Jennifer Martin-Gallardo, Interim Public Adviser
Cody Goldthrite, Secretariat
Carousel Gore, EEOC Officer
Lisa DeCarlo, Staff Attorney

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Claes Baillot
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1. Consent Calendar. (Items will be taken up and voted on as a group. A commissioner may request that an item be moved and discussed later in the meeting.)
   a. 2019 ET SUMMIT
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3. Sequoia Data Center (19-SPPE-03)

4. 2019-2020 Investment Plan Update for the Clean Transportation Program

5. FreeWire Technologies, Inc.

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   b. Proposed resolution approving Agreement EPC-17-042 with ICF Incorporated, L.L.C. (d.b.a. ICF Consulting, L.L.C.)

    a. THE REGENTS OF THE UNIVERSITY OF CALIFORNIA, ON BEHALF OF THE LOS ANGELES CAMPUS
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22. Chief Counsel's Report

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)

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)
22. Chief Counsel's Report (Cont.)

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.

Adjournment

Reporter's Certificate

Transcriber's Certificate
CHAIR HOCHSCHILD: Let's begin with the Pledge of Allegiance.

(Whereupon the Pledge of Allegiance is recited)

CHAIR HOCHSCHILD: Well, good morning everyone. Before we start our regular agenda I wanted to take a moment to introduce our new Equal Employment Opportunity Officer who just started with us, Carousel Gore. You want to come say a few words? And welcome to the Energy Commission.

MS. GORE: Thank you so much. Hello, everybody. I'm really glad to be here with the Energy Commission. This is a new role for the Energy Commission and I think it's really exciting.

The Energy Commission, as a Department and a Commission, has such an important role here in California in promoting clean energy. And while I can't do anything to do that other than get solar on my house and maybe drive a cleaner energy car, I think my role is really important in promoting a positive, healthy, comfortable work environment for all of the members of the Energy Commission and their staff. So that we can, as a Department, focus more on our mission of promoting clean energy throughout the State of California.
So I am very excited to be here. I really look forward to being a positive part of the Department and adding to the positive work environment that we are already in the process of creating here. So thank you.

CHAIR HOCHSCHILD: All right, well welcome to the Commission, Carousel. It's great to have you on the team. I've asked Crystal (phonetic) to set up an intro meeting with all the Commissioners in the next week or two.

I also wanted to say over the next few weeks we'll be adding some very senior positions that we've previously announced, including our new Public Adviser, Noemi Gallardo, who begins on September 23rd. And our new Chief Counsel, Darcie Houck, who starts on October 14th. And I'm really excited to welcome both of them.

One other introduction I wanted to make, we had great success with our Summer Fellows. I've heard great feedback from all of my colleagues and elsewhere in the Commission about the summer internships. And we have one new summer intern who is volunteering for us the next two months who is my cousin, Claes Baillot. Where's Claes?

Come stand up here, Claes.

So Claes is 17 and is a cyber-security wizard, just finished high school taking a gap year before college. And you can tell us a little bit about your project, Claes.

MR. BAILLOT: Yeah. Good morning, Commissioners.
Good morning everyone. My name is Claes. I'm 17, just graduated high school. I am currently working on a project for recommendations that state level actors can take in terms of securing the grid and the cyber security involving the grid, because that is not so great right now. So I look forward to working with everyone and I hope to meet you all soon. Thank you.

CHAIR HOCHSCHILD: Thank you, Claes, and welcome.

All right, we'll let's on to the agenda. Is there a motion? Oh, you did a recusal. Yeah.

COMMISSIONER MCALLISTER: All right. So I'm going to -- so do you want to do 1a first?

CHAIR HOCHSCHILD: 1a, yeah. Is there a motion for Consent Calendar Item 1a?

COMMISSIONER MCALLISTER: I'll move 1a.

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: And now Commissioner McAllister will --

COMMISSIONER MCALLISTER: So, being Chair of the Board of NASEO, and this item is having to do with funding some work at NASEO, I'm going to recuse myself from item
lb.

CHAIR HOCHSCHILD: Is there a motion for Item 1b?
COMMISSIONER DOUGLAS: Move Item 1b.
CHAIR HOCHSCHILD: Moved by Commissioner Douglas.

Is there a second?

VICE CHAIR SCOTT: Second.
CHAIR HOCHSCHILD: All right, Vice Chair Scott.

All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously with the exception of Commissioner McAllister who has recused.

Let's move on to Item 2, Discussion of Energy Commission Progress on the Joint Agency Report, Charting a Path to a 100 Percent Clean Electricity Future. Terra Weeks?

MS. WEEKS: Hello Chair and Commissioners. As you know, I am Terra Weeks, Senior Advisor to Chair Hochschild and Project Manager for SB 100 on the Energy Commission side.

So my main update is that we held our kickoff workshop that we held last Thursday, September 5, which Chair Hochschild, Commissioner McAllister and Commissioner Douglas were all able to attend. The workshop was co-hosted by the Energy Commission, the
PUC and CARB, who are the three agencies tasked with writing the interagency report.

The workshop was really intended to serve as a first point of engagement with stakeholders and the public as we launched this effort and the report development process.

Just to recap the agenda quickly, we had opening remarks from Alice Reynolds, who is the Senior Energy Advisor to Governor Newsom, and Secretary Crowfoot of the California Natural Resources Agency. Both speakers emphasized the importance of state agencies collaborating on implementation of the policy and emphasized that this is truly a statewide effort.

The SB 100 principals and other Commissioners in attendance also provided opening comments. And these were followed by staff presentations on our current clean energy policies and programs, as well as the report development process and timeline.

One major theme throughout the presentations was that successful implementation of SB 100 requires thorough integration with our current clean energy programs and planning processes across agencies.

Following the presentations, we opened to public comment both in person and on the phone. And I just wanted to highlight a couple of the key messages that we heard.
from stakeholders.

One was the importance of managing electricity costs as we move toward 100 percent clean and renewable sources, primarily for low-income customers.

Secretary Crowfoot and others highlighted the need to address both land use planning and system resilience in the face of climate change.

A number of stakeholders commented that we need to move much more quickly on project development to not only meet our clean energy targets, but also to ensure adequate system capacity in the short term. And additionally, actions we take in the next 5-to-10 years will be critical in ensuring we meet our long-term goals.

Stakeholders' spoken support of portfolio resources including technologies that are not yet commercialized, and discussed various stances on particular technologies that may fall under the definition of zero-carbon resources including nuclear, hydro, and carbon capture technologies.

State balancing authorities voiced their support of the effort and willingness to partner on SB 100 implementation including working to ensure a balance between reliability, affordability and carbon neutrality.

And lastly there was a recommendation to coordinate with the state's water agencies in SB 100
implementation.

Overall, I think the workshop went really smoothly. We had about 600 participants both in person and by phone, which I really hope indicates a robust public engagement as we move forward with the process.

As a next step, we will be holding three regional scoping workshops where we will solicit more detailed public feedback to inform the outline of the report. The first two will be on September 30th in Fresno and October 8th in Diamond Bar. And the third one is tentatively scheduled for mid-October in Northern California. We're still finalizing the location. And we will have more details on those workshops shortly.

And before we open to discussion I'm hoping we can play the video. I think it should be queued up. And this is something that our media team put together to just launch this effort.

(Video playback begins: music and narrator)

NARRATOR: "For decades, California has been a world leader on environmental protection, putting solar panels on a million homes and businesses and 600,000 electric cars on the road saving energy as population boomed, greenhouse gas emissions dropped and air quality improved. All while the state's economy thrived, growing half a million green jobs and driving $22 billion in clean
tech investments. Today, a third of California's electricity is generated by renewable energy.

"Under Governor Gavin Newsom's leadership, the state is charting the path to 100 percent clean energy by 2045. We will continue to invest in safety. And we will never waiver on achieving the nation's most ambitious clean energy goals, modernizing the grid to power new uses in clean electricity from homes and buildings to buses, trucks and more. Protecting public health and the environment and ensuring a reliable, affordable, equitable clean energy future for all Californians."

(Video playback ends.)

MS. WEEKS: Great. And with that I'd like to open it up to discussion.

CHAIR HOCHSCHILD: Thank you, Terra. And let's also thank all the staff who worked so effectively on that SB 100 workshop last week. It was just really well put together. And I really especially wanted to call out the collaboration with the other agencies, which was just spectacular. That's really what we want to see going forward is breaking down those silos. I was just really pleased.

So let's open it up. Any questions, comments or reflections? You were there as well, Commissioner McAllister.
COMMISSIONER MCALLISTER: Yeah, I'll just reiterate I think it was a good level actually, because it kept sort of high level. And really like Terra, the main message was this is really happening? This is a true joint agency effort that we're serious about that and the Energy Commission is kind of holding the pan on assembling the thing, but the report truly will be joint. And the agencies will be doing different pieces.

Also I think it's important to recognize that reliability is really job one. And the ISO was there and is very supportive and kind of ready to engage as needed in terms of funding some quick turnaround studies and things like that. So I think all the pieces are there to really have success. And the engagement by the Governor's Office and the agency and just all of the who's who really that was there commenting and putting their hopes and dreams and aspirations on this process, I think is really positive. Because that means they're going to be engaged for the long term and this is a long-term multi-decadal kind of effort.

So it's really I think gotten off to a great start, so thanks to staff. I'll just reiterate the thanks to you and staff and everybody who put it all together. It really went well.

CHAIR HOCHSCHILD: Commissioner Douglas?

COMMISSIONER DOUGLAS: Yes, I'll just join in
those comments. I really enjoyed being there. It was
great to see the hard work put in on the event by the staff
and the great attendance and commitment and the public
comments. I think that we've got a good framework for
moving this forward and obviously it is a long-term
commitment and a long-term effort and we're off to a good
start.

CHAIR HOCHSCHILD: Any other comments? No, okay.
Well I'll just reiterate one point I made at the workshop,
which is that two years ago this vision was considered by
many to be mythology. So yesterday was the one-year
anniversary of the signing of SB 100. So Hawaii was the
first state to do it in 2015. Then one year California,
Governor Brown signed the law.

What has happened since then is nothing less than
extraordinary. So 100 percent policies have been adopted
in Washington, Nevada, New Mexico, Wisconsin, Connecticut,
New York, Maine, District of Columbia and Puerto Rico and
there's a bunch of others underway. So we have almost 30
percent of the population of the United States today living
in communities that have committed to go to 100 percent.

And looking at the trends, they are very much in
our favor. Storage is coming down, solar is coming down,
wind is coming down, efficiency etcetera. And really the
role of California as an incubator of these kind of
policies and these industries is having an incredible effect, something we should all be really proud of. And bear in mind the birth of the solar industry globally, began here in California. The wind industry globally began here. The electric vehicle industry and the first energy efficiency codes and standards began here.

And so what we're doing is incubating policies and industries that can take clean energy global. And it's something again we should be very proud of and be very mindful of as we're crafting this, because we have to make this thing successful. And there's many, many -- it's a silver buckshot solution. It's not a silver bullet. There's many things that are needed in terms of manipulating demand and electric vehicle charging algorithms and all the rest that fit together. But that's the work that's going to be heads up.

So thank you again, Terra, for --

MS. WEEKS: Thank you.

CHAIR HOCHSCHILD: -- assembling all the team.

With that, let's move on to Item 3, Sequoia Data Center.

MR. PAYNE: Good morning Chair, Commissioners. My name's Lon Payne. I am a Project Manager in the CEQA Review Unit in the Environmental Office of STEP. With me is Staff Attorney Lisa DeCarlo.
We're here to present a proposed order appointing a Committee to oversee a Small Power Plant Exemption, or SPPE proceeding, for the Sequoia Data Center.

The SPPE option is only -- I'm going to start saying the Exemption Option, because this acronym is horrific. It's 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, and I quote, "No substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility."

The applicant, Cl-Santa Clara, LLC, filed its SPPE application on August 12th, 2019, seeking the exemption from the Commission's power plant certification process. And they are here today.

The application materials were docketed on August 14, 2019.

The Sequoia Data Center consists of a building housing data servers up to 96.5 megawatts of associated diesel-fueled 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 Sequoia Data Center, staff is
currently working on the Laurelwood and Walsh Data Center projects. Staff anticipates five additional exemption applications for data centers in the Santa Clara and San Jose area prior to the end of the calendar year, which means that at some point staff, not to mention the Hearing Office and assigned Committee members, may be processing eight data center exemption applications concurrently. We just wanted to give you a heads up about that.

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

CHAIR HOCHSCHILD: Unless there's questions, let's go to the Applicant.

MR. GALATI: Good morning, Commissioners, Scott Galati representing CyrusOne on the Sequoia Data Center.

MR. DEVINE: Good morning. My name is Jeff Devine. I'm the Director of Design and Construction for CyrusOne.

CHAIR HOCHSCHILD: I don't have any public comment cards in the hearing. If there's no other public comment, we'll move to Commissioner discussion. We'd like to do Commissioner Douglas as Lead and Commissioner Monahan as Associate for this. Do you have any other comments to add?

COMMISSIONER DOUGLAS: No, does the Applicant have any other comments to add or?
MR. GALATI:  I just wanted to remind the Commission that this is a project where the emergency generators are only going to operate once in a while for maintenance and testing. And only operate if there's a loss of power to the facility.

The project has already started its work through the City of Santa Clara, working through what they all the PCC process. And it had already obtained a demolition permit and the site has been demolished. And they're ready to go when the Commission is finished with its process.

COMMISSIONER DOUGLAS:  All right, so I'll move approval of the Committee was suggested by the Chair.

COMMISSIONER MONAHAN:  I'll second.

CHAIR HOCHSCHILD:  All in favor?

(Ayes.)

CHAIR HOCHSCHILD:  That motion passes unanimously. Let's move on to Item 4 of the 2019-2020 Investment Plan Update for the Clean Transportation Program.

MR. BRECHT:  Good morning Chair, and Commissioners, my name is Patrick Brecht. I’m the Project Manager for the 2019-2020 Investment Plan Update for the Clean Transportation Program.

Today, we are seeking your approval of this Investment Plan Update. If approved the current Second
Revised Lead Commissioner Report will be reissued as the Final Commission Report. And this document will serve as a guide for the program’s funding solicitations and awards for the fiscal year 2019-2020.

The Clean Transportation Program was established by California Assembly Bill 118 in the year 2007. The Program is funded through a small surcharge on California vehicle registrations, which gives us a budget of up to $100 million per year, depending on how much is collected from the surcharge. And Assembly Bill 8 extended the program to January 1, 2024.

The Program provides funding support for projects that reduce greenhouse gas emissions within the transportation sector, which accounts for roughly 50 percent of state greenhouse gas emissions.

The projects we fund also contribute to other complementary state goals including improved air quality, providing investments in low-income and disadvantaged communities, promote economic development, increase alternative fuel use, and reduce petroleum dependence.

The annual Investment Plan Update serves as the basis for the program’s funding opportunities for each fiscal year. This year’s plan included four prior versions of the report, three Advisory Committee meetings, one presentation to the Disadvantaged Communities Advisory
Group and over 80 comments to our Docket.

As a reminder, the Investment Plan sets allocations for various funding categories and not for individual projects.

To demonstrate its commitment to diversity, the CEC adopted a resolution during the April 2015 Business Meeting to firmly commit to increasing the following: The participation of women, minority, disabled veteran and LGBT business enterprises in program funding opportunities; outreach to and participation by disadvantaged communities; diversity in geographic regions; diversity in participation at CEC proceedings and diversity in employment and promotional opportunities.

This slide shows that roughly 40 percent of program funds have been awarded to projects located within disadvantaged and/or low-income communities. That percentage actually increases to 50 percent when you take out statewide funding projects. However, we are determined to explore new methods for advancing and measuring equity within the Clean Transportation Program beyond just funding amounts by location.

Staff solicited input on the Investment Plan from members of the Disadvantaged Communities Advisory Group or DACAG, established pursuant to SB 350, to help advise the CEC and the Public Utilities Commission on their programs.
The DACAG’s mission is to review and provide advice on proposed clean energy and pollution reduction programs and determine whether these proposed programs will be effective and useful in disadvantaged communities. DACAG made a series of recommendations on the Investment Plan. These included moving 100 percent of program funding toward zero-emission vehicles among others.

Looking further ahead, we expect to continue outreach and coordination with DACAG in developing future investment plan updates.

Here are a few key changes from the Lead Commissioner Report published in March, to the Second Lead Commissioner Report published on August 28th. There, of course, was program rebranding to the Clean Transportation Program; incorporated recommendations from the DACAG; and a third Advisory Committee Meeting and workshop; a funding shift toward zero-emission transportation technologies and we added a new emphasis on Equity and Outreach.

As captured in this table, our proposed fiscal year 2019-2020 allocations emphasize zero-emission technologies in the light, medium and heavy-duty sectors. We believe these allocations reflect the state’s goals for zero-emission vehicles or ZEVs, near and long-term carbon reduction, and improved air quality, with a focus on providing benefits for disadvantaged communities.
Combining the first three rows, you can see that the allocations for ZEV infrastructure and medium and heavy-duty vehicles total 82.7 million.

Additionally, there is a 2.5 proposed allocation for Workforce Development with a priority to disadvantaged communities as well as ZEVs and ZEV infrastructure.

The CEC has provided nearly 830 million in funding through the Clean Transportation Program and has supported a broad portfolio of fuel types. This chart captures the total amount of funding allocations to various fuel types including a quarter into biofuels, biofuel production and distribution shown in shades of blue; 15 percent toward natural gas technologies shown in green; and a third in yellow toward electric vehicle charging infrastructure, vehicle demonstrations, incentives, and manufacturing; a fifth shown in orange for hydrogen refueling infrastructure and vehicle demonstrations; and the remainder to projects that incorporate multiple fuel types or do not address specific fuel types shown in red.

I’ll now give a brief overview of each funding allocation, starting with the Light-Duty Electric Vehicle Charging Infrastructure.

With the exception of last year, when the Energy Commission received a special one-time appropriation to expand ZEV infrastructure, our proposed 32.7 million
allocation is our largest to date in this category. In fact, it’s almost double our allocation in a previous normal year.

This slide highlights the charging infrastructure needs that we are trying to address with our program’s incentives.

The Electric Vehicle Infrastructure Projections or EVI-Pro model analyzes regional demand and quantifies the types, locations, and quantities of chargers needed to support the state’s goal of 1.5 million ZEVs by 2025.

Results from this model helped the Executive Order B-48-18, which set targets of 250,000 shared charging connectors, including 10,000 DC fast chargers, and 200 hydrogen stations by 2025.

The dark green wedges on the bottom of this chart depict the estimated number of existing shared charging connectors, not including single-family residential chargers. The light green wedges depict the estimated number of connectors that will result from identified funding streams around the state including our program, the state’s electric utilities, and settlements with Volkswagen and NRG.

Despite these investments, we estimate that the sum of existing and expected future charging ports will not be sufficient to meet the state’s goals.
The currently identified investments still leave a gap, shown in red, of nearly 80,000 Level 2 charging connectors and 3,600 DC fast charging connectors, by 2025. In recognition of this need, our proposed funding allocation for charging infrastructure is notably higher than in most previous investment plans, both to meet the growing needs of plug-in electric vehicles and to demonstrate the state’s long-term commitment to ZEV mass market adoption. Also, notably, this doesn’t include the charging infrastructure that we will need to satisfy the needs of medium and heavy-duty plug-in vehicles.

With this proposed allocation, we will be looking at a number of potential opportunities for Clean Transportation Program investments. First and foremost, the increased funding will help the state close the gap in needed chargers. The ultimate goal of expanding electric vehicle infrastructure is to create ubiquitous charging or no-time charging, that transitions drivers away from the typical gas-station mentality.

Our California Electric Vehicle Infrastructure Project or CALeVIP provides a simplified process for providing charging incentives in high priority regions with dedicated funding amounts and/or higher incentive amounts for sites in disadvantaged communities.

We will also be looking to support innovative
charging technologies and business models. These can make charging stations more appealing to potential users, accelerate the development of self-sustaining business models, and increase the utility of each charging connection.

We also have funded a small number of e-Mobility projects in the past, to test and demonstrate the ability of ZEVs to provide innovative transportation services to low-income and/or disadvantaged communities.

Finally, we have also provided funding to projects that can indirectly support our program’s goals such as regional alternative fuel readiness plans. These investments provide education, outreach, and implementation funding directly to local governments and municipalities, which know their communities best.

The Medium and Heavy-Duty Zero-Emission category focuses on the needs of medium and heavy-duty vehicles, typically found in freight and fleet applications. These vehicles represent a small share of California registered vehicle stock, but also emit an outsized share of greenhouse gas, NOx, and PM 2.5 emissions.

For fiscal year 2019-2020, CEC staff proposes a 30 million allocation for this category dedicated to medium and heavy-duty ZEVs and ZEV infrastructure. This is a significant increase from previous fiscal years.
To meet the greenhouse gas and air quality goals, this sector will need to transition to ZEV technologies, and the resources required for this transition far exceed our program’s funding alone. We expect an increased demand for ZEV infrastructure in our program, in response to vehicle incentives or regulations from other agencies.

As the state’s lead agency for fueling infrastructure deployment the CEC focuses on the infrastructure needs of medium and heavy-duty ZEVs. However, we also remain open to funding medium and heavy-duty ZEV demonstrations.

In addition to vehicle and infrastructure investments, the CEC will seek ways to include grid integration, integrated storage solutions, and charging management as complementary technologies.

The Clean Transportation Program is the primary source of funding for hydrogen refueling stations in the state. Assembly Bill 8 directs the CEC to allocate 20 million annually to fund the initial network of 100 hydrogen refueling stations. Looking further out, Executive Order B-48-18 set a target of 200 stations by 2025.

The CEC is also interested in the co-location of refueling for commercial vehicles and buses with light-duty vehicle refueling. This approach could aid in the
transition of California’s commercial vehicle and bus
fleets to ZEV alternatives while simultaneously
strengthening the business case for light-duty hydrogen
refueling

To date, the CEC has provided funding to install
or upgrade 64 publicly available hydrogen stations capable
of light-duty vehicle refueling. There are 40 open retail
stations, 39 funded by our program. Another 24 stations
are under construction, 13 of these are or will be located
in disadvantaged communities. Together, these 64 stations
will have the capacity dispense up to 17,000 kilograms per
day, the equivalent of 24,000 fuel cell electric vehicles.
Industry reports there are over 7,000 fuel cell electric
vehicles currently on the road.

The Investment Plan also includes funding for
Zero and Near-Zero Carbon Fuel Production. This can
include a broad range of alternative fuels. Biofuels
defined as nonpetroleum diesel substitutes, gasoline
substitutes, and biomethane, represent the largest existing
stock of alternative fuel in California. In addition,
demand for renewable hydrogen will increase in the coming
years as more fuel cell electric vehicles are sold.

Investments in this area have the potential to
produce high volumes of low-carbon alternative fuels to
demonstrate new, more efficient production technologies.
For fiscal year 2019-2020 staff proposes a 10 million allocation for zero and near zero-carbon fuel production. This funding will be used for conversions of waste streams projects and for renewable hydrogen production. Other state regulations and programs also provide key support for zero and near-zero carbon fuel production projects including credits under the Low Carbon Fuel Standard, the CalRecycle Organics Grant Program, the California Department of Food and Agriculture Dairy Digester Research and Development Program, and the dairy bio-methane pilot projects approved by the CPUC for natural gas utilities.

The CEC has made significant investments for the training and development of California’s alternative fuel workforce, which has shown growth in size and scope. Our program has partnered with a number of state agencies, excuse me, other agencies or other entities such as the California Employment Training Panel. This partnership provides training to incumbent workers in companies. Our program has partnered with entities such as California Employment Training Panel. This partnership provides training incumbent workers in companies, organizations, and other public agencies that advance the state’s development and use of clean transportation technologies.
As another example, Cerritos Community College District recently received funding to train electric school bus operators and maintenance staff.

For fiscal year 2019-2020, we are proposing a 2.5 million allocation for workforce training projects, and will continue to work with partner agencies to determine how to maximize benefits for our investments.

This slide once again summarizes the proposed allocations for the 2019-2020 for our Investment Update.

Thank you and I am happy to answer any questions you may have. I also will mention that we have three representatives from three public organizations that would like to speak about the Plan, and they are Stan Greschner, Chair of the Disadvantaged Communities Advisory Group; Richard Corey, Executive Officer of the California Air Resources Board; and Tyson Eckerle, Deputy Director of Zero-Emission Vehicle Infrastructure with the Governor’s Office of Business and Economic Development.

Thanks.

CHAIR HOCHSCHILD: Great, thank you. Did you want to make your remarks now, Tyson?

MR. ECKERLE: (Indiscernible.)

MR. GRESCHNER: I can. This is Stan Greschner with Grid Alternatives, which is the country's largest non-profit clean energy provider serving low-income families
and disadvantaged communities around the country and
certainly throughout California.

I also serve as the Chair of the Disadvantaged
Community Advisory Group and I just want to thank again
Commissioner Monahan and the CEC staff for inviting the
Advisory Group into the development of this plan. And
today I'm representing the DACAG's comments.

And Patrick already noted the recommendations
that we had submitted to the Commission. I won't go
through them all here. And this slide just reflects the
recommendations that were incorporated directly into the
Updated Plan. And these are very significant and
substantive inclusions into the Plan including moving
prioritizing community engagement and outreach in
disadvantaged communities and identifying opportunities for
community groups to directly engage in support and possibly
be funded to help communities participate in these
programs.

Certainly, we were supportive of the move to 100
percent zero-emissions fuels. We're supportive of the no
investments going towards natural gas and then changes to
medium and heavy-duty and the carbon fuel production to 100
percent clean. So we appreciate those being included.

The other was there's a need as we meet these
moves in to clean transportation to have a trained
workforce. And we supported and advocated for additional funding for workforce training opportunities. And Patrick noted that there was additional funding put towards those. And certainly we supported the partnership with ETP and the great work that they do to train folks up.

And one of the recommendations that we discussed at the last Advisory Committee meeting was how do we update that committee and who makes up that committee. And how do we have more participation from community members and community groups in that, which there's very little right now. And the Commissioner and staff and the Advisory Committee Members I think were very supportive of reexamining how the makeup of that committee is made up in the future, hopefully add more representation from community groups.

A few items were not included in the Update. I'll just focus on one, which I think can be addressed and be an ongoing conversation that we as a DACAG has with the Commission. But that's $100 million is a lot of money. We're not going to say that it's not. But in a scope of what we're trying to do in California and the transformative kind of market we're trying to have here, $100 million doesn't go a long -- isn't that large, right? And on the solar side we have $100 million a year going towards multifamily affordable housing, for example.
So we -- there's a lot of opportunities in making investments in different types of technologies. But we will continue to advocate for low-income communities and disadvantaged communities being the places where those investments are made.

And I think as pilots are being -- and programs are being identified and rolled out, we will want to continue to work with the Commissioner and her staff, and the Commission staff, on ensuring equity is part of those solicitations, part of those RFPs, and ensure disadvantaged communities continue to have investments from the clean transportation side.

And now these other items certainly will -- I think as well can be addressed in solicitations as they come up. But again we just appreciate the inclusion of so many of our ideas into the Plan and look forward to continuing to work with the Commission on this. Thank you.

CHAIR HOCHSCHILD: Great. Thank you.

Let's go to Richard.

MR. COREY: All right, thank you Chair and Commissioners. I’m Richard Corey, Executive Officer of the California Air Resources Board. I’m here to extend our strong support for the Investment Plan. I think it focuses on what we all know to be true. We can't get to our health-based air quality standards, our GHG reduction
targets, in SB 32, our carbon neutrality, or protect communities without a significant transformation of the transportation sector substantially focuses on zero-emission technologies. The Plan really does that.

And I want to acknowledge both the staff, the Commission staff, as well as the process they've going through for the last many, many months with stakeholders and in collaboration with us, which we think has been really a hallmark of an effective game plan for moving the state forward in concert with a number of other activities. We think it's critical.

We think the work and focus on zero-emission technologies, including battery electric vehicles as well as fuel cell electric vehicles. They both have a role in the mix. The focus on the multi-year hydrogen funding, we think in terms of the signal that'll send to the market we think is equally important, as is the focus on medium and heavy-duty as well as light-duty technologies. There's no silver bullet, as the Chair indicated. All these technologies have a role, and clearly the significant role and focus of the investments in the infrastructure are a key, key element to move us forward. And that collaboration with you all will clearly continue and it needs to as we move forward with the challenge in front of us.
As well as the last point, which is critical, is the opportunities that this transition is going to afford with respect to the economy and employment opportunities. So the workforce development and the preparedness in terms of next generation of PhDs, scientists, technicians, engineers that are critical to prepare us as we work through this transition. The Plan recognizes this and holistically, and as a package portfolio, we are supportive of it. So thank you.

CHAIR HOCHSCHILD: Well thank you, Richard, for those comments. And let me also thank you for the incredible work you and your team are doing. I've been, along with all my colleagues, just incredibly proud of the ARB, particularly this year with the nonsense that's going on with the Fuel Economy Standards nationally. And just having ARB play the role that you have, it's extraordinary. We're lucky to have your leadership and Mary's and the rest of your team. So thank you.

Tyson?

MR. ECKERLE: Well thank you very much Chair and Commissioners. I totally agree with what Richard just said, so I'll just add a little bit there. But my role on a daily basis is to focus on implementation of zero-emission vehicle infrastructure. And really it's a ground game at this point. And I think the Clean Transportation
Funding Program makes a huge difference. It opens the eyes of communities to the potential for scale and how they can focus attention on development. It opens doors for businesses, so it's right in the right place as has been laid out very well.

As you know, we have really aggressive zero-emission vehicle targets for both the infrastructure and deployment. I think this plan rightly prioritizes meeting them. It's clear we need light-duty infrastructure, both plug-in charging and hydrogen fueling; medium and heavy-duty infrastructure. And medium and heavy-duty presents really unique opportunities now, just as the market there's a lot of stuff that's really starting to crest. And I think the Energy Commission is in a great spot to help really facilitate that growth and open doors.

Also, we need the workforce to support this growth. And I think the most important we probably need access into that workforce. And I think I really appreciate the Energy Commission's prioritization of that.

So just really, in summary, just a strong support for the Plan and thank you for the work you're doing. I'm really excited about where this is going and I think there's some big opportunities here. So thank you.

CHAIR HOCHSCHILD: Okay. Before we get to Commissioner comments, and Commissioner Monahan can say
some words, we have quite a bit of public comment, so bear
with us as I go through the list here. Let's begin if we
could with Will Barrett from the American Lung Association.

MR. BARRETT: Thank you very much. I'm Will
Barrett with the American Lung Association. First of all,
I'd like to really thank the staff for their work across
this whole process. I think they've run a really open
dialogue across the way. And the process has really been
improved because of it, so I do appreciate that.

The Lung Association strongly supports moving
forward with the Plan. We appreciate that it really does
help to move forward with California's clean air climate
change and public health goals. We support the emphasis in
the Plan on zero-emission transportation. We think that
this transition, as has been discussed, is critical to
meeting our clean air and climate goals to protect public
health in California.

We also support the real focus on disadvantaged
communities, really making sure that that voice is heard,
the voice of the DACAG was really important to this
process. And we do look forward to, as a member of the
committee, having more of that voice on the Advisory
Committee going forward. We think it's critically
important and applaud the attention there.

We do think that the Plan really does a good job
of focusing on filling the gaps in zero-emission infrastructure on the light-duty side, continuing the investment in hydrogen infrastructure as outlined in AB 8, and then really the focus on zero-emission technologies in the heavy-duty sector. We think that that is a critical need to protect our air and our communities' health.

We know that the funding sources across the board have not kept up with the demand there. So we do think that as this Plan moves forward, which we fully support, that the Commission and the ARB and our transportation agencies should really be focusing on what we can do to develop a really strong consistent funding source to clean up the heavy-duty sector.

We know that this is a growing need. We know that the funding has not kept pace with that need. And we know that the longer we wait to invest in these zero-emission technologies the further our goals are going to be out of reach.

So we really do appreciate all the work. We do encourage that continued focus on zero-emission technologies and on making sure that incentive funding and other resources are available on a consistent basis, so that we don't have a sort of feast or famine food fight every year. It's really critical, I think, and all of us as stakeholders should be working on that
So thank you very much. I really do appreciate it. And again, I think this plan makes for healthy air in California and a healthier population. Thank you very much.

CHAIR HOCHSCHILD: Thank you so much. Let's move on to Meredith Alexander from CALSTART. And if I could ask everyone just to say one sentence about your organization just for the benefit of the audience, so we know who you are.

MS. ALEXANDER: Thanks. Thank you. Good morning Chair Hochschild and Commissioners, Meredith Alexander with CALSTART. We are a member-based nonprofit with over 210 members from all across the transportation sector and especially with a focus on medium and heavy-duty vehicles here in California.

So we just wanted to commend this Commission on your leadership position in infrastructure necessary to support ZEVs. And we wanted to state our support for the proposed $30 million allocation for medium and heavy-duty vehicle infrastructure. And we appreciate the significant increase over last year's funding.

We also support the inclusion of medium and heavy-duty fueling and the $20 million for hydrogen and the clarification in the revised version of the Plan. And we
also wanted to emphasize the importance of coordination
with ARB and other state wide incentive programs for ZEVs
that are trying to transform this industry, which is a
really challenging task.

And just some more specific comments, we wanted
to support the proposal to consider a block grant structure
for the allocation of funding as we think this would allow
the funds to be distributed most efficiently. And keeping
pace with the really fast pace that we see with the
vouchers going out via HFIP, and also some really ambitious
regulatory deadlines being set for transit buses and
airport shuttles at CARB.

And also we see an immediate need for technical
assistance grants particularly for large public fleets,
like transit agencies, to help them understand their
infrastructure needs and craft a comprehensive plan. We
think this would also help avoid throwaway infrastructure,
which is a real concern as fleets grow rapidly.

And we think this would be a great use of last
year's funds, the 18 million designated for medium and
heavy duty, at least a part of those to get the money out
the door as quickly as possible.

And we also, in addition to technical assistance,
we urge the Commission to consider what we're labeling
"fleet infrastructure deployment subsidies," for site
design and hardware costs. For those fleets that are ready
to deploy their infrastructure now and are taking delivery
of zero-emission vehicles in the next year or two.

And we also suggest that vehicles subsidized
through HFIP or other statewide programs be given priority
for funding. And we think giving away smaller amounts of
money, using the $30 million and the 18 million from last
year could allow you to assist over 200 fleets which would
really make an impact.

So we thank you for your consideration of our
comments. And again commend you on this significant
milestone. Thank you very much.

CHAIR HOCHSCHILD: Thank you. Let's move on to
Eileen Tutt from the Electric Transportation Community
Development Corporation.

MS. TUTT: Thank you Chair and Members of the
commission. My name is Eileen Tutt. I’m representing
today the Electric Transportation Community Development
Corporation. We are a newly formed nonprofit that was
created to expand on CalETC's, California Electric
Transportation Coalition, very successful Prove It!

We are looking at building access to
transportation electrification in the communities most
impacted by pollution and economic disparity. The mission
is to increase clean transportation in communities while creating economic opportunity derived from the shift from petroleum to electricity and other clean fuels.

First, I want to really thank the Energy Commission staff and Commissioner Monahan and Commissioner Scott and all the commissioners for creating the Clean Transportation Plan that you have before you. It recognizes the imperative of investment in zero-emission vehicle technologies. And we really are at a pivotal point, not just from the light-duty side but as you referenced in the Plan on the medium and heavy-duty side. These vehicles are coming to market very, very quickly, but if we want to expand the market we need a significant investment, particularly in the vehicles and the infrastructure.

So as you shift from -- staff and the Commission from the development of a plan to the implementation of a plan, I just have three requests I'd like to make.

And the first, first of all I really want to emphasize and support this inclusion of the disadvantaged communities' representatives. I think that's really important. But as you consider programs to fund I think it's important to look at synergies between these three investment pots or four investment pots. They don't always -- projects don't necessarily always fall into one. It
might not just be a medium and heavy-duty program, it may also be an infrastructure, so there's going to be some crossover. So I would appreciate some consideration of synergies between the different pots of money.

And then in terms of the disadvantaged community benefits, we would like to emphasize that it really needs to go beyond the CalEnviroScreen's "most disadvantaged communities". There are a lot of communities impacted by pollution, rural and urban. And it's really important to look at not just what's identified as the worst by CalEPA's EnviroScreen, which we support, but all communities that are heavily impacted by pollution or very substantial economic disparity.

And the finally, I think that it's important as you fund these programs to think about new entrants into the programs. So sometimes there's preference given to people who have previously implemented successful programs and I think that's important. But I just want to say that you don't want to stifle new entrants and new innovation and new ideas. So I would like that to be considered.

So with that, I do want to say I really urge your approval today and thank you so much for this plan.

CHAIR HOCHSCHILD: Well, thank you for those comments.

Let's move on to Jessica Melton from PG&E.
MS. MELTON: Good morning, Commissioners and staff. Thank you for the opportunity to comment today. PG&E strongly supports California's greenhouse gas reduction and air quality goals. The state has made a lot of progress, but significant work is still required in order to meet the deep reductions needed to limit the impacts of climate change.

The transportation sector remains the largest source of both GHG emissions and air pollutants. State incentives have and will continue to play a critical role in fostering the necessary changes in the market and technology needed in this sector.

The CEC's Clean Transportation Program has done an admirable job over the past 10 years in helping to foster innovation in alternative fuels and technologies. The variety of technology types and projects funded by this program is crucial.

PG&E urges the CEC to continue to support as many alternative technologies as possible. Rather than excluding categories like natural gas vehicles from the funding plan.

A recent Air Resources Board panel on decarbonization pathways emphasized the need for flexibility, optionality and keeping all tools and technologies on the table, because reaching carbon
neutrality by mid-century will be very challenging.

In the funding plan report, CEC staff suggests that funding for NGVs would be redundant because significant incentives for NGVs are available through CARB's Clean Truck And Bus Voucher Program. However, in a recent ARB HFIP workshop, ARB staff acknowledged that their funding program is over-subscribed and cuts are needed to meet their budget.

One staff proposal is cutting out all near-zero funding. ARB staff at that meeting pointed out that NGVs can still get funding from other programs. PG&E urges the CEC and ARB to better coordinate their funding programs to avoid a situation in which funding for NGVs gets eliminated from both agencies due to assumptions of funding being available elsewhere.

Low NOx natural gas charts are a critical tool in helping to achieve near-term reductions where zero-emission truck technologies are not yet readily available in the medium and heavy-duty sectors. It is important to reduce air pollutant emissions as quickly as possible, given their negative health impacts and the rapidly approaching Clean Air Act attainment targets.

PG&E believes that increased use of all alternative fuels and technologies will be necessary to achieve our state's goals and that they can complement,
rather than compete, with each other.

We therefore request that the CEC reconsider the
funding plan to include incentives for NGV trucks and
infrastructure. Thank you again for your consideration of
these comments.

CHAIR HOCHSCHILD: Thank you.

Let's go to Sara Rafalson from EVgo. I hope I'm
not mispronouncing your last name, Sara.

MS. RAFALSON: Hi, good morning. Sara Rafalson,
you were very close, from EVgo. I'm our Director of Market
Development. And our one sentence about EVgo, so we are
the largest provider of public fast charging
infrastructure, which is really critical for fleets, for
people who don't have access to charging at home or the
work place like apartment dwellers and also of course for
long distance trucks.

And I’m here today to thank Energy Commission
staff, the Chair and Commissioners for their increased
focus on ZEV with today's plan. And we recommend for the
Plan to be approved as is. We believe that the Plan has
been strengthened by the focus on UNDEV (phonetic) and
notably we thank the Energy Commission for their focus on
infrastructure, both in the light duty but also as CalSTART
mentioned in the medium and heavy-duty space.

In the light-duty space, in particular, we really
think that the program will continue to build upon CALeVIP, which has been a really successful program run through the Energy Commission.

One last kind of clerical issue in the Investment Plan, just the Plan uses 2017 data on EVgo and energy use infrastructure investments. So in our comment letter we included the updated plans that we must submit quarterly to the CPUC, and hope that upon passage that it could be amended to reflect the 562 fast chargers that have been deployed by settlement.

So in conclusion, we support the Plan and thank you again.

CHAIR HOCHSCHILD: Thank you.

Let's move on to Charles Watson from Proterra.

MR. WATSON: Good morning Chair and Commissioners, Charles Watson on behalf of Proterra. Thank you for the opportunity to provide comments on the Investment Plan.

Proterra is a leading US manufacturer of zero-emission battery electric transit buses. Previous investment plans have helped make it possible to move Proterra's headquarters to California, manufacturer electric buses in the City of Industry and assemble long-range batteries in Burlingame. Thank you again.

Proterra supports the proposed Investment Plan
Update, including the focus of investments in zero-emission technologies and a specific allocation of $30 million for medium and heavy-duty zero-emission vehicles and infrastructure. Thank you.

CHAIR HOCHSCHILD: Thank you.

Let's move on to Hannah Goldsmith, California Electric Transpiration Coalition. Following that will be Ryan Kenny from Clean Energy.

MS. GOLDSMITH: Good morning Chair and Commissioners. My name is Hanna Goldsmith. I’m the Deputy Executive Director for the California Electric Transportation Coalition or CalETC. We're a nonprofit trade association that seeks to expand and accelerate transportation electrification. And our members include utilities, auto makers, charging station providers and others that are supportive of transportation electrification.

So CalETC is a member of the Advisory Committee for the Clean Transportation Program. And we're pleased to support the 2019-2020 Investment Plan for the program today.

We recognize that the funding need for advanced technology vehicles and infrastructure to realize California's aggressive ZEV, air quality, climate change, public health and economic goals is much higher than the
available funding for programs like this one and the
California Air Resources Board's Low Carbon Transportation
Program. Given limited public funding and CARBs planned
suite of regulations requiring the state's transportation
system to transition to zero-emissions, we find the
prioritization of zero-emission vehicles and ZEV fueling
infrastructure in the Plan appropriate and necessary.

We look forward to providing additional input as
the funding for these categories is further divided into
programs and as solicitations are developed, but wanted to
provide some initial recommendations today.

We believe that the scoring criteria should look
positively on synergy among funding goals as Eileen
previously mentioned. For example, projects that achieves
advancement for multiple goals like increasing ZEV
infrastructure, accomplishing workforce training and
deploying ZEVs should be scored positively and broadly and
not too narrowly, based on one component at the
disadvantage of others.

We also urge the Commission to consider
emphasizing benefits for disadvantaged communities beyond
only the top communities identified by CalEnviroScreen to
allow for more disadvantaged communities to experience
benefits firsthand.

Thank you.
CHAIR HOCHSCHILD: Thank you.

Let's move on to Ryan Kenny, from Clean Energy to be followed by Jon Costantino from Trillium.

MR. KENNY: Hi. Good morning, Commissioners. My name is Ryan Kenny with Clean Energy. I have a couple of significant points I'd like to make. We are very concerned about the reduction of low NOx trucks out of the program, along with a reduction in alternative fuel production dollars.

The program Investment Plan Draft mentions that in November of 2018, the Advisory Committee was told by ARB representative that there is "considerable funding" available for low NOx engine incentives through the Clean Truck, Bus and Voucher Program, which incorporates HFIP and low NOx incentives. And we are part of a 45 member coalition that is opposed to ARB removing low NOx truck funding from HFIP in the 2019-2020 fiscal year.

We have asked ARB over the last three months numerous times are they going to eliminate the funding? They have not said no, so we are very concerned that the CEC will also eliminate funding for low NOx trucks along with ARB. And we're a little concerned that why this was included in the Draft Investment Plan and that we're wondering if the agencies are actually talking, because this is a major point and who's minding the store. Who's
going to fund low NOx trucks?

I believe Mr. Corey has left, but maybe there's another representative from ARB who could confirm that HFIP will indeed fund low NOx trucks next year in that one amount and if not, why?

I also would like to mention that the program actually is not a zero-emission program as defined in AB 118. It does mention -- the statute mentions that the program "shall," not "may," "shall," be to develop and deploy technology and alternative and renewable fuels in the marketplace, without adopting any one preferred fuel or technology. The statute also mentions that to displace petroleum fuels there needs to be a diverse portfolio of viable alternative fuels that meet petroleum reduction in alternative fuel use goals.

And it goes on to mention in the statute, "All the following shall be eligible for funding, demonstration and deployment projects that optimize alternative and renewable fuels for existing and developing engine technologies."

So we do believe that there is room for low NOx trucks in this program. The $10 million that it would normally receive is just a drop in the bucket for what ZEVs would need to EV charging, for example. And there are federal attainment deadlines that need to be met by 2023.
and 2031. And we believe that not funding low NOx trucks is going to be a major barrier to doing so.

   Also, I'd like to mention that there aren't any major commercial readiness Class 7 and 8 ZEVs on the market any time soon. So with that we ask you to fund low NOx trucks in this program. Thank you.

   CHAIR HOCHSCHILD: Thank you.

Let's move on to Jon Constantino from Trillium.

   MR. CONSTANTINO: Hi. Good morning Chairman and Commissioners, Jon Constantino on behalf of Trillium. They are the alternative fuels brand for Love's Family of Companies. And they produce heavy-duty infrastructure for hydrogen electric vehicles, heavy-duty renewable diesel and renewable natural gas.

   So they have a different perspective that they're sort of broad based. And the focus of the Plan on only EV is where the concern is, all right? We support EV. We support hydrogen. It's the fact that renewable natural gas is being cut out here. And I doubt anybody from ARB can mention the HFIP Plan, because it comes out publicly next week. But every indication we've gotten is that there's no more renewable natural gas funding in that program either.

   And so there's been a lot of discussion about there's no silver bullet, but what we've heard today is light-duty ZEV, medium-duty ZEV, heavy-duty ZEV, hydrogen
ZEV -- that's sounds like the same bullet, just different calibers. And if you really want to have a diverse portfolio you need to keep focusing on near-term air quality, near-term commercialization of heavy-duty equipment. And that includes low NOx and renewable natural gas.

PG&E did mention the Decarbonization Panel that was at ARB. And one of the pillars of that panel was renewable fuels. And they described how difficult it will be to meet the carbon neutrality goals of the state. And you need renewable fuels, not just battery electric technology.

So with that, we urge you to reconsider the funding for renewable natural gas vehicles in this program.

Thank you.

CHAIR HOCHSCHILD: Thank you.

Let's move on to Rebecca Baskins, from the California Advanced Biofuels Alliance to be followed by Tim Carmichael, from SoCalGas.

MS. BASKINS: Good morning, Rebecca Baskins on behalf of the California Advanced Biofuels Alliance. We're the state's not-for-profit trade association for biodiesel and renewable diesel.

We also would like to echo the comments of our concerns of funding being cut out for low NOx trucks. The
AB 118 funds are meant to be technology neutral and we believe this funding plan is not.

We appreciate the hard work of the Clean Transportation Program and look forward to working with you in the future to see more balance. Thanks.

CHAIR HOCHSCHILD: Thank you.

Next, we have Cory Bullis from CR&R. Oh, sorry, Tim go ahead. Sorry, my mistake, and then followed by Cory Bullis if he's here.

MR. CARMICHAEL: I won't take that personally.

(Laughter.) Good morning, Commissioners. Tim Carmichael, Southern California Gas Company.

While we're supportive of continued significant investments in hydrogen we are opposed to the Plan that is before you today, primarily because it does not reflect a reasonable balance in investments in technology development and deployment of technologies that are ready to go today, to reduce emissions today.

The staff did a good job of highlighting the emissions from trucks, but what was not mentioned is the numbers. And the numbers matter. Today, there are about a million trucks on the roads in California. Your staff estimated this summer or released an estimate this summer that they expect that number to grow to 1.2 million in 2030. ARB's 2019 estimate of where we'll be with EV heavy-
duty trucks, medium and heavy-duty trucks in 2030, is 40,000, so 40,000 out of 1.2 million. That is not going to have a meaningful impact on either smog forming emissions or GHG emissions.

On the other sector that this Plan is proposing to reduce funding for is the renewable fuels pot. Mary Nichols has been quoted a few times in the last year or 18 months, noting that without a short-lived climate pollutant plan California does not have a climate strategy. The renewable fuels part of your funding is significant to the development of renewable fuels projects to the short-lived climate pollutant plan and that synergy that has been highlighted between heavy-duty trucks, near-zero heavy-duty trucks that can run on renewable fuels.

Mr. Greschner made the point very well about the fact that the CEC should be investing a billion a year. Unfortunately, you don't have a billion. You've got a hundred million. And we've got to work with what you've got and you've got to make the most of that funding. Your own staff evaluated the near-zero emission funding and found that it was one of, if not the most effective, programs that this pot of money has funded over the years. I encourage you to review that. It's an important analysis. Look at what's working and continue to invest in it.
So today, we cannot support this plan. While we support continued investment in hydrogen, we need to be putting more money into reductions today and in the near-term for near-zero heavy-duty trucks and for renewable fuels. Thank you.

CHAIR HOCHSCHILD: Thank you.

Let's move on to Corey Bullis from CR&R.

MR. BULLIS: Thank you. Good morning, Corey Bullis on behalf of CR&R Environmental Services. We are a waste hauler, based down in Southern California. We serve about 3 million residents in multiple counties. But we also operate a large anaerobic digester in Riverside County that has been previously funded with Energy Commission funding from this program, which we are grateful for.

I just wanted to take a minute to say thank you for the inclusion or the continued inclusion of near zero-emission in the fuel production category of the Funding Plan.

One thing though that I wanted to reemphasize from our comment letter is just the nexus with this and short-lived climate pollutants and SB 1383, of course. We are making a significant investment in recycling organic waste and using that to fuel up our low NOx natural gas vehicles. So it's all in-state renewable natural gas that's being produced, consistent with the goals of SB...
And by 2025, CalRecycle is going to be requiring local governments and their haulers to be diverting an additional 7.5 million tons of organic waste. As far as we can tell, we're going to need an all-of-the-above strategy to recycle that organic waste. That means composting, anaerobic digestion, and wastewater treatment plants. So we just wanted to make sure that we continue to emphasize that and keep SB 1383 and short-lived climate pollutants top-of-mind in our funding programs. Thank you.

CHAIR HOCHSCHILD: Thank you.

We have three members of the public wishing to comment by phone. Before I turn to them is there anyone else in the room who has not yet had a chance?

Okay, with that let's go to David Wooley at the UC Berkeley Goldman School.

MR. WOOLEY: Hello, this is David Wooley, Executive Director of the Environmental Center at the UC Berkeley Goldman School of Public Policy. I just want to state support for the increase in funding for heavy-duty zero-emission vehicle infrastructure. And I just want to point out that from the experience we've had in Oakland and the Oakland Port, that a lot of times the main constraint is the absence of electric supply infrastructure to support charging equipment.
So I'm very glad to see this increase in support. That part of the Plan and the rest of the Plan as well.

Thank you.

CHAIR HOCHSCHILD: Thank you. Let's move on to Morgan Caswell, Port of Long Beach.

MS. CASWELL: My name is Morgan Caswell. And I am Environmental Specialist at the Port of Long Beach. We are the second busiest seaport in the United States.

I want to commend the CEC on the Clean Transportation Plan, as proposed. As you know the Ports of Los Angeles and Long Beach updated the Clean Air Action Plan in 2017, setting targets for zero-emission terminal equipment by 2030 and zero-emission heavy-duty trucks by 2035. We are working hard to improve air quality and public health in disadvantaged communities that surround the ports. And through our planning process we identified that ZEV infrastructure costs for the Port of Long Beach alone will total approximately $800 million.

While the utilities are offering funding for infrastructure, there's still a need for funding above and beyond what has been committed. And we strongly support the increased allocation to medium and heavy-duty zero-emission infrastructure.

We also want to applaud the investment in hydrogen refueling infrastructure and workforce.
And on behalf of the Board of Harbor Commissioners, thank you once again for your partnership and support of Port of Long Beach projects to date. And we support this Plan.

CHAIR HOCHSCHILD: Thank you.

Let's move on to Todd Campbell, Clean Energy.

MR. CAMPBELL: Mr. Chairman, my name is Todd Campbell. I represent Clean Energy as their Vice President of both Policy and Regulatory Affairs, but I also serve as the Chair of the California Natural Gas Vehicle Coalition.

I want to thank the Commission and staff for their hard work. Unfortunately, as was previously stated, we do not support the Clean Transportation Plan as written, as its original intent. I just wanted to emphasize that we were one of the founding supporters of this program back in 2007 with then Fabian Nunez, who was the Speaker of the Assembly. And the intent of the program was originally to support the Low Carbon Fuel Standard both in fuel production and alternative fuel vehicles.

And given the need to reduce greenhouse gas emissions on a significant scale, as well as ambient air pollution, which I thought slide 14 really presented well. You look at 3 percent of the vehicles are medium and heavy-duty trucks yet they're responsible for 23 percent of the
greenhouse gas emissions, 60 percent of the NOx emissions, and 52 percent of the PM 2.5 emissions. It clearly is a huge issue for California. It's something that we really need to get a hold of. And it's already challenging to penetrate these markets with zero-emission and near-zero emission technologies. It's overwhelming.

And I agree with the statements that we just don't simply have enough money to do what we need to be doing to protect public health. At the same time, near-zero has been removed from the program and near-zero strategies are a substantial significant tool to reduce emissions, not just in terms of NOx emissions, not in just terms of PM emissions, but also for greenhouse gas emissions.

And I agree with the prior speaker that (indiscernible) Mary Nichols called. And if we're not focusing on short-lived climate pollutants we are not going to meet our goals. And the Low Carbon Fuel Standard, which the program originally was to support, is far from a success. It's we have a long way to go. We're barely meeting our 2020 goals. And I hope we meet our 2030 goals.

But in order to do that, we need a very strong supportive program here at the Energy Commission that will continue to make sure that renewable fuels are being produced across the market. And that also there are
vehicles that will actually exist to take those fuels.

There have been comments. I appreciate Richard Corey's statement about there's no one silver bullet. I agree. We agree wholeheartedly with that statement. We think we need to, like PG&E mentioned, make zero or near zero complement, not compete. And I would also argue that --

CHAI R HOCHSCHILD: Can you wrap up, sir?

MR. CAMPBELL: -- to electrify transportation across the state is not going to happen overnight. And we need to really learn from our mistakes. But putting every dollar into electrification or the hydrogen industry is a mistake at this point in time. A specific example in Metro --

CHAIR HOCHSCHILD: Sir, I'm sorry. You're out of time. It's been three minutes.

MR. CAMPBELL: I'm out of time. Okay.

CHAIR HOCHSCHILD: Thank you.

MR. CAMPBELL: Well let me just say thank you very much for your consideration. We consider ourselves a very strong --

CHAIR HOCHSCHILD: Thank you, thank you.

Well, let me thank all the stakeholders for engaging in the process and for sharing their comments and the staff for working so diligently as well as the
Disadvantaged Community Advisory Council. I really appreciate, Stan, you being here on behalf of the whole Committee. And also my colleague and friend, Vice Chair Scott, who's work the last six years really got the division to a good place. And when Commissioner Monahan arrived and took on the topic we were very grateful for her diligence and expertise.

And thank you for preparing the Plan, so let's hear from you.

COMMISSIONER MONAHAN: Well I too want to thank staff. This is quite a laborious process. And so in particular, Patrick, who gave the talk; Charles Smith, Kevin Barker, John Butler, the whole team, this has really been quite a list on the staff part and they did a great job.

And I want to thank Stan and the DACAG for engaging. We kind of came to them at the eleventh hour saying, "We really want your advice. Can you help us?" And they really stepped up, so just thank you for that. We look forward to continuing to work with you and the DACAG as we implement this Investment Plan and as we try to figure out how better to be attentive to equity and how to do community outreach in a way that really brings new partners to the table and new participants to our program.

Thanks to the Advisory Committee. Again, this
has been an unusual process. And they really have stepped up. We got a lot of comments, what was it, 80-ish comments into the -- on the Plan? So really we had a lot of public participation. In the way I think that was somewhat unprecedented.

And thanks to Vice Chair Scott for all she's done to cultivate this program and bring it to what it is today. I also want to note that she did have a cameo in the PowerPoint presentation. (Laughter.) I know if anybody noticed, but the driver of that fuel cell vehicle and her smiling face? That was Vice Chair Scott.

So we had to make hard choices in this Investment Plan. And we recognize that. And we heard some of the concerns around a shift towards more emphasis on zero-emission. I will say we did this with a lot of public input and a lot of consideration around California's goals, what we're seeing as barriers to achieving some of California's aggressive goals on decarbonization, and electrification of the transportation sector and made that conscientious decision to increase our emphasis on zero-emission.

What we're seeing, globally, is that sales of internal combustion engines in the light-duty vehicle sector have peaked. Sales of EVs are on the rise. Bloomberg New Energy Finance projects that by 2037 more
than half of global sales, global sales, will be electric by 2037. And California, we should be ahead of that in terms of reaching a point, a tipping point where electric vehicles, especially in the light-duty vehicle sector out-compete internal combustion vehicles.

So we're mindful that this tremendous potential exists and yet what we're facing is a big barrier in terms of access to charging infrastructure. There's barrier in terms of vehicle cost as well. But the near-term barrier we're seeing is we need to have more infrastructure on the ground serving diverse communities. Not just people who can afford to have a Tesla in their garage, but people who maybe are care sharing and are living in an apartment building and need alternatives.

We've also prioritized zero-emission heavy-duty vehicles and infrastructure. I would say that is a little behind the market, compared to battery electric passenger vehicles. But there's a lot of progress happening both on batteries and fuel cells. And we want to be able to again have California just be the leader on showing how we're going to reduce diesel pollution, protect communities and accelerate zero-emission drive.

Let's see, I also want to emphasize that this Plan recognizes that we need to integrate EVs in the grid carefully, so that they provide a grid benefit. If we do
it wrong, it's going to be bad for the grid. It's going to be more difficult to integrate renewables, so the Plan is very attentive. Especially when we're talking about heavy-duty transportation electrification, which on the one hand offers a big load, so a big opportunity to integrate renewables, soak up that daytime solar, use it for transportation electrification. But if we do it wrong, we create extreme stress on the grid. And that's going to increase cost. And it's going to increase costs to ratepayers. So we just have to make sure that we are doing transportation right to be able to capitalize on its benefits. And this Plan was very attentive to that.

I am really excited to figure out how we do a better job on community outreach. And I think that is something we are going to work hard on this year, is to figure out how do we make it so that you don't necessarily have to hire a consultant and be a really like big company to be able to get access to our funds. We want to make sure that we create processes that allow diverse stakeholders to be able to engage in our grant programs.

So I heartily endorse this plan. I'm looking forward to your comments and questions and your thoughts about it.

CHAIR HOCHSCHILD: Great, are there other Commissioner comments?
VICE CHAIR SCOTT: Sure. I just want to also echo the Clean Transportation Program. It has been such an influential program, I think, across California. We have brought manufacturing, like Proterra and ChargePoint to the state. The program has had a ton of flexibility and creativity including car share programs, bringing electric vehicles and e-mobility to communities across California.

We've had an opportunity really to do a lot of partnerships and collaborations, especially those with our friends at the Department of Defense and also at the sea ports across California. The ports have been fantastic partners in really helping us kick the tires and test out the different technologies.

It's no secret to any of you all that I am a fan of the low NOx natural gas engine. The Energy Commission helped put the investment in to fund the development of those engines. But I also worry very much about how we make our transition to the near-zero and zero-emission technology future that we need to be in by 2030-2040 to achieve our climate change goals. And I worry a lot that the infrastructure is going to be the limiting factor. Because the amount of investment overall that has gone into infrastructure is quite a bit less than the amount of investment overall that's gone into vehicles.

So anyway, as the program goes forward I just
hope that that kind of flexibility and the innovation, the creativity, the influential-ness -- if that's a word -- of it will continue. So thank you for your leadership.

CHAIR HOCHSCHILD: Thank you.

Commissioner McAllister?

COMMISSIONER MCALLISTER: Yeah, just quickly. I appreciate all the hard work that's gone into this, certainly staff and all of the stakeholders. I mean it's really -- our life blood is our process, so when I can contribute to a good outcome like this it makes life better for the long term, really, for California.

I just wanted to express gratitude and optimism about the attention to the grid issues around transportation. It's going to be massive new loads coming out of the grid, not only from EVs but also from electrification of different loads. And we're sort of navigating the policy trajectory forward for that is to see and, you know, define the details of how much, when and where.

But it's very clear that the big dog in electrification is going to be EVs. And the technology and issues that we have, the abilities that we have, the technology that we have now makes a lot of things possible that make me optimistic. And yet reliability, we can't lose sight. We heard about that and we emphasized that
heavily at the SB 100 workshop the other day. And reliability just has to be job one. Maybe that's the Ford tag line. I'm not sure if it's still -- maybe it seems appropriate to say that's job one.

But in terms of participation in the SB 100 sort of technical work and forecasting and planning going forward, this is critical, and then also in load management standards that anticipate kicking off here in the next few months in a pre-rulemaking. The EV side of things is going to be interesting to talk about in terms of how we take advantage of the load side to really stabilize the grid and actually be a positive force on the grid. And I think EVs will be front and center there.

So anyway, I like the Plan and am in full support.

CHAIR HOCHSCHILD: Commissioner Douglas, comments?

Okay. Well, in closing I just want to thank Commissioner Monahan for her terrific leadership on this. And to point out we're voting today on the Plan for the Energy Commission's piece of this. But this is part of a larger mosaic that includes other things like public outreach. Vice Chair Scott was instrumental along with Mary Nichols and starting Veloz. We share that video that was produced with Governor Schwarzenegger this summer.
that's gotten 11 million views. The negotiations now with
the auto companies on fuel economy standards, I mean,
California is playing an incredible leadership role here.
The piece I wanted to -- and I am a strong
supporter of this Plan and part of the reason why is I want
to connect that to what we talked about earlier in the
agenda is getting to 100 percent. So we're at 55 percent
carbon-free electricity on the grid today. We're going to
100 percent.

And one of the reasons why the California
Independent System Operator, so strongly supports electric
vehicles is because it also benefits grid reliability. It
is another tool. And there's many things you can do with
charging algorithms to support the grid. We have to
connect these dots. And I think this is one of the key
things that we're meant to be doing here every year is
market attunement and attuned as well to policy
developments. And that's what I think the Plan achieves.

So I do want to thank all the stakeholders again
for their support. And I think this is going to produce
some important progress for the state on many levels. And
with that, is there a motion to move the Investment Plan?

COMMISSIONER MONAHAN: I move to approve Item 4.
CHAIR HOCHSCHILD: Is there a second?
COMMISSIONER MCALLISTER: (Indiscernible.)
CHAIR HOCHSCHILD: Okay, a second by, is that --
second by Commissioner McAllister?

COMMISSIONER MCALLISTER: Yeah, I'll second.

CHAIR HOCHSCHILD: Okay. All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously. Thank you everybody.

Let's move on to Item 5, FreeWire Technologies.

MR. RILLERA: Good morning Chair and Commissioners. My name is Larry Rillera. I'm staff with the Fuels and Transportation Division here to present Item Number 5. This agreement is funded through the Clean Transportation Program.

In December of 2018, the Energy Commission released a nearly $10 million solicitation for manufacture of zero-emission vehicles and zero-emission vehicle infrastructure. The intent of the solicitation was to develop and expand ZEV supply chains in California.

FreeWire Technologies is proposed for $1.9 million in funding. FreeWire manufactures innovative electric vehicle charging products into the market. Their novel technologies, business approach, and strategic innovations provide options for customers that would like to offer charging. These are customers that do not want to invest in stationary EV infrastructure or in dedicating
limited parking real estate for charging. A result of this innovation is effective mobile charging technology. This method eliminates the issue of electric vehicle squatters overstaying their allotted time in dedicated charging parking spots, blocking the charger for the next user.

Consistent with the presentation we heard in Item number 4 a few moments ago, the Clean Transportation Program continues to deploy innovative and transformative technologies.

The agreement with FreeWire proposes to acquire and install manufacturing equipment and tools. This equipment will be used to manufacture electric vehicle charging products with integrated energy storage in the City of San Leandro. The project will leverage over $2.1 million in private investment that will create jobs in disadvantaged communities while also increasing the scale of electric vehicle charger production.

Staff is also recommending approval of staff’s determination that this project is exempt from CEQA.

Staff would note that a representative from FreeWire is here to present remarks and provide any responses to questions. Thank you.

CHAIR HOCHSCHILD: Thank you.

MR. LYNCH: Hello, good morning. My name is
Martin Lynch. I'm the Chief Operating Officer of FreeWire, so thank you today for having me here today to present.

I'll keep my remarks brief. We are an electrical vehicle supply equipment as well as electrical generation equipment company, five years old, based in San Leandro. We currently produce a mobile electrical vehicle level two charger as well as a generator based on lithium-ion batteries. This is 100 percent, 80 kilowatt hours in a mobile product.

We are currently getting ready to launch our fast charger product that saves 160 kilowatt hours of built in lithium-ion that is quick on deployment, low cost, zero emission. And is unique in that the burden on the grid with respect to power -- and I've heard a number of presenters as well as the Commission today discussing the infrastructure issues on electrical vehicles, electrical vehicle supply equipment -- we require virtually no infrastructure. It's simply a 20 kilowatt, 208 three-phase or 240 single-phase line that connects to our product and you're off and running. You've got a fast charger that's putting out 120 kilowatts of power.

We're agnostic to any type of electrical vehicle. That means we'll take Nissan, Nissan Leafs and Tesla and anybody else that'll come up to our station.

Our product is going to be manufactured and is
currently, the mobile product being manufactured in San Leandro. And we're asking for approval of the grant today to support the expansion of our manufacturing lines to three manufacturing lines that will be capable of producing up to 40 megawatt hours of electrical vehicle supply equipment as well as electrical generation equipment, producing zero emissions, creating jobs both technology and direct manufacturing jobs. It will support the test, the manufacturing, the tooling and all output of the product in the manufacturing area that we've set aside in San Leandro. It'll also double the space that we utilize today for manufacturing.

I also want to note that as we launch our fast charger at the end of this year we've already sold half the product that we can produce this year. We expect to sell out all of our first quarter 2020 production line by January. So getting this manufacturing support is urgent, as any young company needs enormous amounts of capital to support producing their product.

So the advantages obviously are that we're creating jobs and technology. We're supporting public charging. We're supporting lower infrastructure, low power load on the grid and support of zero emissions.

So with that, I'll answer any questions or comments.
CHAIR HOCHSCHILD: Great, thank you. Any other comments from the public? Okay. Commissioner Monahan?

MR. LYNCH: Thank you

COMMISSIONER MONAHAN: Yeah, I think this is a great example of innovative solutions emerging from the marketplace around how to deal with the fact that we have a problem in terms of refueling electric vehicles, especially in multi-family dwellings, in certain locations where it can just be hard to access a charger. This is like an out of the box solution, like a mobile solution for charging vehicles. So I think it's a really interesting project. And I'm hoping that it's California orders that are coming in for the FreeWire technology. I'm actually curious about who's ordering it and who's using it and how are they using it?

CHAIR HOCHSCHILD: Any other comments. If not, is there a motion for Item 5?

COMMISSIONER MONAHAN: I move to approve Item 5.

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 6, EnergyPro Version
MR. FROESS: Good morning Chair and Commissioners. My name is Larry Froess. I'm a Senior Mechanical Engineer in the Building Standards Office and Project Manager of the compliance software.

I'm here to ask for your approval of EnergySoft’s EnergyPro Version 8.0 Software as an alternative calculation method for showing compliance with the 2019 Energy Code for newly constructed low-rise residential buildings, additions, and alterations to existing buildings.

Staff has confirmed that the Applicant is in compliance with the requirements of the adopted Alternative Calculation Method Approval Manual.

CBECC-Res 2019 was approved in May of 2019 as the CEC’s version of compliance software. And by approving EnergyPro Version 8.0 the building industry will have another choice of software with an alternative user interface to demonstrate compliance with the 2019 Energy Code before the effective date of January 1st, 2020.

Thank you and I’m here to answer any questions you may have.

CHAIR HOCHSCHILD: Did you want to speak to that?

COMMISSIONER MCALLISTER: Yeah. So thanks Larry. I really appreciate all the diligent work. I had a
briefing on this. And we're now in a paradigm where the back end is the same for all these tools and the front end is really what changes. And it's really a matter of sort of consumer preference in terms of what you're used to and what you like to look at on the screen, and why you do a lot of the compliance work.

So the professionals out there, a lot of them rely on this tool. But the substance behind the scenes is the same as any other tool or if you already use CBECC-Res directly. So it facilitates the marketplace. It's a good thing. And we're lucky to have good vendors building tools that people use.

So obviously I'm in full support. So I'll move Item 6.

CHAIR HOCHSCHILD: Is there a second for Item 6?
COMMISSIONER DOUGLAS: Second.
CHAIR HOCHSCHILD: Second by Commissioner Douglas. All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: That motion passes 4-0 with Commissioner Monahan absent.

Let's move on to Item 7, City of Lynwood.

COMMISSIONER MCALLISTER: Thanks Larry.

MR. YASNY: Good Morning Chair Hochschild and Commissioners, Ron Yasny with the Efficiency Division. I'm
with LAFO, which is the Local Assistance and Financing Office.

This item is a ECCA loan at 1 percent. ECCA stands for the Energy Conservation Assistance Act. The loan is for the City of Lynwood in Los Angeles County. It's for 1,734,000 plus. And the City will be leveraging our loan with its own funds of a little over $453,000. The total project cost would be just under 2.2 Million.

The loan will fund energy efficiency projects throughout the city. They will include exterior lighting, street lighting, pool pumps, transformers, and HVAC systems.

The benefits include savings of over 1,314,000 kilowatts of electricity and over 400 therms of natural gas.

The estimated annual savings of over $140,000 in utility costs and that creates a simple payback of 12.4 years.

Staff has determined that this loan complies with all ECAA Program requirements. And staff is seeking approval of a resolution approving this loan agreement and adopting staff’s determination that the action is categorically exempt from CEQA.

Staff Counsel and I are here to answer any questions you may have.
CHAIR HOCHSCHILD: Thank you. Any comments from the public? Okay, hearing none, let's move on to Commissioner McAllister again.

COMMISSIONER MCALLISTER: Thank you, Ron.

I would just point out -- I mean we all know ECAA and what a great program it is -- I would just point out that this particular project has a real diversity of items that it's funding. And it highlights the fact that this program really avoids the low-hanging fruit problem where you're always looking for the quickest simple payback and oh we can do this one but not that one. Well, with a portfolio like this you can do pool pumps and HVAC, and so the longer payback kinds of measures, and roll it all up in a nice bow and do something that's financially sound and still creates enough cash flow to pay back the loan over time.

So the really the best of what ECAA was created to achieve. So if there are no other comments, I'll move Item 7.

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 8, the Regents of University California on behalf of Davis.

MR. MCCARTHY: Good Morning, Chair and Commissioners, my name is Scott McCarthy from the Office of Compliance Assistance and Enforcement. The Title 20 Appliance Efficiency Regulations require that appliances sold or offered for sale in California be periodically inspected and tested to determine conformity with the applicable standards. This proposed contract with UC Davis, California Lighting Technology Center, or CLTC, will enable testing of appliances to support compliance, enforcement, and data collection efforts. The CLTC employs experienced professors and trained technicians to perform the testing work and provides valuable educational opportunities for students.

Staff recommends approval of this agreement with CLTC. The funding for this contract is from the Appliance Efficiency Enforcement Subaccount. Thank you for your consideration. Are there any questions I can answer for you?

CHAIR HOCHSCHILD: Any public comments? Any questions?

COMMISSIONER MCALLISTER: Okay. All right, so thanks Scott. I appreciate that.

And just I'm not how much my colleagues know
about the enforcement activity, but it's really where the rubber hits to road on appliance standards. And the Legislature gave us this authority to fine folks for being out of compliance, to really to out there and find places where there might be issues in the marketplace where manufacturers, really the whole supply chair might be out of compliance with our Title 20 Appliance Efficiency Regulations. And this kind of effort, where we're actually taking stuff off the shelves and testing it, and making sure that it complies with the letter of our regulations.

And in lightening in particular, there's a fair amount of technical detail there and some expertise required. And so the CLTC is really the preeminent, I would argue, facility for this certainly the public sector in the nation. So and we've played an instrumental role in getting it started way back in the day. And it's great to see them flourishing and getting industry partnerships and really getting a global reputation. They're working in Mexico now. It's really a success story.

And so having them be the sort of accountability pathway for the marketplace in California, in accordance with our regulations in Title 20, it's really appropriate. So I fully support it. And 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 9 ICF, Incorporated.

MR. RIZALDO: Good morning Chair and Commissioners. My name is Rizaldo Aldas. I'm with the Energy Generation Research Office, Energy Research and Development Division.

And I'm here to request adoption of CEQA findings and your approval of the revised project with ICF Incorporated, called the Camptonville Biomass Energy Project, also known as the Forest Biomass Business Center Bioenergy Facility - Gellerman Site.

The California Energy Commission approved a grant for an earlier version of this project at its October 3, 2018 Business Meeting. However, the grant agreement was not executed, because the team found out that the high-interconnection cost and unknown environmental remediation costs would put the project at a very high financial risk. And so project team set out and evaluated alternative sites, conducted due diligence to a new site called the Gellerman site.

So in addition to changing the site the project is also increasing its generating capacity from 3 megawatts...
to 5 megawatts. Those revisions will not change the purpose of the scope of work as previously approved.

Energy Commission staff has reviewed the lead agency, County of Yuba Planning Commission's Initial Study and Mitigated Negative Declaration and Conditional Use Permit 2019-0002 for the Forest Biomass Business Center Bioenergy Facility – Gellerman site. And has determined that the proposed project presents no new significant or substantially more severe environmental impacts beyond those already considered and mitigated.

This project will design, construct and demonstrate an innovative biomass power plant that will use a robust biomass-to-electricity technology, integrated with an advanced emissions control and state-of-the-art low water consumption technology. And the project will help reduce wildfire threats by consuming an approximately 50,000 bone dry tons of woody biomass annually. And this biomass will be collected from public and private lands near Camptonville.

So I request your approval and I'm ready to answer any questions. I also would like to acknowledge that representatives from the project team are also available to answer any questions you may have. Thank you.

CHAIR HOCHSCHILD: Thank you. We have two public comments on this item. Let's begin with Cathy LeBlanc, the
Executive Director of Camptonville Community Partnership.

MS. LEBLANC: Hello. My name is Cathy LeBlanc. I am the Executive Director of Camptonville Community Partnership. We're a small community-driven non-profit. Our tag line is rural people working together for a safe, sustainable and healthy community.

I just really want to thank you for awarding this project in March of 2017 and then approving it in October of 2018. This has been a collaborative wide effort with the passage of Senate Bill 1122. We have many supportive partners at the local, state and federal level, including our State Senator Nielsen and also our Assemblyman Gallagher.

This project will revitalize the work force and economy of the disadvantaged community of the Yuba County Foothills. The benefits of this project not only include job creation, but a reduction in forest fires by reducing a fuel, as stated 50 bone dry tons a year. And it will also increase the health of the watershed and the environment in our area.

Once again, I'd like to thank you for your consideration of our comments and hope you approve our EPIC grant funding to allow us to get under contract and build this thing. Thank you very much.

CHAIR HOCHSCHILD: Thank you. Let's move on to
Gregory Stangl, Phoenix Energy.

MR. STANGL: Good morning. Greg Stangl, Phoenix Energy. I like the lager agenda items. It opens up in here a little bit. (Laughter.)

I just wanted to come up here today to again say one, thank you, thank you, thank you to the Commission for the diligent work you have done to support forest bioenergy. It has been an amazing slog and we appreciate you sticking with it. It has been tough. And the bankruptcy of our great friends at Pacific Gas and Electric has not made it particularly easier.

But this project aims to be one of the solutions, one of the tools in the tool kit to address this critical issue.

I also wanted to again salute your choice in backing the town of Camptonville. If we have learned one thing in this business since 2006 is that you have to have a team of fighters to get this stuff done. And the town of Camptonville is exactly that. And so with that, I again just wanted to come here today to say thank you very much.

CHAIR HOCHSCHILD: Great. Thank you.

Vice Chair Scott?

VICE CHAIR SCOTT: All right. Well, thank you both for taking time to come to the meeting today. It's great to see you and great to know we've got a team of
fighters working on this project.

I know for sure that we do. There's a lot of perseverance that has to take place in this space. Building these kinds of projects is pretty tricky and has taken a lot of diligence, great work by the staff, great work by the project team to really pull this and put it together. And it's an important component. As you heard in some of the comments in order to take some of this forest waste that we have and figure out how to make use of it.

So if there are no questions or other comments, I will move approval of Item 9.

CHAIR HOCHSCHILD: Thank you. Is there a second?

COMMISSIONER DOUGLAS: Second.

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

(Ayes.)

CHAIR HOCHSCHILD: That motion passes unanimously.

Let's move on to Item 10, Cost reductions, Advanced Technology for Solar Modules.

MS. GERBER: Good morning Chair and Commissioners. I'm Katharina Gerber. And I'm here today with the Energy Generation Research Office of the Energy Research and Development Division. And today we're seeking
approval for three proposed grant agreements from a competitive EPIC solicitation titled CREATE SOLAR.

This funding opportunity is to increase penetration of solar energy in California for technological advancement in thin-film photovoltaics technologies and development of unique markets and obligations in the solar sector, which aren't achievable for conventional silicon-based PVs.

The proposed grant agreement with UCLA will fund research, advancing the properties of transparent organic photovoltaic materials. The power conversion efficiency target for these organic PVs is 15 percent and the transparency target is at 30 percent.

This proposal is innovative, because it will integrate, develop solar modules into small smart greenhouses, and test their performance and effects at planned growth.

The proposed agreement with Tandem PV, Incorporated will fund research developing tools for a low-cost scalable fabrication of perovskite-on-silicon tandem photovoltaic modules; fabricated perovskite-on-silicon tandem devices that have a power conversion efficiency of at least 25 percent. And their efficiency will be certified by an independent laboratory.

The innovative manufacturing process will allow
rapid (indiscernible) upgrading of existing silicon panels
and enable much higher efficiency due to the added layer of
perovskite (indiscernible) materials.

And last, but not least the proposed agreement
with the University of California at San Diego will develop
all cost manufacturing approaches for high-volume
manufacturing of perovskite-on-silicon tandem photovoltaic
modules. And this proposal is innovative, because the
developed position method will allow to fabricate and
(indiscernible) solar devices with a uniquely textured
surface, which will allow power harnessing under cloudy
conditions or in the late afternoon. And the projected
power efficiency conversion will be at least 32 percent.

Staff recommends approval of all proposed
agreements and I am happy to answer your questions.

CHAIR HOCHSCHILD: Great, thank you.

I will say I did ask for and get a briefing on
this item this morning. My concern was that thin-film not
be competing directly with where crystal has gone, because
there was heavy investment in film earlier on. And silicon
basically has -- film was 20 percent of the market, now
it's 4 percent. And so I'm satisfied though, because this
really is designed in a way that complements what's the
role that silicon's playing and can do some things that
silicon can't. And so that really makes sense to me, so I
wanted to thank the staff for the briefing.

Vice Chair Scott, did you want to speak to this?

VICE CHAIR SCOTT: Yeah. I might just add I do think this is a really smart, thoughtful set of projects that we have here. I think the increasing the cell efficiency will be really great to see, increasing the power conversion efficiency that we will see. And also the light transparency component I think, as Kat highlighted, makes these really quite innovative and also the places where these technologies have the potential to be able to be used, especially on greenhouses.

So if there are no other comments or questions, I will --

MR. WARD: Oh, Excuse me. Before the vote, I just want to make sure there was a call for public comment?

VICE CHAIR SCOTT: Oh, I'm sorry.

MR. WARD: Just to make sure.

CHAIR HOCHSCHILD: Yeah. Is there anyone who would like to make a public comment?

Okay. Thank you for that, Alan.

Okay, were you in the middle of making a motion?

VICE CHAIR SCOTT: All right. I will move approval of Item 10.

CHAIR HOCHSCHILD: There's a motion for Item 10. Is there a second?
COMMISSIONER DOUGLAS: Second.

CHAIR HOCHSCHILD: From Commissioner Douglas.

All in favor say aye.

(Ayes.)

CHAIR HOCHSCHILD: All right, that motion passes unanimously. Let's move on to the minutes.

Thank you.

MS. GERBER: Thank you.

VICE CHAIR SCOTT: Move approval of the minutes.

COMMISSIONER MCALLISTER: Second.

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

(Ayes.)

CHAIR HOCHSCHILD: That passes unanimously. Lead Commissioner Reports starting with Commissioner Monahan.

COMMISSIONER MONAHAN: Well really it's been All Clean Transportation Program all the time. So I'm excited now to turn attention to next year's investment plan, which actually the planning must start -- should have started yesterday.

But I wanted to just talk a little bit more about this piece around community engagement. And just say I think maybe with that, that maybe they're the closest with EPIC Program, but we should just be thinking about as we're learning sort of what works and what doesn't work. How do
we share that across to make sure that we can all learn from each other in terms of what does it mean to do effective community outreach? And how do we do it in a way that is, you know, we need to make sure that we don't broach any -- we want to make sure that we have a fair process. And so outreach is always challenged by this well how do we make it fair outreach when you're doing outreach to community organizations?

And I think we're willing to try to take that on, but it's not very easy, I would say. So I'm looking forward to kind of continued conversations about this, so that we can all figure out well as we're doing these programs what are the best strategies for engaging communities in authentic ways and really trying to diversify the mix of candidates who apply for our grants.

COMMISSIONER MCALLISTER: Yeah, so just a few things. I did spend a week on vacation between the last meeting and this meeting, so I only have three weeks of stuff to go over. But I wanted to -- well, first of all I'll just mention Chair Hochschild, you made the point at the beginning that California really is an incubator and really sort of leading the charge on a lot of these things. And that just has not been more evident to me than in the last week or so with the federal backsliding on the lighting standards. And a lot of people are looking to us
and our partner states to hold the line on that.

And I think it's lamentable. It's a bad decision that's been made at the federal government and really death to the vast, vast overwhelming majority of public comments. Clearly there was just a decision that was just going to be implemented whether or not -- whatever stakeholders said, really. And it's rolling back lighting standards and sort of sitting on your hands and not updating lighting standards, which is also announced as intent from the Department of Energy.

It's anti-competitive. It's anti-environment. It's bad for consumers. Luckily for Californians it's probably illegal, so I think we're going to everything we can to hold the line on that. I have to say "probably," because I'm not the lawyer. And we'll leave that to the Chief Counsel's Office to figure out and work with the Attorney General to figure out what the path forward is. But really just a horrible signal, and California I think sort of in relief, in high contrast sort of now in the lead even more than we have been. So that's relish that fight for sure, but wish we didn't have to fight it.

So a couple of really great workshops together in the IEPR process, I wanted to just highlight together with Commissioner Scott. One was on Building De-Carb, a really great workshop. Commissioner Monahan was there with us and
Liane Randolph from the PUC and Edie Chang from ARB and Mark Rothleder from the ISO. And so you can just tell how much congealing there is going around on the need to decarbonize our buildings really as a chief building block of getting to our carbon goals.

A really terrific job by staff putting it together and I think laying in a good foundation for that conversation going forward. Not an easy lift. In new construction we're sort of getting a handle on it. But in existing buildings it's going to be a big lift and we need solutions. So we've got a lot of good people working on that together.

I wanted to say actually or let people know that the AB 802 Benchmarking Dashboard just went live, I believe early this morning. And I'm looking at Mike and Kristine over there and that's a big thumbs up on that. And it's been a long time coming. And really just a singular -- just a very consistent effort in this Commission to get our data tools in order, to kind of create the analytical foundation, to really implement the letter of the law, AB 802, which started out with commercial benchmarking and now is also collecting information for our multi-family buildings across the state.

And the disclosure piece of that for commercial buildings has just kicked in earlier this year. And the
Dashboard now that shows all that information is actually up. And so you can slice and dice and get a really visual, visceral sort of understanding of the landscape of the commercial buildings across the state above 50,000 square feet.

So it opens up all sorts of potentials to understand, to learn, to understand the building -- that sector -- the commercial building sector and now the multi-family sector. And it opens up possibilities for targeting programs, for channeling resources, for expanding the range of covered buildings. So I think it's really happening exactly the way we had wanted from the outset when we worked with Das Williams on that bill. And so it's really playing out nicely and I just encourage everyone to look at it.

I do want to thank a few people. Jennifer Nelson, Troy Dorai, Eugene Lee, Erik Jensen and Ronnie Raxter who have been really kind of on the front lines of this working with stakeholders and then Brent Kelsey, as well and then Eric Lyon actually also. He worked on this as an intern about a year ago doing a lot of the backend data stuff. And now just this week has re-joined the Energy Commission as staff, so it's a really good success story there as well.

So anyway, really I look for great things to
come. I think we'll have a press release about that probably tomorrow, or a blog post or something along those lines, but really looking forward to having that out there for the world to use.

And then finally just wanted to -- all of my colleagues know about this -- but I wanted to just remind everyone that next week is the National Association of State Energy Officials annual meeting in Manhattan Beach. All of my colleagues, unfortunately with the exception of Commissioner Scott, who would be there if she could, are going to play a role in that and Commissioner Douglas on offshore wind. And there's a Transportation Panel that Commissioner Monahan will be on. And hopefully we're going to get Mayor Garcetti and that'll be a nice entrée to talk about all the wonderful things that are happening in LA. And Commissioner Hochschild will welcome you that day.

So anyway it's a good opportunity to have California shine and to really work with all of our colleagues and state energy offices across the state, across the nation rather and six territories, who will all be in Manhattan Beach with a whole bunch of stakeholders talking about all the great stuff they're doing at the state level.

And really I think the theme is emerging clearly that the states is where the action is. And we all have
different solutions that work and that we can share and we can really build momentum. And that's both on the just sort of extreme end of the clean energy revolution, but also just on the nuts and bolts stuff like weatherization and the state energy program funds and just getting the work a day policies implemented to do right by the citizens of all of our respective states. And NASEO does a really great job of facilitating that conversation and lobbying on behalf of the state energy offices in DC, working with all of our electeds there.

So anyway it's going to be a good agenda, very substantive, some nice field trips, people will be able to get to see LACI and some of the other, the Edison Center out Irwindale. DWP is going to show some of the Board Members Castaic and some of their battery storage projects. So it's a good sort of leadership position for California. And hopefully we'll be locking arms on some of these policies and moving forward even more than we already are. So it'll be fun.

And there is still space, so if you want to go down and avail yourselves you can still do it. I don't know if there are hotel rooms, but there's definitely is space at the conference.

Okay. So that's it for me. Thanks a lot.

VICE CHAIR SCOTT: Okay, great. So not too much
to update on. I also had a little bit of time off, so that was fantastic. It's pretty much all IEPR all the time and the Grid Energy Policy Report, (phonetic) so that's been fun. We have had a chance to -- one of the things I really like about it is we pull together experts kind of from around the country, around the world, and hear from them on these critical energy topics. So I will be looking forward to the next few that are coming up as well.

I did want to give a couple of personnel updates. One of my summer interns, Maryam Ashgari, has gone back to UC Irvine for the school year, so goodbye to her. We will miss having her here. This summer, she did some great work.

My intern, Claire Sugihara, who's sitting over there, she's kind of waving shyly at you. She has been here a little bit over 18 months now. And she has done fantastic work. She's from UC Davis, during the school year and also during the summer helping pull together all kinds of information that's been incredibly useful to my office: technology readiness levels, manufacturing readiness levels, all kinds of information on BioMat and ports. And if you name it she's probably looked into it for us. So I just want to wish you the best of luck back at school. It's been fantastic to have you here.

Alejandra Hormaza who's sitting right next to
her, is going to be here for a few more weeks and then she will also be returning to UC Irvine. But since she's here, I'd like to just take a minute to acknowledge her. It's always fantastic to have the enthusiasm and engagement of the interns and they do fantastic work for us.

And I also really wanted to acknowledge Monica Shelley who was my Administrative Assistant. She is fantastic and my heart is a little broken, but she has gotten promoted and gone on to bigger and better things. And so I really want to wish her well. She's already started her new job. I'm very excited for her, very sad for me and my office. But she just was fantastic, dedicated, committed. Every day came in very friendly, very capable, always had a smile, always making the office just a wonderful place and then just incredibly competent all of the time. And so she will be missed. And I also wish her the very best of luck in her new role.

And for the meantime, I have Victoria Sandoval Moreno who is helping out while we are looking to hire a new admin for my office. So those are my announcements.

CHAIR HOCHSCHILD: Great.

COMMISSIONER DOUGLAS: All right, and I also don't have too much to report in the past month. I was looking back at my calendar to see what I might want to talk about and I saw all these vacation days. And I
thought, "Oh, my God. What did I do?" when I looked at them and there were about 12 days. And then it came back to me that I had a really wonderful time with my family camping and road tripping in Utah and going to Colorado. And how I could not remember that just shows what the days were like when I got back.

But nevertheless, nothing to report this time, I've been enjoying the IEPR workshops, the SB 100 workshop and just really digging in and getting ready for a busy fall. So thank you.

CHAIR HOCHSCHILD: Well, thank you.

First of all, I'm glad people are taking vacations. This is good. And we're in a marathon and not a 100-yard dash. And I really do want for all of us to have a balanced, healthy life. And I think we'll be a lot more productive and happier as a result. So I'm glad to hear a good break and maybe jealous. Utah sounded gorgeous.

COMMISSIONER MCALLISTER: I won't talk about Copenhagen.

CHAIR HOCHSCHILD: Yeah, don't. I will be definitely jealous. (Laughter.)

I also just wanted to thank Commissioner McAllister for the NASEO Chair role you're playing. I think it's so valuable, that position. We haven't talked a lot about it as a group, but this forum is a terrific one.
and you're absolutely right that's where the action is.

There's been what I call sort of a trifecta of energy disasters from the Trump Administration in the last few months. It's the undoing of the methane rules, the undoing of the lighting standards and the attempted unwinding of fuel economy. And all three of those I hope will ultimately be successful and I actually believe we will be successful in prevailing long term. But the action and leadership and communication, collaboration at the state level is where those battles are ultimately won and where the foundations are laid for success. So thanks for that. I look forward to joining you on Tuesday.

I've been speaking regularly to the incoming employee gatherings when we do these. I don't know, it's every month or two and I really hope other Commissioners, as you're able to do this and we're trying to get that, my commitment to Drew is to try to have one of us give a welcoming run to every single group. But just the group I spoke to yesterday there were two PhDs, incredibly diverse from all over the world. And enthusiastic and it's just great to see the talent coming in to the Commission.

Probably my highlight of the last two weeks was the offshore wind negotiation with the Navy, so we've been working closely with them. Spent the whole afternoon with the Assistant Secretary of Defense Robert McMahon, really
appreciate his openness and flexibility. And we ended up spending much longer together. We were on the same flight home that got cancelled, so we had the whole evening with him and his staff to visit.

He's in charge of many other projects including building the wall, so we had a lot to talk about. But he and his team were terrific. In this meeting we had Congressman Carbajal, Congressman Panetta, Assemblyman Jordan Cunningham was there, a number of the other agencies. And again my extreme gratitude to Commissioner Douglas for her leadership on that and we're looking forward to a successful outcome long term.

I wanted to say just the two things that I think, from my perspective have been the highest profile events that I've been involved with at the Energy Commission since I started as Chair have been our Electrification Symposium, which we did in concert with EPRI and CAISO and Silicon Valley Leadership Group and UC Berkeley this summer, and almost 500 people, a great discussion and momentum. And the staff did a fantastic job pulling that off.

And the SB 100 workshop was also a home run; really, really well organized. The details were (indiscernible) and after that actually Commissioner Douglas and her team on the Native American Summit, also an incredible home run.
So not everything that we do is going to be a home run, because we sometimes foul out, but I feel like we're on a roll. And I just want to compliment that with all of those, one thing that strikes me as what works is when we collaborate well with other agencies. And you could really feel it in the room, most notably in the SB 100 where we're required by statute to do this with the CARB and PUC. But the rapport between the staff, between the agencies is just really healthy. And that's what we want going forward, so I just want to thank all of the staff for that.

Going forward the next big thing I have coming up that we're pulling together in terms of a symposium is going to be on lithium and this vision of creating a lithium valley in California. So we're going to attach it on one side of the Bay Area Battery Summit, which is in November in Silicon Valley. And bring in the stakeholders who are involved in lithium development, investment and the end uses of lithium together.

I've been sharing this with the Governor and the Governor's Office on this can be a huge new industry for California long term, because we have 40 percent of the annual global demand of lithium. We have the ability to produce that in our state right and there's these new discoveries. It's very significant. And we have the end
use market is here with energy storage, electric vehicles. And the potential is there certainly to attract back the intermediate industries like cathode manufacturing and so on. So really excited about that and we'll be sharing more as we get closer to that.

The last thing I wanted to share. I've been doing monthly open office hours once a month now for staff who want to talk about any issue of concern. And one issue that came out of those is the suggestion that we do -- and I think it's a magnificent idea -- an internal Energy Commission staff conference. Actually just for staff to kind of exchange what they're all working on, because we have so many disparate programs and divisions. And people want to get to know each other better and want to better understand what they're doing. So I'm going to be working with Drew on this and Terra is going to take the first crack on an agenda and we'll get input from all the Commissioners and staff on that. But I'm hoping to do that sometime in the next six months of something.

And then I guess the other highlight is we had probably resolved with Karen Ross very successfully on -- Commissioner Monahan and I -- just on a transportation-related function. I just really appreciated your team's diligence on that. And that worked exactly how I think we should. The issue bubbles up, we talk about it internally
and get on the same page, have a collaborative dialogue and we fix the problem. And so thanks again to your team for that. That's it for me.

CHAIR HOCHSCHILD: Let's move on to Executive Director's Report.

MR. BOHAN: Thank you, just a couple of quick things first. As you probably all know the Legislature Session ends this Friday. And we are in the process of collecting legislative proposals for next term and so we have a due date of mid-October. So we have collected some and we're going to reach out to you to discuss those, but wanted to let you know that that deadline is coming up.

Second, I want to thank you Chair for acknowledging Carousel Gore. This is the first time we've got a fully dedicated EEO Officer. And I joked with her this morning that my goal is for her job to be very boring. But the fact is with 700 people together there's tensions and frictions and it's just really critical that our staff feel like they've got a place that they can go. There's a person that's going to hear them out and keep the information that they learned confidential. And then deal with it as appropriate.

And then finally in our unsung heroes series, I want to ask, from the Fuels and Transportation Division,
Taiying Zhang to please come up to the podium and just tell
you a little bit about her.

You know, we have an awards ceremony, but this is
for the folks that just stay under the radar and Taiying is
a classic person in that regards. She's quiet, but she's
got a brilliant mind. And she's got an intellectually
powerful voice. She's a PhD in Chemistry, which itself
tells you she's got to be pretty bright. And she helps in
a lot of areas, but particularly in cutting edge biofuels
and hydrogen, where we're looking for renewable feedstock.
And she just brings a level of creativity to trying to
crack these sorts of nuts. So we wanted to provide an
opportunity to just have you meet her and see her and give
her a hand. (Applause.)

MS. ZHANG: Thank you. Thank you.

COMMISSIONER MONAHAN: Hey, Drew, can I add to
this? Because I got a little feedback from Elizabeth and
Kevin who also said really nice things about you and that
you even get comments coming in from people, businesses who
are working with you through our grant programs, that your
supervisor gets positive feedback about you. So I just
want to say thank you all your great work.

MS. ZHANG: Thank you. Thanks for all the good
words. (Laughter.)

CHAIR HOCHSCHILD: Thank you. Let's move on to
Public Adviser's Report. Jen?

MS. MARTIN-GALLARDO: Thank you. And I think today's the last time I get to come before you all at a business meeting as the Acting Public Adviser, so thank you so much for the opportunity. It's been a great opportunity.

And I just wanted to leave a remark. You had mentioned something, Commissioner Monahan, about outreach efforts and how the Energy Commission can collaborate with every division that is working on improving our outreach to communities. And I'm going to put a plug in for the Public Adviser's office, as Naomi Gallardo gets started. She's got a great team in the Public Adviser's Office, who has a great start on things like lists of entities to outreach to for specific reasons and specific areas of the state. And there's just a lot of energy in being able to assist everyone at the Energy Commission to collaborate and also to know what each other are doing and what's working well and how to make improvements.

So on the other issues that I'm working on with Chair Hochschild we've started our EPIC calls for our grant recipients. And I'm just enjoying working with staff on working on our grant process and how we can make improvements to streamline those things for everyone who's going to be working in our programs now and in the future.
CHAIR HOCHSCHILD: So Jen's been doing magnificent work on this. She's called every single recipient of the grant from our Clean Transportation Program. Now she's in the middle of the EPIC calls. Then we're going to do ECCA and then GRDA and have developed a very comprehensive set of recommendations on how to improve the process and working through with Drew and staff on that and just spectacular. And she will be moving upstairs to the third floor, just down the hall in a few weeks to one of the offices, so good to have you with us there.

CHAIR HOCHSCHILD: Let's move on to public comment if we have any?

(No audible response.)

CHAIR HOCHSCHILD: Hearing none, Chief Counsel's Report.

MR. WARD: No report. Thank you.

CHAIR HOCHSCHILD: Okay. I think we're adjourned. Thanks everybody.

(The Business Meeting adjourned at 12:16 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 24th day of September, 2019.

PETER PETTY
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Notary Public
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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 transcribed by me, a certified transcriber and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

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IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of September, 2019.

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Myra Severtson
Certified Transcriber
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