

DOCKETED

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|-------------------------|--|
| Docket Number: | 20-BUSMTG-02 |
| Project Title: | Public Comment on California Energy Commission Business Meetings |
| TN #: | 235244 |
| Document Title: | Presentation - Final October 14 Business Mtg PPT deck |
| Description: | Minor edits. Supercedes previously docketed presentation. |
| Filer: | Maria Norbeck |
| Organization: | California Energy Commission |
| Submitter Role: | Commission Staff |
| Submission Date: | 10/14/2020 12:05:05 PM |
| Docketed Date: | 10/14/2020 |



**California Energy Commission
Business Meeting
October 14, 2020
10:00 a.m.**



Pledge of Allegiance





Keep California Healthy



Wash



Clean



Cover



6 Feet



[covid19.ca.gov](https://www.cdps.ca.gov/Programs/CID/DCDC/Pages/COVID-19/COVID-19-Resources.aspx)



Take the Census



Complete the form by mail, by phone 844-330-2020 or online @ my2020census.gov



Go Vote



**VOTE
CALIFORNIA**

www.registertovote.ca.gov



Remote Compliance

Business Meeting held remotely, consistent with **Executive Orders N-25-20 and N-29-20** and the recommendations from **California Department of Public Health** to encourage physical distancing to slow spread of COVID-19.

For remote participation instructions go to **CEC's Business Meetings webpage:**

<https://www.energy.ca.gov/proceedings/business-meetings>

If Zoom's toll-free phone numbers don't work:

- **Call: 669-900-6833**
- **Meeting ID: 938-6923-0237**

If Zoom shuts down, Business Meeting will continue via Verizon.

- **Call: 1-888-823-5065**
- **Passcode: business meeting**



Public Comment Instructions

- Pursuant to **California Code of Regulations Title 20 §1104(e)**, any person may make oral comment on any agenda item.
- Comments may be **limited to 3 minutes** per person and **1 person per organization**.
- Any person wishing to comment on information items or reports (non-voting items) shall reserve their comment for the general public comment portion of the meeting agenda.

Two ways to provide comments:

1) Email PublicAdvisor@energy.ca.gov to have the CEC's Public Advisor verbally relate comments during the meeting.

OR

2) Call (888) 823-5065. Passcode: "business meeting"

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Item 1: 2020-2023 Investment Plan Update for the Clean Transportation Program

October 14, 2020 Business Meeting

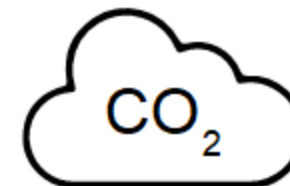
Patrick Brecht, Investment Plan Update Project Manager
Fuels and Transportation Division, Transportation Policy and Analysis Office



Benefits to California

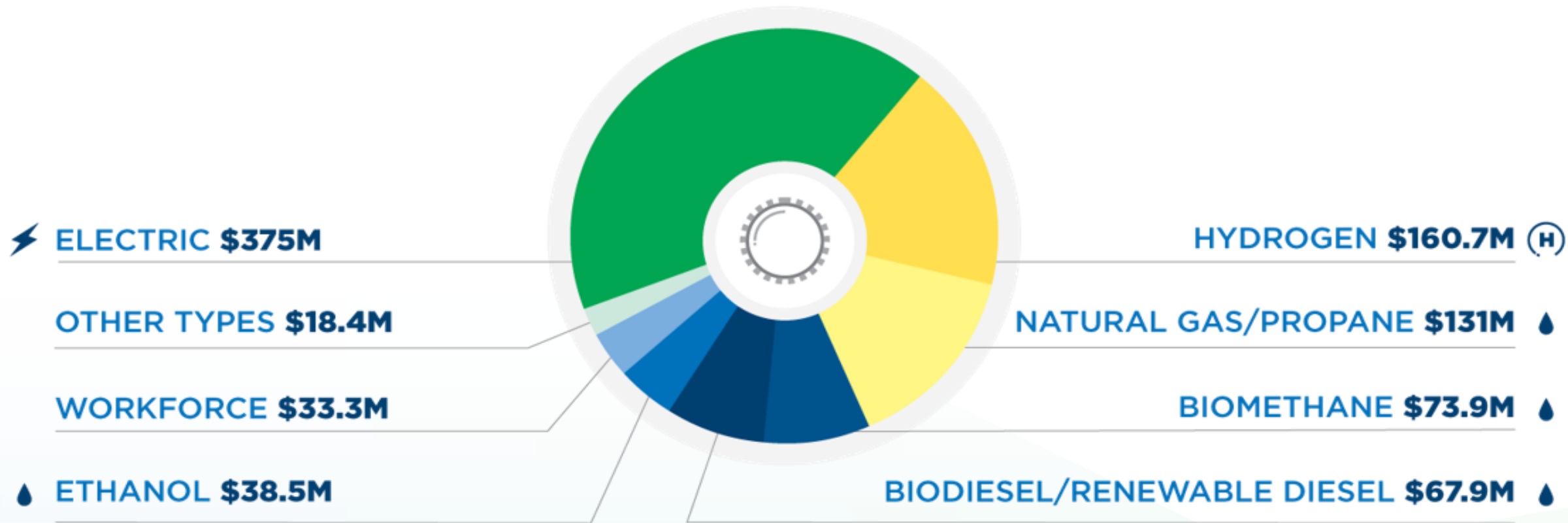
The Clean Transportation Program plays an important role in achieving:

- California's ambitious goals on climate change
- Petroleum reduction
- Adoption of zero-emission vehicles
- Improved air quality
- Economic development and recovery
- Investment in low-income and disadvantaged communities
- Job growth and workforce development





Funding By Category 2009–2020





Program Outcomes 2009-2020

33%

projects located
in disadvantaged or
low-income communities

\$880M

matched
funding

17,440

jobs

11,276

EV Chargers

3,152

natural gas
trucks

70

natural gas
fueling stations

62

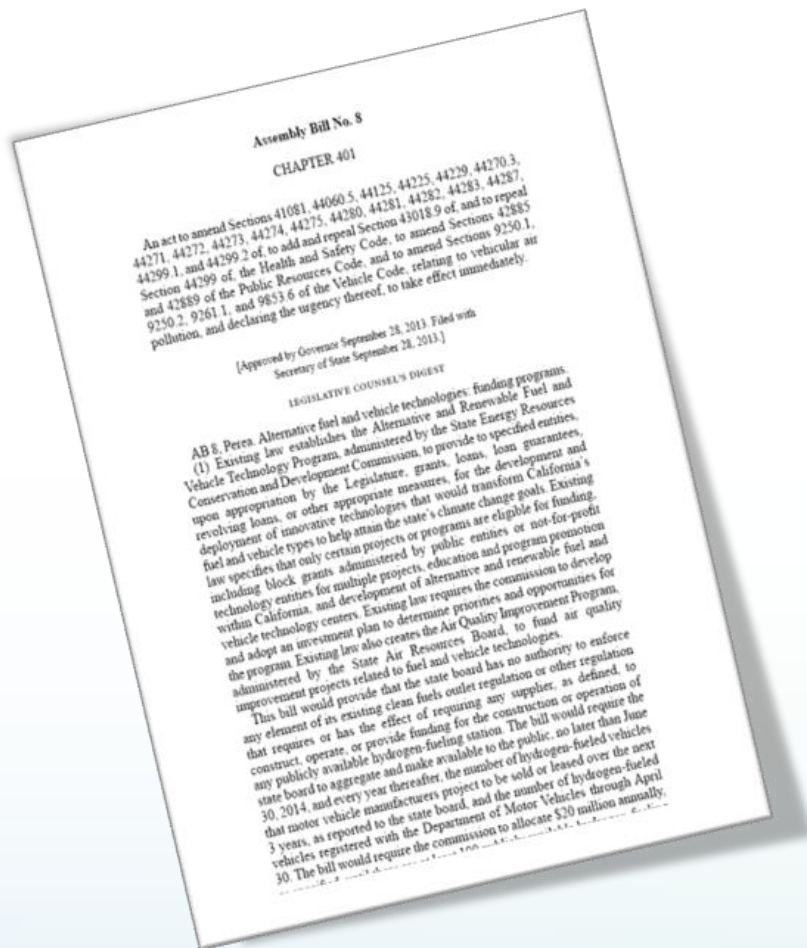
hydrogen
fueling stations

24

manufacturing
facilities



Clean Transportation Program Origins in Statute



- Established by Assembly Bill 118 (Nunez, 2007)
- Provides up to \$100 million per year
- Extended to January 1, 2024 by Assembly Bill 8 (Perea, 2013)



Purpose of the Investment Plan

- Guides the Clean Transportation Program's investments toward meeting the state's clean transportation goals
- Allocates funding for multiple fuel and vehicle technologies, transportation sectors, and supporting activities (e.g. workforce development)
- Takes into consideration state regulations and other funding programs to promote coordination across agencies
- Integrates feedback from Advisory Committee, Disadvantaged Communities Advisory Group, and public
- **NEW!** Sets multi-year funding allocations to improve consistency and transparency for potential funding partners



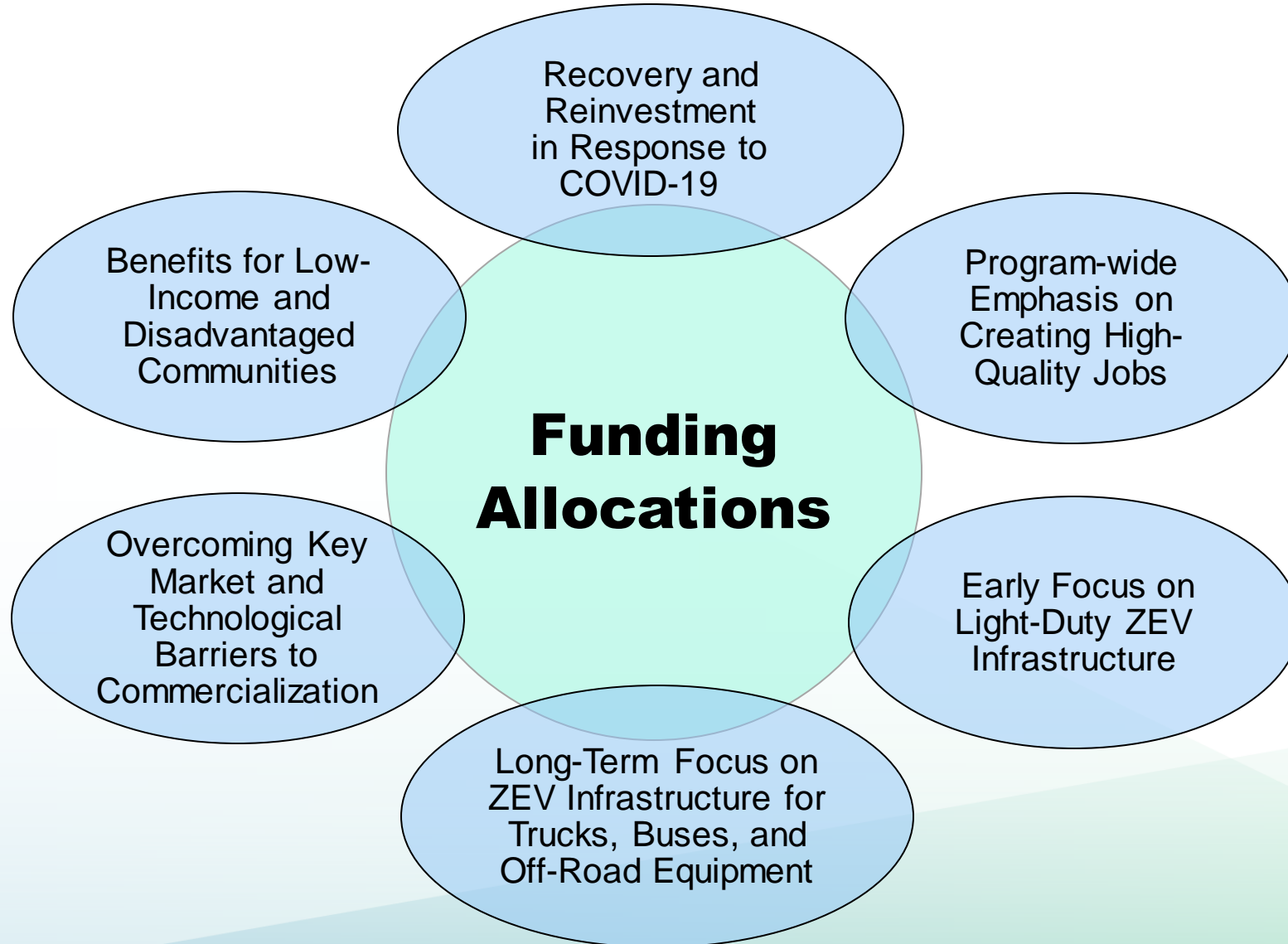
Advisory Committee

- Reconstituted in February 2020
- Expanded membership to better reflect California communities
- Increased representation from program beneficiaries
 - Environmental justice communities
 - Public health organizations
 - Rural and tribal communities
 - Labor and workforce training groups



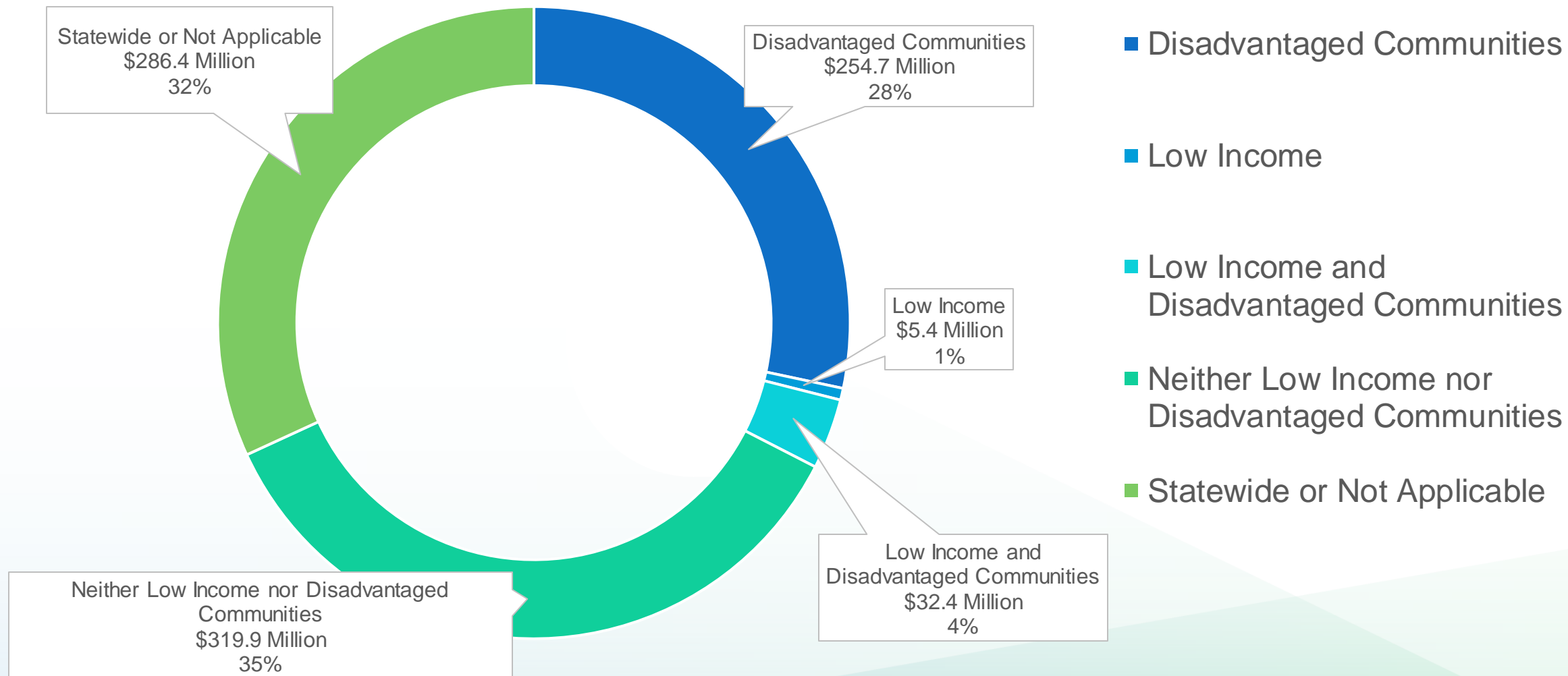
2020-2023 Investment Plan Update

Funding Priorities





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



Note: As of May 1, 2020



Commitment to Inclusion, Diversity, Equity and Access

- Collaboration with the Disadvantaged Communities Advisory Group
- Prioritize and invest in proper community outreach and engagement
- Partner with local community-based organizations
- Develop metrics that go beyond funding locations
- Seeking to provide 50% of Investment Plan funds to benefit low-income and disadvantaged communities



Context Setting: State Goals

Legislation & Executive Orders are steering the state towards near- and zero-emission transportation

| | |
|--------------------|---|
| Climate | <ul style="list-style-type: none">• 2030: 40% GHG reduction in economy• 2030: 20% GHG reduction in transportation fuels• 2045: Net zero carbon economy |
| Air Quality | <ul style="list-style-type: none">• 2031: 80% reduction in smog-forming NOx |

Zero Emission Vehicles (ZEVs) are an essential part of achieving these goals!



Context Setting: Key ZEV Milestones

Light Duty Vehicles

- 2025: 1.5M ZEVs
- 2030: 5M ZEVs
- 2035: 100% of New Sales are ZEVs **(E.O. N-79-20)**

Charging and Refueling Infrastructure

- 2025: 250,000 Chargers (inc. 10,000 DC Fast Chargers)
- 2025: 200 Hydrogen Refueling Stations

Medium- and Heavy-Duty Vehicles

- 2029: 100% of New Transit Bus Purchases are ZEVs
- 2035: 100% of All Off-Road Vehicles and Equipment are ZEVs **(E.O. N-79-20)**
- 2035: 100% of All Drayage Trucks are ZEVs **(E.O. N-79-20)**
- 2045: 100% of All Trucks and Buses are ZEVs **(E.O. N-79-20)**



Context Setting: ZEV and Fuel Regulations

Regulations by the California Air Resources Board guide the adoption of zero emission vehicles and fuels

ZEV Regulation

- Requires automakers to generate or procure credits based on sales of ZEVs and internal combustion vehicles

Innovative Clean Transit Regulation

- Requires transit fleets to shift toward ZEV options

Advanced Clean Truck Regulation

- Requires truck manufactures to sell an increasing percentage of zero-emission trucks

Low Carbon Fuel Standard

- Sets carbon intensity standard
- Producers of low-carbon fuel can produce and sell credits



Context Setting: Other Funding Programs

| | |
|--|---|
| Low-Carbon Transportation Grants by Air Resources Board | FY 19-20 Allocations: \$533 million, focused on ZEVs <ul style="list-style-type: none">• \$238 million for the Clean Vehicle Rebate Project (CVRP)• \$182 million for clean trucks, buses and off-road freight (HVIP + CORE)• \$65 million for Clean Transportation Equity Projects (Plus Up, EFMP)• \$48 million to clean up heavy-duty truck emissions (AQIP) |
| Settlement Agreements | \$900 million in one-time funds for EVs and charging <ul style="list-style-type: none">• Volkswagen: \$800 million for ZEV-related projects in CA• NRG: \$100 million for electric vehicle charging |
| Investor-Owned Utility Investments | >\$1 billion approved over 10 years, mostly for EV charging infrastructure <ul style="list-style-type: none">• Pilot programs: CPUC approved pilot programs for PG&E, SDG&E & SCE• Post-SB 350: More than \$1 billion approved, mostly related to charging infrastructure for medium- and heavy-duty vehicles |



Proposed Funding Allocations

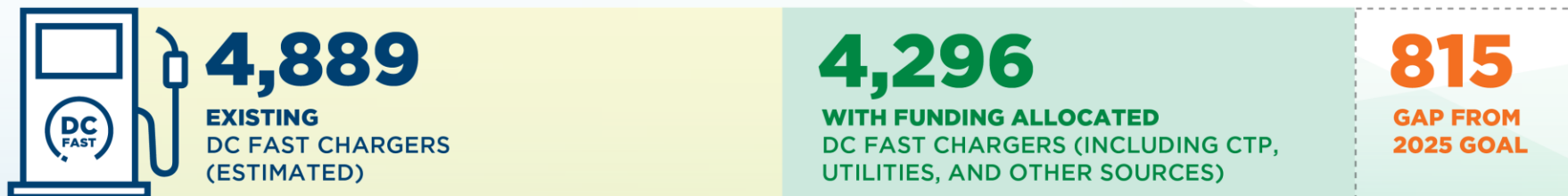
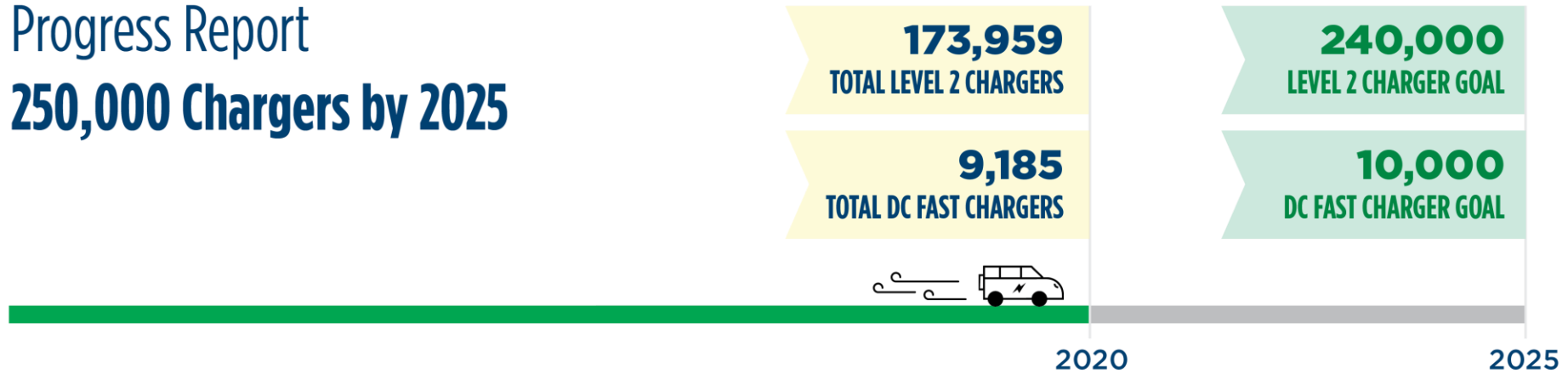
| Category | Funded Activity | 2020-2021 (Allocation) | Next 2½ FYs (Planned) |
|--|---|---------------------------|--------------------------|
| Zero-Emission Vehicles and Infrastructure | Light-Duty Electric Vehicle Charging Infrastructure and eMobility | \$92.7* | \$40.2 |
| Zero-Emission Vehicles and Infrastructure | Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure | \$20 | \$109.8 |
| Zero-Emission Vehicles and Infrastructure | Public Hydrogen Refueling Infrastructure | \$20 | \$50 |
| Alternative Fuel Production and Supply | Zero- and Near Zero-Carbon Fuel Production and Supply | - | \$25 |
| Related Needs and Opportunities | Manufacturing | \$2 | \$7 |
| Related Needs and Opportunities | Workforce Training and Development | \$1.5 | \$6 |
| Related Needs and Opportunities | Recovery and Reinvestment | \$10 | - |
| | Total | \$146.2 | \$238 |

*FY 20-21: \$51 million one-time legislative expenditure authority to increase EV charging infrastructure



Progress in Charging Infrastructure

Progress Report 250,000 Chargers by 2025

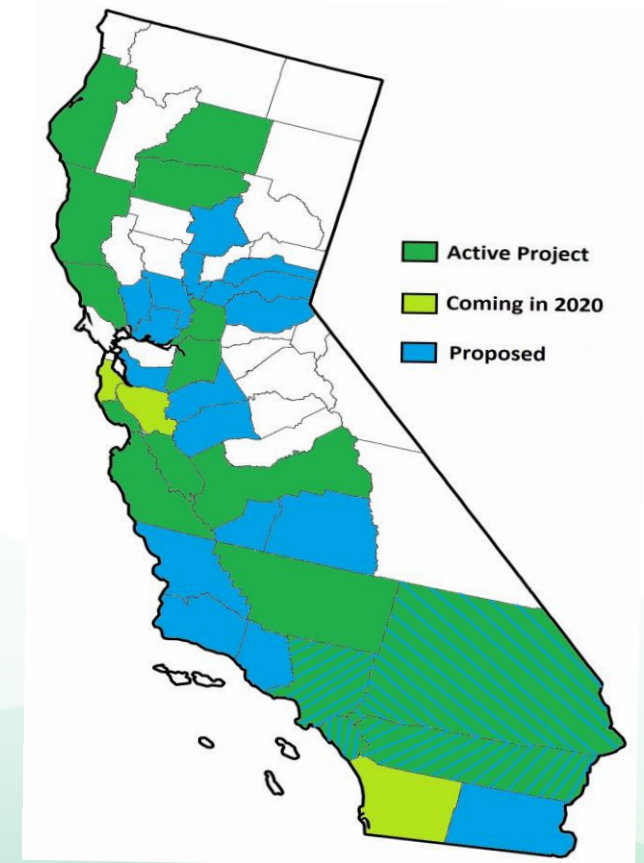


**Not shown above are 505 existing Level 1 chargers, which are included in statewide charger counts, but not in the goal of 250,000 chargers.*



California Electric Vehicle Infrastructure Project (CALeVIP)

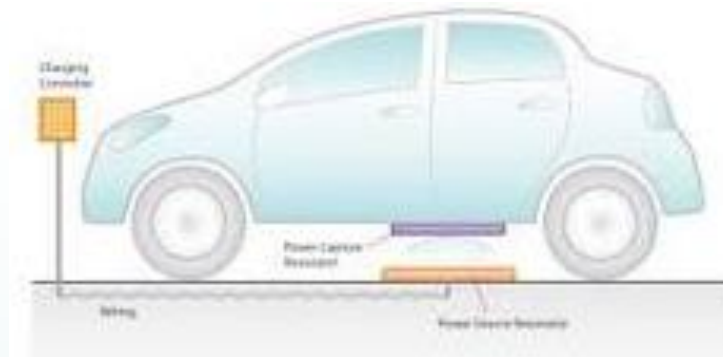
- Provides grants for light duty vehicle charging infrastructure, both L2 and DCFC
- 7 projects launched to date for \$82.25 million in rebates
- 2 projects totaling \$77.38 million are launching in 2020, with partner funding
- Projects are oversubscribed
- Nearly 60% of issued rebates have been for projects in disadvantaged communities





Additional Light-Duty Electric Vehicle Infrastructure Funding Opportunities

- Equitable Emobility
- Innovations in Charging and Use Cases
- Planning and Readiness





Proposed Allocation for Light-Duty Charging Infrastructure and eMobility

| Category | Funded Activity | 2020-2021 (Allocation) | Next 2½ FYs (Planned) |
|--|---|------------------------|-----------------------|
| Zero-Emission Vehicles and Infrastructure | Light-Duty Electric Vehicle Charging Infrastructure and eMobility | \$41.7 million | \$40.2 million |
| Zero-Emission Vehicles and Infrastructure | Light-Duty Electric Vehicle Charging Infrastructure and eMobility | \$51.0 million* | |

*FY 20-21: \$51 million one-time legislative expenditure authority to increase and accelerate EV charging infrastructure



Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure

- Supports Innovative Clean Transit Regulation and Advanced Clean Trucks Regulation
- Supports California's Sustainable Freight Action Plan
- Coordinates with CARB on Medium- and Heavy-Duty ZEV Investments
- Focused on Medium- and Heavy-Duty ZEV Infrastructure
- Additional Areas of Interest:
 - Grid Integration
 - Integrated Storage Solutions
 - Charging Management





Proposed Allocation for Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure

| Category | Funded Activity | 2020-2021 (Allocation) | Next 2½ FYs (Planned) |
|--|--|---------------------------|--------------------------|
| Zero-Emission Vehicles and Infrastructure | Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure | \$20 million | \$109.8 million |



Hydrogen Refueling Infrastructure

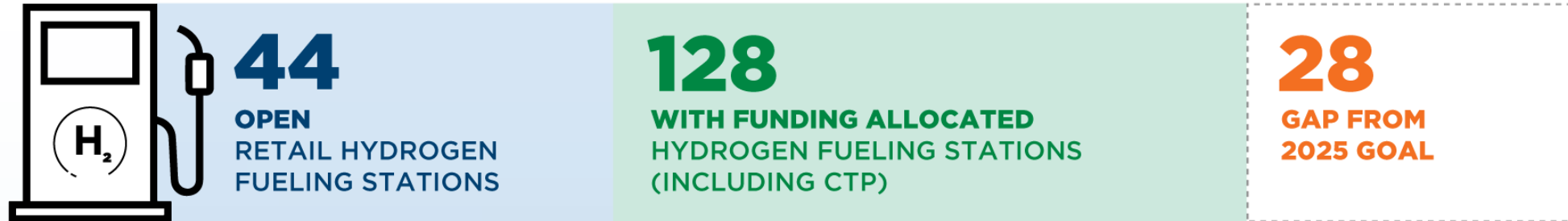
- Assembly Bill 8 (Statutes of 2013)
 - \$20 million (or 20%) annual allocation
 - Target: 100 publicly available stations
- Executive Order B-48-18
 - Target: 200 publicly available stations by 2025
- Hydrogen Refueling Infrastructure Solicitation (GFO-19-602)
 - Upwards of 110 new stations proposed for awards
 - Accounts for availability of future FYs within this multi-year Investment Plan
 - Encourages projects with fueling agreements with fleets of commercial vehicles and transit buses to increase station throughput





Progress in Hydrogen Refueling Infrastructure

Progress Report
200 Hydrogen Fueling Stations by 2025





Proposed Allocation for Hydrogen Refueling Infrastructure

| Category | Funded Activity | 2020-2021 (Allocation) | Next 2½ FYs (Planned) |
|--|-----------------------------------|------------------------|-----------------------|
| Zero-Emission Vehicles and Infrastructure | Hydrogen Refueling Infrastructure | \$20 million | \$50 million |



Zero- and Near Zero-Carbon Fuel Production and Supply

- Displaces fossil fuels and reduces GHGs
- Focused on conversions of waste streams and renewable hydrogen production
 - Senate Bill 1383 (2016) – Reduce short-lived climate pollutants
 - Senate Bill 1505 (2006) – Requires 33.3% renewable hydrogen



Proposed Allocation for Zero- and Near Zero-Carbon Fuel Production and Supply

| Category | Funded Activity | 2020-2021 (Allocation) | Next 2½ FYs (Planned) |
|---|--|---------------------------|--------------------------|
| Alternative Fuel Production and Supply | Zero- and Near Zero-Carbon Fuel Production and Supply | - | \$25 million |



Related Needs and Opportunities

Manufacturing

- Focus on ZEVs, ZEV components, and ZEV Infrastructure
- Projects have created over 800 manufacturing jobs.
- Examples include Proterra, Chargepoint, TransPower, and Freewire.



14 ZEV MANUFACTURERS

in California designing and building cars, buses, motorcycles and trucks.

- TESLA
- BYD
- PROTERRA
- ZERO
- MOTIV
- LUCID
- KARMA AUTOMOTIVE
- EL DORADO NATIONAL CALIFORNIA
- FARADAY FUTURE
- PHOENIX MOTORCARS
- XOS
- GREENPOWER MOTOR CO.
- GILLIG
- ADOMANI





Related Needs and Opportunities

Workforce Training and Development

- Support ZEV and ZEV infrastructure workforce needs
- Prioritize workforce activities for disadvantaged communities

Recovery and Reinvestment (in response to COVID-19)

- Near-term expansions of existing projects
- Longer-term initiatives to increase private capital commitments
- Federal cost-share opportunities



Proposed Allocation for Manufacturing and Workforce Training and Development

| Category | Funded Activity | 2020-2021 (Allocation) | Next 2½ FYs (Planned) |
|---------------------------------|------------------------------------|------------------------|-----------------------|
| Related Needs and Opportunities | Manufacturing | \$2 million | \$7 million |
| Related Needs and Opportunities | Workforce Training and Development | \$1.5 million | \$6 million |
| Related Needs and Opportunities | Recovery and Reinvestment | \$10 million | - |



Funding Prioritizes Zero Emission Investments for 2020-2023



\$132.9M

Light-Duty Electric Vehicle Charging Infrastructure and eMobility



\$129.8M

Medium and Heavy-Duty Zero-Emission Vehicles and Infrastructure



\$70M

Hydrogen Refueling Infrastructure



\$25M

Zero and Near Zero Carbon Fuel Production and Supply



\$9M

ZEV Manufacturing



\$7.5M

Workforce Development



\$10M

Recovery and Reinvestment

**Total:
\$384.2M**



Staff Recommendation

- Approval of this report, which includes the proposed allocations for this fiscal year, as well as the planned allocations for future fiscal years
- Approval of staff recommendation that this investment plan is exempt from CEQA



Item 1 - Public Comment Instructions

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Item 2: Order Instituting Rulemaking for Flexible Demand Appliance Standards - Docket No. 20-FDAS-01

October 14, 2020 Business Meeting

Nich Struven, Senior Mechanical Engineer
Efficiency Division, Appliances Office

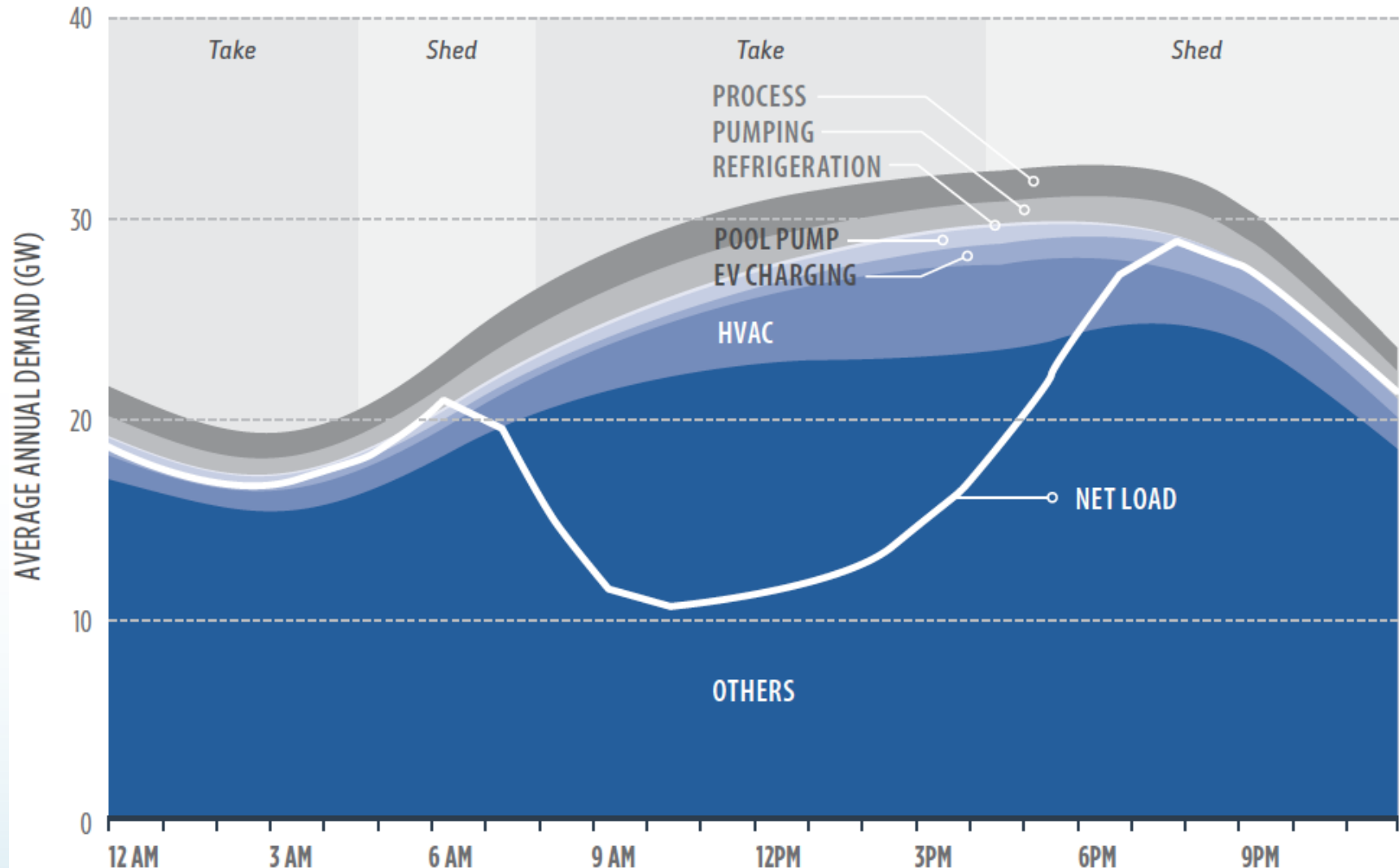


Senate Bill 49 Requirements

- Requires CEC to develop **Flexible Demand Appliance Standards**, in coordination with LSEs and CPUC
 - ❖ Cost-effective, including GHG and grid benefits
 - ❖ Requires consumer consent
 - ❖ Open source and user-friendly
 - ❖ Cybersecurity
- Report on progress in the Integrated Energy Policy Report



Appliance Load Shift Potential



Source: Final Report, CPUC working group on "Load Shift" January 31, 2019



Benefits to California

- Support efforts to **decarbonize** California's energy and building sectors
- Improve **grid reliability** and emergency response capability
- Make utility **bill savings** available to all consumers
- Reduce future electricity sector **infrastructure costs**



Steps Towards New Standards

| | |
|------------------------------|--------------|
| Order Instituting Rulemaking | October 2020 |
| Invitation to Participate | Q4 2020 |
| Public Workshop | Q4 2020 |
| Draft Staff Report | Q2 2021 |
| Initiate Formal Rulemaking | Q3 2021 |
| Initial Standards Adopted | Q2 2022 |

* All dates are tentative based on results of research and pre-rulemaking activities



Appliance Standards

Approve the **Order Instituting Rulemaking for Flexible Demand Appliance Standards - Docket No. 20-FDAS-01**



Item 2 - Public Comment Instructions

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Item 3: Calistoga, Unit 19 Diesel Engine Driven Pump for Cooling Tower Wet Down System (81-AFC-01C)

October 14, 2020 Business Meeting

Eric Veerkamp, Compliance Project Manager
Siting, Transmission and Environmental Protection Division



Aerial View of Calistoga





Benefits to California

- The emergency diesel engine would be used to prevent damage to the cooling tower from approaching wildfires.
- Provide clarity and cohesion between the CEC and air district conditions of certification.



Recommendations

Commission approval of the petition to install a new permanent diesel engine-driven pump for the cooling tower wet-down system at Calistoga, along with the revised proposed air quality conditions of certification set forth in staff's analysis.



Thank You!





Item 3 - Public Comment Instructions

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Item 4: Sonoma, Unit 3 Diesel Engine Driven Pump for Cooling Tower Wet Down System (80-AFC-01C)

October 14, 2020 Business Meeting

Eric Veerkamp, Compliance Project Manager
Siting, Transmission and Environmental Protection Division



Aerial View of Sonoma





Benefits to California

- The emergency diesel engine would be used to prevent damage to the cooling tower from approaching wildfires.
- Provide clarity and cohesion between the CEC and air district conditions of certification.



Recommendations

Commission approval of the petition to install a new permanent diesel engine-driven pump for the cooling tower wet-down system at Sonoma, along with the revised proposed air quality conditions of certification set forth in staff's analysis.



Thank You!





Item 4 - Public Comment Instructions

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Item 5: California Clean Energy Fund DBA CalCEF Ventures

October 2020 Business Meeting

Eleanor Oliver & Josh Croft, CalSEED Small Grants
Energy Research & Development Division, Energy Deployment & Market Facilitation Office



Impact In Numbers



\$65.8 million
raised



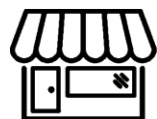
52 jobs
created



50 patents
registered



70 pilot projects
launched



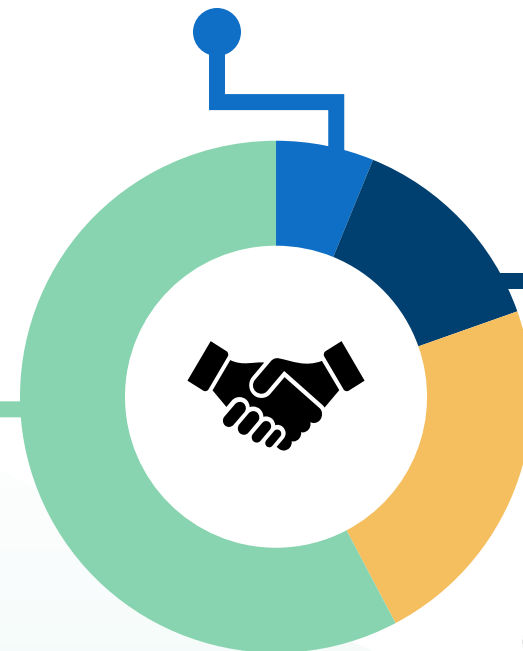
59%
All other
small
business



6%
Veteran-led



13%
Women-led



22%
Minority-led



CalSEED Background

The California Sustainable Energy Entrepreneur Development Initiative (CalSEED) provides small-scale funding for early-stage clean energy concepts.

Two stages of funding:

Concept Award

\$150,000

- Concept development & assistance
- Mentorship from industry leaders
- Introduction to resources to advance the concept



Prototype Award

\$450,000

- Successful Concept Awardees prepare for commercialization
- Business Plan Competition to push awardees to think about commercialization





Concept Award Process

4th Concept Award competitive solicitation held February 2020.

Companies were judged on their technology's technical and commercial potential.

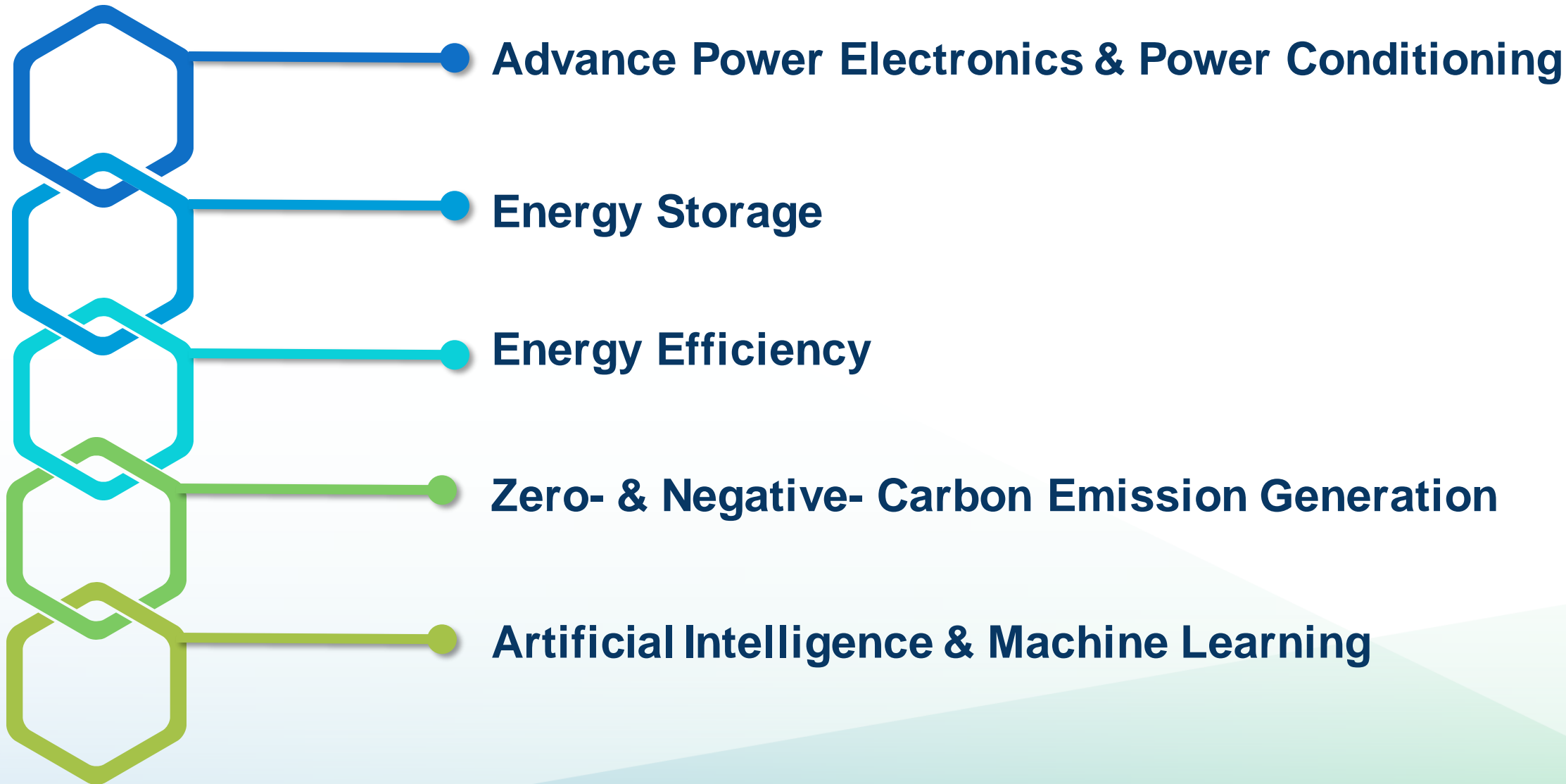
- Initial screening mechanism
- Written technology proposal

Companies with the top 7 to 8 scores per region are presented here for recommendation for CalSEED Concept Awards





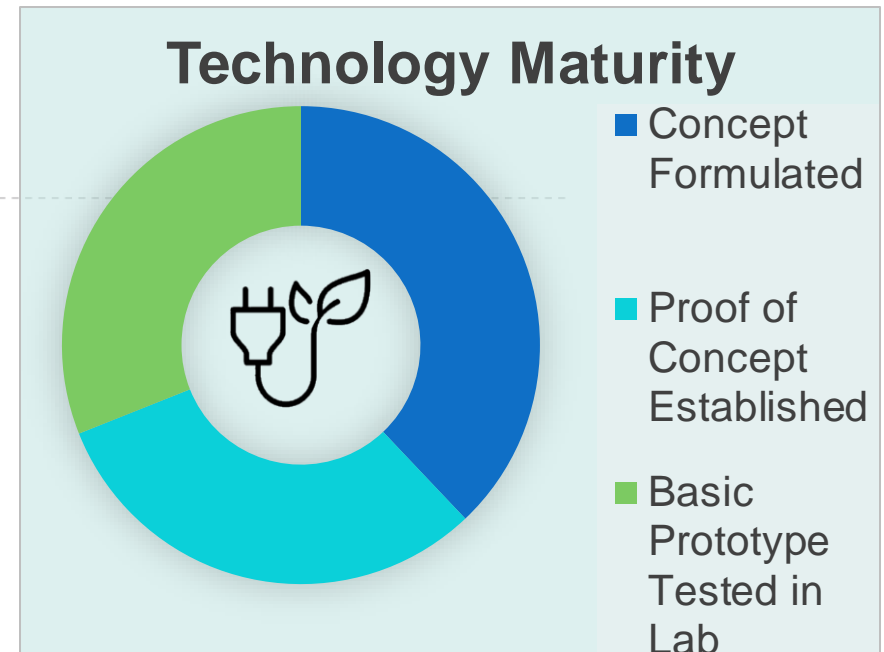
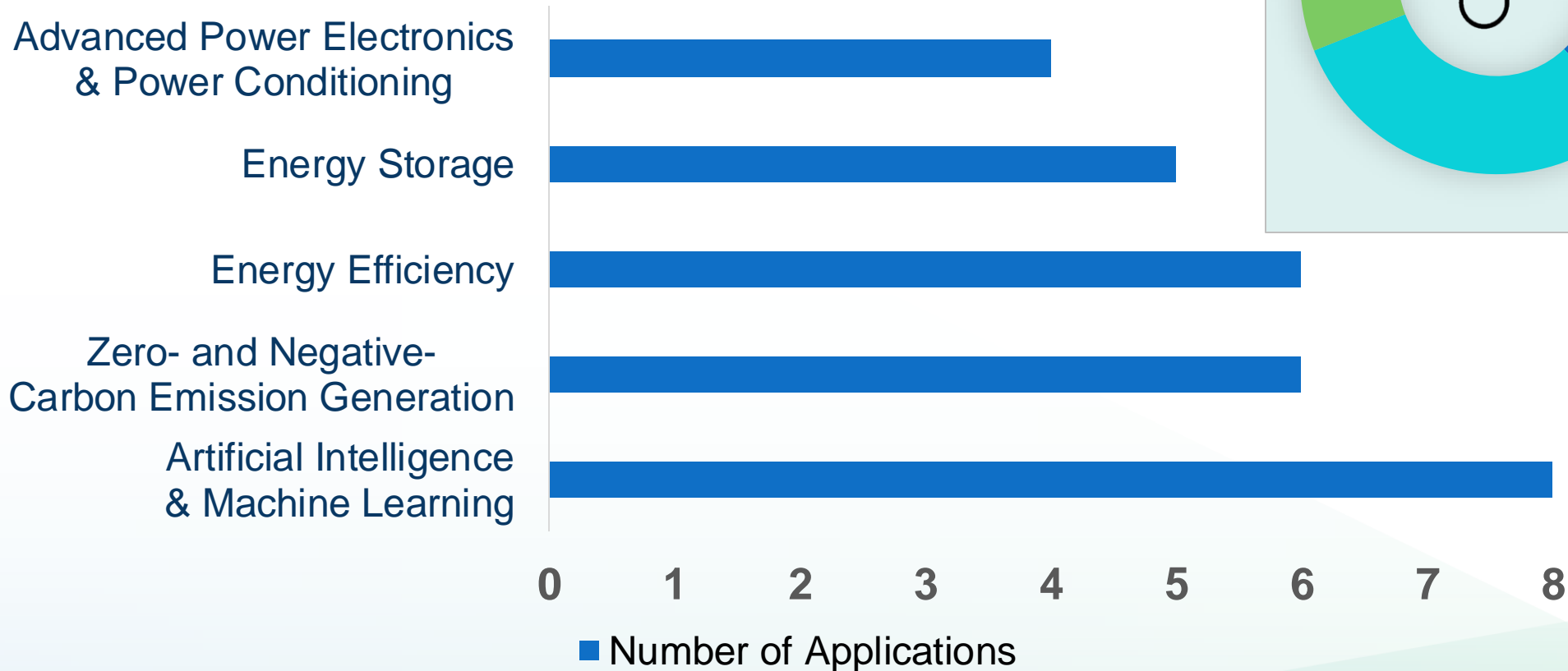
Technology Areas





Cohort 4 Award

Projects by Technology Area





Advanced Power Electronics & Power Conditioning

NeoCharge Corporation

NeoCharge Smart Plug Load Splitter



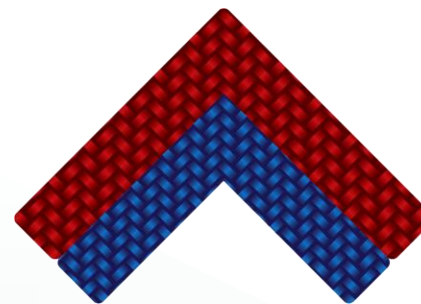
Whisper Energy System, Inc.

Empower-Power Anything, Anywhere, and Ultrafast Recharge under 2hrs



ALD Technical Solutions LLC

Novel Composites to Increase Power Line Capacity and Decrease Sag



Trianon Renewable Grid Reliability, LLC

Providing Frequency Regulation, Voltage Support and Synthetic Inertia with Synchronverters





Energy Storage

Hago Energetics, Inc.

Green Hydrogen from Biogas

UNIGRID LLC

Low Cost, Safe and Sustainable Grid Energy Storage

EH Group Technologies Inc.

Compact, Efficient & Cheap Hydrogen Electrolyzer

Innovation Labs PINC, Inc.

Breakthrough Nanotechnology Significantly Elevating Battery Energy Density and Rapid Charging

Sonocharge

Recharge to Full Energy in Ten Minutes



HAGO ENERGETICS

FOR AN ABUNDANT FUTURE



Energy Storage Solutions



EH GROUP Technologies Inc





Energy Efficiency

Cyclonatix, Inc.

High-Efficiency, Low-Cost, Non-REM Motor for DC & AC Power Supplies



Topolonet Corporation

BusIDTM Power Grid Topology and State Estimation Software



Idealab Studio

Advanced Air Stirling Cycle Based Heat-pump for Air-conditioning and Heating



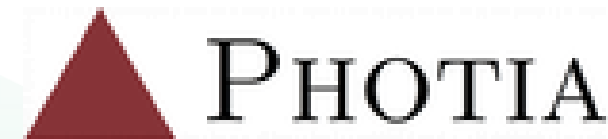
Cypris Materials, Inc.

Paintable Heat-Reflective Coatings for Cool Building Retrofits



Photia Inc.

Eco-Efficient Produce Packaging with Improved Shelf Life by Passive Cooling





Zero- & Negative- Carbon Emission Generation

Portable Solar Inc.

Portable Solar & Utility CAPEX Optimization



Mplus Solar Inc.

Alkali Metal-Ion Solar Battery



Planet A Energy, Inc.

Zero-emission Community Solar with Built-in Long-Duration Storage

Paulsson, Inc.

An Optical Pressure Sensor Array to Optimize Geothermal Energy Production



Paulsson, Inc. (PI)

Noble Thermodynamic Systems, Inc.

Zero-Emission, Dispatchable and Efficient Power Cycle

Leap Photovoltaics Inc.

Cost and CapEx Reduction of Silicon Photovoltaics Through Streamlined Manufacturing



Taka Solar Corporation

Advanced Solar Panels Combining Thin-Film PV & Solar Tubes for Agriculture & Flat Roofs



Artificial Intelligence & Machine Learning

Gridware Inc.

Improving Situational Awareness of Distribution Equipment during Extreme Weather Condition

Waterhound Futures, Inc.

Predictive Modeling & Analytics Performance Optimization Software



EV Life, LLC

EV Climate Lending Platform



WATERHOUND

inRG Solutions, LLC

Power Line Analysis System

Parthian Energy

Rapid AI Screening to Significantly Reduce Cost of Battery Manufacturing

Tolo Inc.

Remote Inspection Platform for Utility Infrastructure



Parthian Energy

InfiniRel Corporation

Inverter Health Scanner





Staff Recommendation

- Approve the 28 small grant awards
- Staff and CalSEED representative available on the line for questions.



Item 5 - Public Comment Instructions

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Item 6: The Pechanga Band of Luiseño Indians. Demonstrating Long Duration and Title 24-Compatible Energy Storage Technologies – GFO-19-306

October 14, 2020 Business Meeting

Quenby Lum, Associate Energy Specialist
Energy Research and Development Division, Energy Systems Research Office



Benefits to California

- Longer duration storage needed to provide grid resiliency and to store excess renewable energy for later use
- Expected to play an important role in reaching California's target of 100% Zero-Emission Electricity by 2045
- Can help fill in the gaps to provide a consistent, reliable source of energy:
 - Public Safety Power Shutoffs
 - Renewable energy unavailable in real time
 - Fossil fuel power plants phased out
- Diversity in technology needed to avoid raw material shortages and production bottlenecks



Overview

- Demonstrate 2000 kWh vanadium redox flow battery system with onsite solar
- Provide 10 hours+ of backup power to recreational center/emergency shelter
- Shift solar PV generation from mid-day to evening peak hours. Daily cycling for this function will reduce electricity costs.
- Pechanga Reservation in Temecula, Riverside County
- Funding: \$1,998,101 (CEC) and \$849,140 (match)





Staff Recommendation

- Approval of this agreement
- Adoption of staff's determination that this action is exempt from CEQA



Item 6 - Public Comment Instructions

Two ways to provide comments:

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Item 7: Department of Energy-National Renewable Energy Laboratory

October 14, 2020

Patrick Brecht, NREL Contract Manager
Fuels and Transportation Division, Transportation Policy and Analysis Office



Benefits to California

Collaboration between the National Renewable Energy Laboratory (NREL) and the CEC will continue to inform and improve multiple CEC programs that benefit all Californians, including:

- The **Clean Transportation Program's** benefits assessment and support for hydrogen refueling stations
- The **AB 2127** electric vehicle charging infrastructure assessment
- The **Integrated Energy Policy Report's** fuel and vehicle forecasts



Overview

Amendment 5 includes:

- Light-duty vehicle attribute forecasts and hydrogen price forecasts for the 2021 Integrated Energy Policy Report
- Expansion of electric vehicle infrastructure projections (EVI-Pro)
- Clean Transportation Program's 2021 Benefits Report
- Designing specifications for a hydrogen refueling station tester

Added funds: \$1.47 million

New end date: December 31, 2023



Staff Recommendation

- Approve Amendment 5 to contract Agreement 600-15-001 with the U.S. Department of Energy's National Renewable Energy Laboratory
- Exempt from CEQA



Item 7 - Public Comment Instructions

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Item #8: Foundation for California Community Colleges

October 14, 2020

Larry Rillera, Air Pollution Specialist
Fuels and Transportation Division, Transportation Policy and Analysis Office



Anticipated Benefits

- Exclusive focus on disadvantaged and low-income communities in specified regions
- Build local capacity for informing and participating in Clean Transportation Program funding opportunities
- Increase CEC's understanding of communities' needs regarding zero-emission transportation



Overview

IDEAL* Communities Partnership Pilot Project

**Inclusion, Diversity, Equity, Access, and Local*

Needs Assessment

Outreach and Engagement Planning

Developing Outreach and Engagement Materials

CTP Technical Assistance for Communities

Student Ambassadors' Community Feedback

Community Forum



Staff Recommendation

- Approve an Agreement with the Foundation for California Community Colleges for \$300,000
- Approve staff's determination that this action is exempt from the California Environmental Quality Act.



Item 8 - Public Comment Instructions

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Item Number 9: Local Ordinance Applications (19-BSTD-06)

October 14, 2020 Business Meeting

Danuta Drozdowicz, Efficiency Specialist
Efficiency Division, Building Standards Office



Benefits to California

- Reach Codes – local ordinances that exceed the Energy Code – provide the opportunity for local jurisdictions to participate directly, and even lead, in the state’s efforts to address climate change



Overview: The Local Ordinance Approval Process

For local building efficiency standards to be enforced:

1. Jurisdiction must file a determination that its standards are cost-effective
2. CEC must find that the local standards require a reduction of energy consumption levels compared to the current statewide Energy Code

Staff review application materials to confirm that these criteria are met, and make a recommendation based on the findings



2019 Energy Code Approved Local Ordinances To Date:

30 Ordinances from 28 Jurisdictions

1. Berkeley
2. Brisbane
3. Cupertino
4. Davis (2)
5. Hayward
6. Healdsburg
7. Los Angeles County
8. Los Gatos
9. Marin County
10. Menlo Park
11. Mill Valley
12. Milpitas
13. Mountain View
14. Pacifica
15. Palo Alto
16. Richmond
17. San Anselmo
18. San Francisco (2)
19. San Jose
20. San Luis Obispo
21. San Mateo
22. San Mateo County
23. Santa Monica
24. San Rafael
25. Santa Rosa
26. Saratoga
27. West Hollywood
28. Windsor





The Local Ordinance Application Submitted for Approval at this Business Meeting is from:

**The City of Burlingame and consists of three Ordinances:
Ordinance #1979, Ordinance # 1980 and Ordinance #1981**



Staff Recommendation

- Staff reviewed application materials from this local jurisdiction
- Staff found, based on the application materials, that the criteria for approval are met
- Staff recommends that the City of Burlingame is approved to enforce the local ordinances



The City of Burlingame Local Ordinance # 1979 Requires:



1. New **Single Family** homes, including substantial additions and improvements, are all-electric.
2. Gas cooking appliances and fireplaces are permitted.
3. Exemptions allowed where all-electric building is not feasible.
4. Pre-wiring for electric equipment and appliances.



The City of Burlingame Local Ordinance # 1980 Requires:



1. New **Multifamily** buildings are all-electric.
2. Exemptions allowed where all-electric building is not feasible.
3. Prewiring for electric equipment and appliances.
4. Photovoltaic or solar thermal hot water systems.



The City of Burlingame Local Ordinance # 1981 Requires:



1. New **Nonresidential** buildings are all-electric.
2. Gas cooking is permitted in public or commercial kitchens.
3. Exemptions allowed where all-electric building is not feasible.
4. Prewiring for electric equipment and appliances.
5. Photovoltaic or thermal hot water systems.



Item 9 - Public Comment Instructions

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Item 13



SAVE THE **DATE**

Thursday, December 10, 2020

Go to: www.energy.ca.gov



Item 14 - General Public Comment

Two ways to provide comments:

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