

MARIN CONSERVATION LEAGUE

Climate Action Working Group: September 21, 2017

Muir Woods Conference Room, 175 N. Redwood Blvd., San Rafael

Present: Doug Wilson, Laurie Mott, Ed Mainland, Pat Nelson, Tom Flynn, Judy Ford, David Kunhardt, Sarah Loughran, Thomas Irvin, Belle Cole, Tamra Peters, Bill Carney, Rick Fraitas, Bob Archer, Dale Miller, Bob Miller, Paul Liotsakis, Judy Teichman, Jack Krystal, Heather Furnidge, Kate Powers, Mary Sackett, Roger Roberts.

Guest Speakers: Cordel Stillman, Sonoma Clean Power Director of Programs; Daniel Genter, Marin Clean Energy Customer Programs Specialist.

Doug called the meeting to order at 9:36.

Brief Introductions

Agenda and Minutes

The agenda was adopted by consensus.

The minutes were approved with a correction. M/S Tamra/Rick / Passed.

Discussion 1: Electric Vehicles (Cordel Stillman)

Doug introduced Cordel Stillman, noting CAWG's engagement in CPUC proceedings and suggesting that it is the CPUC's role to establish ground rules that will create standard EV charging stations that everyone can use.

Cordel introduced himself, noting that he is a Sonoma County native. He also outlined his professional background: Prior to his current position of Director of Programs at Sonoma Clean Power, he served for 28 ½ years in county government. While serving at the Sonoma County Water Agency, he worked on GHG reduction and on achieving a goal of Carbon Free Water. Electric vehicles have been a passion of his.

At Sonoma Clean Power, Stillman launched the Drive EverGreen electric vehicle incentive program. Drawing on the example set by the City of Boulder, he worked with EV manufacturers and government incentive programs to promote affordable purchases of EVs by Sonoma County residents. Sonoma Clean Power issued a Request for Proposals to all automobile dealers that include EVs in their fleets, requesting their best price, and contracted with dealers selling Nissan LEAFs and BMW i3s. Experience suggests that driving consumers to one dealer results in better pricing for consumers. In addition, EV purchasers benefit from various incentive programs. In the first year of the program, Sonoma Clean Power budgeted \$1.2 million to provide a standard incentive of \$2500 (currently \$2,000), with an additional \$1500 incentive for low-income purchasers. The Northern Sonoma County Air Pollution Control District offers an additional

\$3,000 incentive in a parallel program called 3-2-1 Go Green. These incentives are supplemented by the possibility of a \$2,500 state rebate and a \$7,500 federal tax credit. In addition, there are dealer and manufacturer incentives and credits available. The program is user-friendly. To obtain these incentives, purchasers can go online to receive a certificate from Sonoma Clean Power, which they then simply present to the dealer.

In its first year, the EV discount program gave out approximately half of the incentives available. More than 500 certificates were authorized for prospective buyers, but only 206 cars were sold. In view of the lack of commitment to fighting climate change in the current federal administration, Sonoma Clean Power is increasing its commitment. It has allocated \$1.5 million to the program this year. It is increasing consumer choice by dealing with 7 dealers offering 9 EV models. The SCP criterion is that the vehicle must be able to go at least 25 miles on battery power.

Questions/Comments

Doug: How does promoting EVs fit into the general mandate of Sonoma Clean Power? A. The goal of the Joint Powers Agreement is to reduce GHG emissions. The next step is to go after transportation, which accounts for more than 50% of GHG emissions. The objective is to control the load. In the current period (Aug. 8 – Oct. 31), there were 157 EV purchases under the program as of last week. SCP hopes to break 400. This year, discounts are negotiable with dealers. Dealers will take the \$7500 federal credit.

Sarah: Does the program include used vehicles? A. Yes. And Tesla will offer discounts only on used vehicles.

Bob A.: What is the net price? A. \$14,000 - \$16,000.

Judy F.: It will take decades to get polluting cars out of circulation.

Bob M.: What is the penetration rate? A. It's currently low, 2-3% of sales, but it's climbing. As the penetration rate increases, subsidies will be gradually eliminated. The SCP subsidy was reduced by \$500 this year.

Under a pilot program starting next month, SCP will give out free home charging units worth ~ \$500 - \$700. The units will optimize charging times and speeds on a demand-response basis depending on the grid's capacity.

Tamra: Will you work with Independent System Operators (ISOs)? A. Yes. It's a complicated issue involving scheduling, coordination, and responding to CAISO signals. Demand on the grid is reflected in a duck curve. Tamra: Will the money made based on demand-response be passed on to customers? Laurie: This is a time-of-use issue involving a match-up with PG&E rates. We rely on the CPUC to set equitable rates.

Rick: There are highs and lows in a 24-hour period. A. Yes, it's well documented. At certain times in the spring, it goes negative—the system pays users to take power.

Outside Charging Infrastructure (Cordel (cont.)): There will be a pilot program for workplace charging, 20-30 stations where people can charge their cars on solar power during the day. Charging infrastructure for multi-family is important. It's in early stages. It's difficult for tenants to convince landlords to invest in EV charging infrastructure. We need to identify good prospects.

Jack: Are you studying future use of batteries to stabilize? A. Yes. The CPUC requires us to think about this. There will be a required percentage by 2025. They're incentivizing residential in the next 2-3 years.

Belle: Do you have a public advisory panel? A. Yes, we have a citizens advisory committee appointed by the board. Also, our board members are elected officials.

Jack: Are you looking at pumped hydro? A. Yes. It's difficult to recover costs. It doesn't pencil out.

Bob M.: Are there issues re costs, peaking and strain on the system? A. There are companies looking to place panels in parking lots, level 3 chargers with storage. Battery plus charging station.

Doug: Have you looked at the College of Marin pilot program? A. We will engage with Tesla, Kendall Jackson. We are close to having a contract with Uber to incentivize their drivers. We will make their car payment if they drive 400 miles in an EV with passengers.

Doug: Are there regulatory challenges in promoting EVs? A. The same issues any developer would come across: equal access to all, permitting, getting the state to re-up re rebates.

Doug: What can we do? Talk to local government re fees? A. Promote fast-tracking of permits. Advocate for code requirements to include charging infrastructure in new parking lots. Suggest "reach" codes that go beyond state requirements. Require enough space for charging stations in new construction; put in electrical conduits.

Bill: What about Level 1 charging? We are kicking this around for workplace charging, but with batteries increasing in size, trickle charging is problematic. PG&E has deep pockets to pay for charging infrastructure and is looking for sites.

Bob A.: The cost of charging stations is \$1000 - \$5000. The units start at \$375, typical cost is \$500. Then add labor and permit fees. A. The cost of charging stations does not discourage use of EVs. Differences in DC chargers is a non issue. And it is a mistake to stifle PG&E's effort to build charging stations. Look at it in the context of replacing gas cars. Only legislation or consumer demand can push us toward this goal. Organizations can help to push demand.

Laurie: There is a shift toward pushing EVs at Cool the Earth. They are conducting a marketing and awareness program. The city of Lancaster has charging stations on light poles, under a pilot program conducted with their CCA. This is a possible model for the city of San Rafael, which is looking at replacing its light poles with LED lighting. LEDs leave extra power for charging. Put

charging stations in locations that are visible to the general public. This is an equity issue for low-income families/families living in multi-family housing. Check the EV Buyer's Guide.

Jack: Historical note: In 1960, BMW put an electric motor in its Isetta car. It got 50-60 mph.

Doug: How can Marin benefit from the EV example set by Sonoma Clean Power? A. Look also at the example of the City of Boulder, which employed advertising and negotiation.

Daniel Genter (MCE): EVs are on MCE's planning horizon.

Sarah: A used EV coming off of a lease can be purchased cheaply.

Daniel opened the floor to questions about MCE's program.

Bill: The EV timeline correlates with the state goal of 100% renewables by 2015. How can we bring them together? A. An upcoming EPA-sponsored event will produce a plan. Workplace charging will be a high priority.

Bob A.: What is MCE's strategic plan? A. The board will address an internal plan-update next Friday at a board retreat. Issues remain re conflicting types of charging systems. We will look at programs in Oregon and Washington and on I-5, as well as Japan.

Rick: Can we get a readout on available charging stations and how long it will take to recharge? A. There are phone and car apps. It is fast to charge at restaurants, etc., depending on how far you are driving. Or plan to charge when you get home at night.

Tamra: Technology is being developed.

Daniel: UC Berkeley, others, are working on development.

Doug: Regarding EV travel, Tesla "has it together." For lower-priced cars, what is needed? A. Much of this problem will solve itself. Nissan and BMW give two years of free charging. Companies help to fund charging stations. What drives the process is the number of cars.

Laurie: The biggest hurdle [to purchasing EVs] is the public's apprehension about getting stuck. We need more public charging stations.

Judy F.: Are you looking at the same kind of program as SCP's? A. We are looking at several models.

Rick: What is out there? A. There are two types of plugs and different power levels. There are lots of manufacturers. Any electrician can install a charging station.

Discussion 2: TAM Strategic Vision Draft (Kate)

The Transportation Authority of Marin plan is available online and is open for comment through September 22. The plan has been considered by MCL's Land Use Committee. It is important to this working group because transportation accounts for a large percentage of our GHG emissions. TAM should not undervalue GHG emissions and climate change mitigation in its planning process. We need to "beat the drum" re climate change. There is funding available under Measures A and B. The groundwork is being laid to review Measure A; MTC looks to TAM for direction.

Ed: Are there GHG goals in the plan, and consideration of vehicle miles traveled? What does MCL think? A. MCL is planning to send a letter. If members of the group have comments, send them to Doug.

Bill: Can you circulate a draft? The funding review of Measure A presents an opportunity. Wildlife corridors are an issue. A. Yes. Okay.

Mary: TAM is a central clearinghouse for alternatives to single vehicle trips. It is the best agency to address this issue.

Judy F.: The school bus system and interactions with Golden Gate Transit have created problems, resulting in higher costs, fewer options, and more people driving. A. This concerns Safe Routes to Schools and Marin Transit.

Bill: Coordination has been poor re school buses. Implementing Pan Bay Area standards and coordinating what everyone is supposed to do.

Bob A.: Do EVs figure in the plan? A. Yes, they are funding a program bit by bit. They are looking at EVs and electric buses, charging stations. Funding under Measure A expires in 2024. Measure B does not expire. They are looking critically at what TAM funds and return on investment.

Bill: Clean purchasing programs are a part of it.

Doug: Transportation is a major factor in Marin. It's a sticky wicket politically and an item to watch.

David: There are no specific numerical targets in the strategic plan.

Ed: MTC is notorious for ignoring vehicle miles traveled under AB 375. They duck the question. This might be a topic for a letter from MCL. [Ed has material he can send re enforceable targets that meet social criteria.]

Bob M.: By the mid-2020s, there will be price parity between EVs and gas cars, a tipping point. Adopt scenarios and analyze how plans would differ.

Kate: If people are interested, they can take a look on the MTC website. There is a 9/22 deadline. It is valuable for TAM to hear from everyone. They have a 20-year planning horizon.

Doug: When Measure A passed, there was a lot of interest in alternative transportation/bicycles. That interest shaped planning; planners get a sense of priorities.

Tom: Put together a letter to TAM and encourage coordination among agencies.

Kate: Develop a policy to enable advocacy and flexibility.

Reports

Anti-CCA legislative attacks in Sacramento (Ed)

Last week, twin ant-renewables bills AB 726/813 were shuttled off to committees, to become two-year bills taken up next year. Senator Chris Holden is refusing to release the 100% clean electricity mandate SB 100 out of his Assembly Energy Committee. Holden is following orders from Gov. Brown. What can be done: Call Senators Holden and Reardon and tell them to let SB 100 out for a floor vote. Holden: 916-319-2041; Reardon: 916-319-2065.

Efforts to regionalize CAISO affect CCAs and green power. They get coal energy flowing into California. They would put California's energy autonomy in jeopardy under a Trump-dominated agenda. NRDC favors regionalization; the Sierra Club opposes.

Bob M.: There are two active sides in the debate re the percentage of renewables. We should address this.

David: This is a long-haul issue. There is already surplus renewable energy. It helps to be sell the excess regionally. Regionalization is not bad in a renewable energy regime.

Ed: "Regionalization" is a code word for many things. Invite Loretta Lynch, former head of the PUC, to speak about this.

Doug: The outgoing chair of CAISO lives in Mill Valley and might be a potential speaker. We should focus on what we can affect.

Coordinating county environmental groups initiative (Doug and others)

Doug: The County will be presenting a climate event on Oct. 3. Supervisors Connolly and Sears will speak.

Mary (Aide to Sup. Connolly): There are ongoing meetings re making effective and concrete use of community advocates. A technical advisory group is not on the books. The focus is on community outreach. The County's event on Oct. 3 will include high school students, green business, and it will report on what the County has done. The goal is to engage the community to take action.

Bill: They should reach "outside the tent," engage the business community.

David: Get organized. Launch a new generation of activity on many fronts. This is an opportunity for MCL and the Environmental Forum.

Bill: Paul Hawken is a big draw. The catalyst is the clearly stated intention re implementing Climate Action Plan goals and setting goals for zero emissions and sequestration. It's a motivator for energy in the community.

Tamra. The Marin Interfaith Council is meeting. Say this to them. This could be a kickoff to a county effort. Put it in a newsletter.

Mary: The event is not exclusive or invitation-only.

Doug: The Hawken event was set up by the Supervisors without our input. They need to engage community groups in planning, not preach to us. The impetus should come from the community.

Judy F.: Who is the target audience? A. (David): Go large to start meaningful action. Collaborate and set targets. A high-level start exists in the County budget process.

Sarah: A mix of high-level and specific.

Tom: The objective is to come up with realistic priorities and then enlist people to engage where they can fit in.

Bill: A kickoff followed by meetings involving the five pillars of sustainability.

Mary: Engage people to come to the table.

Ed: Announcements: There will be a public forum on cap-and-trade and carbon pricing in Oakland on 9/17, at 6:30. The City of Novato is pledging to go 100% clean energy.

Resilient Neighborhoods (Tamra)

Two new teams have completed the program: the San Rafael Carbon Cutting Warriors and the Novato Carbon Fighters, both of which have achieved 100,000 lbs. reduction. Resilient Neighborhoods as a whole has now exceeded 4 million lbs. of carbon reduction. David noted that Resilient Neighborhoods received the 2017 Charles McGlashan award. The Sunrise Rotary will kickoff other Rotary teams. Resilient Neighborhoods is now including in its program all of the actions in the Drawdown list, including sequestration.

Announcements

On Oct. 24, the Environmental Forum will present a follow-on climate event at the Marin Art and Garden Center, Six Easy Ways You Can Make a Difference, featuring Cory Bytoff.

Meeting adjourned 11:46.

The next CAWG meeting will be on Oct. 20.

Minutes: PN.