



375 Beale Street
Suite 700
San Francisco, California

Meeting Agenda - Final

ABAG POWER Executive Committee

Chair, Doug Williams, City of Santa Rosa
Vice Chair, Vacant

Thursday, April 18, 2024

11:00 AM

CR-112 Claremont (REMOTE)

**ABAG Publicly Owned Energy Resources
Executive Committee
Meeting No. 2024-02**

Teleconference Locations:

**Milpitas City Hall, Committee Conference Room, 455 East Calaveras Blvd, Milpitas, CA 95035
City of Pleasanton, City Manager's Conference Room, 123 Main Street, Pleasanton, CA94566**

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Claremont Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://abag.ca.gov/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/85210509178>

iPhone One-Tap:

+16699006833,,85210509178# US (San Jose)

+14086380968,,85210509178# US (San Jose)

Join by Telephone (for higher quality, dial a number based on your current location):

877 853 5247 US Toll Free

888 788 0099 US Toll Free

833 548 0276 US Toll Free

833 548 0282 US Toll Free

Webinar ID: 852 1050 9178

International numbers available: <https://bayareametro.zoom.us/j/85210509178>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/meetings-events/how-provide-public-comment-board-meeting>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances, there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Roster

Doug Williams, City of Santa Rosa
Brendan Havenar-Doughton, County of Contra Costa
ZeeLaura Page, City of Pleasanton
Elaine Marshall, City of Milpitas

1. Welcome / Call to Order

Doug Williams, Chair, City of Santa Rosa

2. Roll Call / Confirm Quorum

Cindy Chen, Clerk of the Board, ABAG/MTC

A quorum of this meeting body shall be a majority of its regular voting members (4).

3. Public Comment

The public is encouraged to provide comment at Committee meetings. This public comment period is intended for items not agendaized.

4. Consent Calendar

4a. [24-0441](#) Approval of Minutes from February 15, 2024, Executive Committee Meeting

Action: ABAG POWER Executive Committee Approval

Presenter: Ryan Jacoby, Principal Program Manager, ABAG/MTC

Attachments: [4.a.- ABAG POWER EC Summary Minutes of 2/15/2024](#)

4b. [24-0442](#) Appointment of Aarón Zavala to the Executive Committee

Action: ABAG POWER Executive Committee Approval

Presenter: Doug Williams, Chair, City of Santa Rosa

Attachments: [4.b.- Appointment of Aarón Zavala to the CY 2024 Executive Committee](#)

5. Information

- 5a. [24-0443](#) Overview of Assembly Bill (AB) 1999, Electricity Fixed Charges, and AB 205, Energy
- Chris Schroeder (Member of the Public) and Dave Rosenfeld (Solar Rights Alliance) to provide a presentation regarding AB 205 and AB 1999.
- Action:** ABAG POWER Executive Committee Information
- Presenter:** Chris Schroeder, Member of the Public
Dave Rosenfeld, Solar Rights Alliance
- Attachments:** [5.a.1- Utility Tax Fixed Charge Presentation](#)
[5.a.2- Summary Sheet Overview of AB 1999 and AB 205](#)
[5.a.3- Local Elected Officials Letter to Repeal the Utility Tax](#)
[5.a.4- 2024 ABAG/MTC Joint Advocacy Platform](#)
- 5b. [24-0444](#) Report on Natural Gas and Renewable Natural Gas Programs
- Staff will review recent gas operations, including gas purchases; the program's long-term hedge position; gas imbalances; regulatory updates; and other miscellaneous program items.
- Action:** ABAG POWER Executive Committee Information
- Presenter:** Ryan Jacoby, Principal Program Manager, ABAG/MTC
- Attachments:** [5.b.1- Report on Natural Gas and RNG Programs Presentation](#)
[5.b.2- Summary Sheet - Monthly Summary of Operations](#)
- 5c. [24-0445](#) Preliminary Fiscal Year 2024-25 Operating Budget
- Staff will present a preliminary operating budget for fiscal year 2024-25 and request feedback from the Executive Committee before a proposed budget is presented for approval at the June 20, 2024, Executive Committee meeting.
- Action:** ABAG POWER Executive Committee Information
- Presenter:** Oscar Quintanilla-Lopez, Acting Section Director, ABAG/MTC
Ryan Jacoby, Principal Program Manager, ABAG/MTC
- Attachments:** [5.c.1- Fiscal Year 2024-25 Preliminary Operating Budget Presentation](#)
[5.c.2- Summary Sheet - FY 24-25 Preliminary Budget](#)
[5.c.3- FY 2024-25 ABAG POWER Preliminary Operating Budget](#)
[5.c.4- Current Working Capital Deposits by Member](#)

6. Other Business

Committee to provide update on items within member agencies relevant to ABAG POWER and/or the ABAG/MTC energy programs.

7. Adjournment / Next Meeting

The next meeting is the ABAG POWER Executive Committee Meeting scheduled to be held on June 20, 2024.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



Metropolitan Transportation Commission Meeting Minutes 3 - Draft

375 Beale Street
Suite 700
San Francisco, California

ABAG POWER Executive Committee

Chair, Doug Williams, City of Santa Rosa
Vice Chair, Becky Hopkins, City of Pleasanton

Thursday, February 15, 2024

11:00 AM

CR 112 Claremont - 1st Floor

ABAG Publicly Owned Energy Resources Executive Committee Meeting No. 2024-01

Committee Representative Roster:

Doug Williams (City of Santa Rosa)

Becky Hopkins (City of Pleasanton)

Brendan Havenar-Doughton (County of Contra Costa)

Elaine Marshall (City of Milpitas)

Staff Roster:

Brad Paul, Jane Elias, Andrea Visveshwara, Ryan Jacoby, Fera Chandra, Cindy Chen (Clerk)

1. Welcome / Call to Order

Doug Williams, Chair, City of Santa Rosa

Chair Williams called the meeting to order at 11 a.m. Quorum was present.

2. Roll Call / Confirm Quorum

Cindy Chen, Clerk, ABAG/MTC

Present: 3 - Chair Williams, Vice Chair Hopkins, and Havenar-Daughton

Absent: 1 - Marshall

3. Public Comment

3a. [24-0290](#)

Attachments: [3.a.1. - Utility Tax Presentation for ABAG updated Feb 2024](#)

[3.a.2. - Information for ABAG about the Utility Tax](#)

[3.a.3. - Draft ABAG letter](#)

Chair Williams invited any member of the public in attendance to provide public comment on items not on the agenda. Four members of the public introduced themselves and provided public to request ABAG POWER take a “support” position for California Assembly Bill (AB) 1999 and to submit a letter opposing the proposed fixed charge currently being considered by the California Public Utilities Commission as a result of the passage of AB 205. In response, Chair Williams and Committee members directed staff to agendize the topic at the next meeting.

4. Consent Calendar

- 4a. [24-0156](#) Approval of Minutes from August 17, 2023, Executive Committee Meeting

Attachments: [4.a.1. – ABAG POWER EC Summary Minutes of 8/17/2023](#)

Upon the motion by Vice Chair Hopkins and seconded by Havenar-Daughton, item number 4a. was approved. The motion carried by the following votes:

Aye: 3 - Chair Williams, Vice Chair Hopkins, and Havenar-Daughton

Absent: 1 - Marshall

5. Information

- 5a. [24-0158](#) Energy Programs Manager’s Report

Staff will provide a verbal update of recent energy industry developments and programmatic updates regarding the Bay Area Regional Energy Network

Jane Elias shared updates for two new BayREN programs (Integrated Energy Services and Targeted Decarbonization Service) which will focus on decarbonizing public sector buildings, as well as the launch of recent Request For Qualifications and Proposals seeking technical support for the new programs, and to conduct a study of the Bay Area’s building stock. Jane also mentioned current efforts to develop a BayREN-led application for the Environmental Protection Agency’s Climate Pollution Reduction Grant, and the recent development of key takeaways from BayREN’s Resilient Libraries Pilot program. Committee member Havenar-Doughton expressed interest in hearing more about the two new BayREN programs’ development progress during the next meeting. Lastly, Jane announced a recent application filed by San Diego Community Power and the County of San Diego to form a regional energy network, which, if approved, would be the 6th REN statewide.

5b. [24-0159](#) Report on Natural Gas and Renewable Natural Gas Programs

Staff will review recent gas operations, including gas purchases; the program's long-term hedge position; gas imbalances; regulatory updates; and other miscellaneous program items.

Attachments: [5.b.1. – Report on Natural Gas and RNG Programs Presentation](#)
 [5.b.2. – Summary Sheet - Monthly Summary of Operations](#)

Ryan Jacoby presented updates on the natural gas program's rate comparison, gas usage, market price comparison, and historical and anticipated gas purchase requirements. He highlighted an anticipated increase in gas purchases beginning in late-2024 due to likely enrollment of members from the School Project for Utility Rate Reduction. Ryan also noted the upcoming release of a Request for Qualifications for natural gas scheduling and operational consulting services, and a potential short-term contract for these services continuing through June 30, 2024. Committee member Havenar-Doughton requested staff distribute the upcoming Notice of Upcoming Opportunity for the RFQ, and he requested an overview of the Strategic Implementation Roadmap at the next meeting.

6. Approval**6a.** [24-0174](#) Natural Gas Storage

Authorization to negotiate and enter into a contract with Lodi Gas Storage LLC in an amount not to exceed \$2,332,800 for natural gas storage services through March 31, 2027.

Attachments: [6.a.1 – Summary Sheet – Natural Gas Storage Contract](#)
 [6.a.2 - Summary Approval – Lodi Gas Storage LLC](#)

Upon the motion by Vice Chair Hopkins and seconded by Havenar-Doughton, this Action Item was approved. The motion carried by the following votes:

Aye: 3 - Chair Williams, Vice Chair Hopkins, and Havenar-Doughton

Absent: 1 - Marshall

Ryan Jacoby provided an overview of the program's historical natural gas storage requirements, procurement process, and a recommendation to enter into a fixed-price three-year natural gas storage contract. He noted that while it is necessary for regulatory compliance to immediately enter into a gas storage contract, an amendment will likely be necessary during the summer once there is greater certainty regarding the number of new members joining the program as a result of SPURR's closure.

7. Other Business

Committee member Havenar-Doughton shared a recent award from the Department of Transportation to install electric vehicle charging infrastructure at fifteen (15) libraries in Contra Costa County. He noted five percent (5%) of the grant would be utilized for community outreach, education and training, and collaboration with community benefit organizations.

8. Adjournment / Next Meeting

The next meeting is the ABAG POWER Executive Committee Meeting scheduled to be held on April 18, 2024.

Association of Bay Area Governments Publicly Owned Energy Resources

ABAG POWER

Board of Directors

April 18, 2024

Agenda Item 4.b.

Appointment of Aarón Zavala to the Executive Committee for Calendar Year 2024

Subject:

Appointment of Aarón Zavala to the Executive Committee for Calendar Year 2024.

Background:

The ABAG POWER Bylaws provide that the Executive Committee shall be comprised of the Chair and Vice Chair, who are elected by the Board of Directors (Board), and three to nine members entitled to cast a vote (Article 8.1). As of the February 15, 2024, Executive Committee meeting, four members were serving on the Executive Committee, as identified below.

Chair: Doug Williams, City of Santa Rosa

Vice Chair: Becky Hopkins, City of Pleasanton

Committee members:

- Brendan Havenar-Doughton, County of Contra Costa
- Elaine Marshall, City of Milpitas

The Vice Chair, Becky Hopkins, retired on April 12, 2024. The City of Pleasanton has identified Aarón Zavala to succeed Ms. Hopkins as the City's delegate on the ABAG POWER Board of Directors.

The Bylaws provide that the Chair can appoint new Committee members who will serve on the Executive Committee with all rights and duties until the new member is either ratified or disapproved at the next meeting of the Board (Article 7.1.4). However, because the Chair and Vice Chair are elected by the Board, the Vice Chair position will remain vacant until an individual is elected at the next regular or special meeting of the Board.

Throughout 2023, staff notified the Board of active recruitment efforts with a goal of appointing two new Committee members. However, staff have not received interest from participating members. Staff will continue to solicit interest and update the Committee on potential appointments.

Issues:

None.

**Agenda Item 4.b. – Appointment of Aarón Zavala to the Executive Committee for
Calendar Year 2024**

April 18, 2024

Page 2 of 2

Recommended Action:

The ABAG POWER Executive Committee is requested to approve the appointment of Aarón Zavala to the Executive Committee for Calendar Year 2024.

Attachments:

None.

Reviewed:

DocuSigned by:
Brad Paul
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Brad Paul

AB 1999:
Stop The Big Utility Tax

Why the Legislature must cap the fixed charge to prevent an increase in electricity bills on millions of working people and seniors living in apartments or small homes, or anyone conserving energy



**We all agree electricity prices are too high.
A Big Utility Tax does not solve the problem.**

A big Utility Tax simply rearranges who pays what.

And millions of working families and seniors will get the short end of that stick.



A Big Utility Tax will increase bills for millions of working people living in apartments and small homes

- In exchange for an uncapped Utility Tax, the utilities are offering a small, one-time decrease in the volumetric rate.
- But because people living in apartments or small homes use very little electricity, even a \$24/mo Utility Tax wipes out any savings and causes their bills to go up.
- As a result, a Big Utility Tax will have a disproportionate impact on these families, raising their bills.
- Even the CPUC's \$24/month Utility Tax will have this negative impact on working families and seniors.

Source:

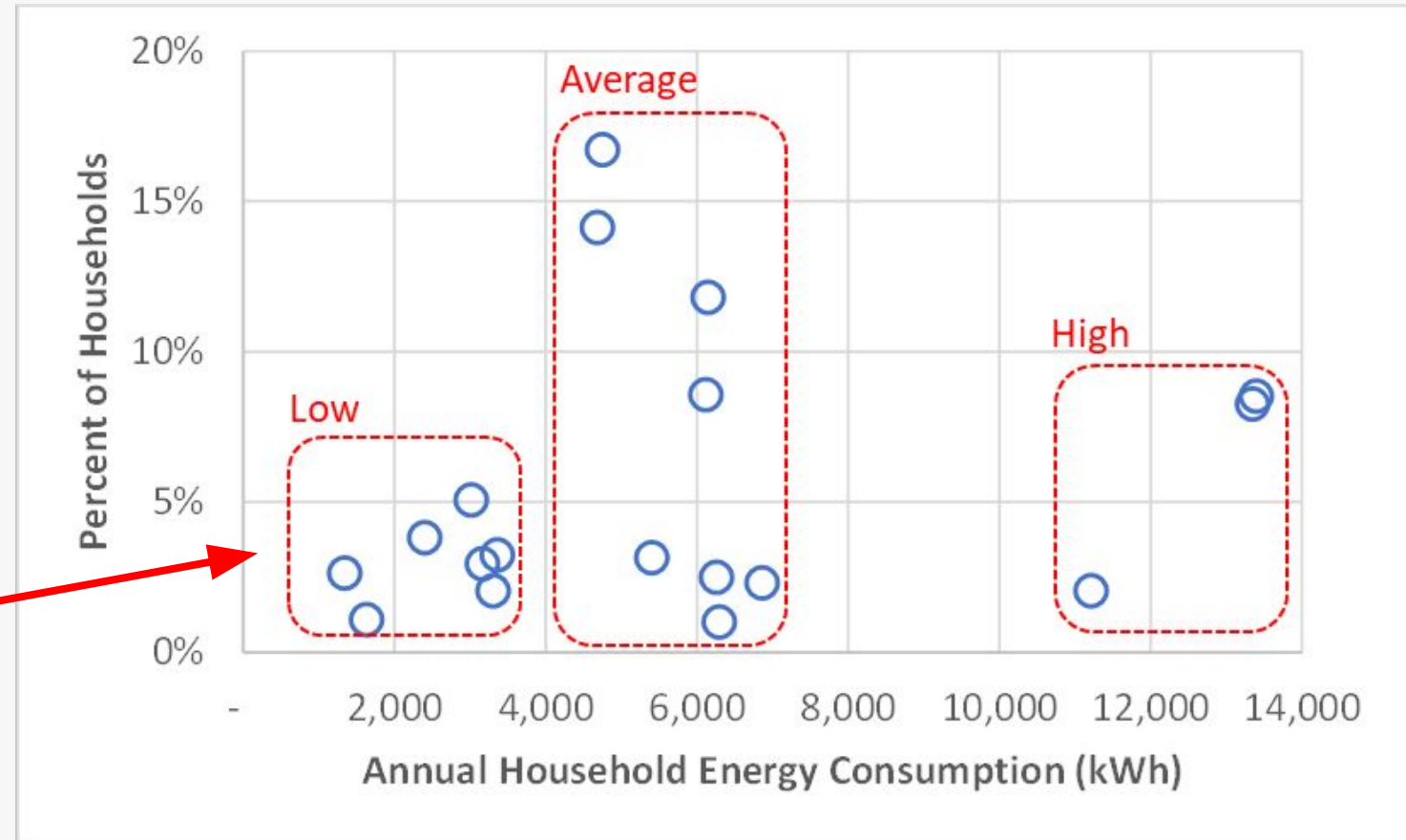
Clean Coalition, [Rebuttal Testimony](#), Flagstaff Research Appendix, 6/2/23, pp. 7-19, 22-25

Flagstaff Research, Analysis prepared for Stop the Big Utility Tax Coalition, 3/29/24

Key thing to understand: not everyone is average

Utility Tax proponents are only talking about an average-sized house when they say their proposal won't raise utility bills. But millions of people live in homes below the average size.







1 in 5 households live in a multi-family home that uses less electricity than the statewide average. These people will see their bills go up.



CEC 2019 RASS Survey - Annual Energy Consumption by dwelling type, profile, and representation in population

The CPUC's \$24/mo Utility Tax will increase bills on millions who live in apartments and small homes




- People living in small multi-family homes or apartments don't tend to use a lot of energy. As a result, their bills will increase by hundreds of dollars per year under the CPUC's proposal:

Multi-family homes	PG&E		SCE		SDG&E	
	Yearly Usage	Yearly Bill impact	Yearly Usage	Yearly Bill impact	Yearly Usage	Yearly Bill impact
Low energy use (kWh)	1,334	 \$225.30	2,397	 \$177.74	1,623	 \$177.64
Medium energy use (kWh)	3,009	 \$146.58	3,353	 \$133.76	3,296	 \$63.87

- 1 in 5 households live in a multi-family home that uses less electricity than the statewide average. These millions of people will see their bills go up immediately.

Meanwhile, large energy users—who tend to be wealthier than average—will see large bill decreases under the CPUC proposal:

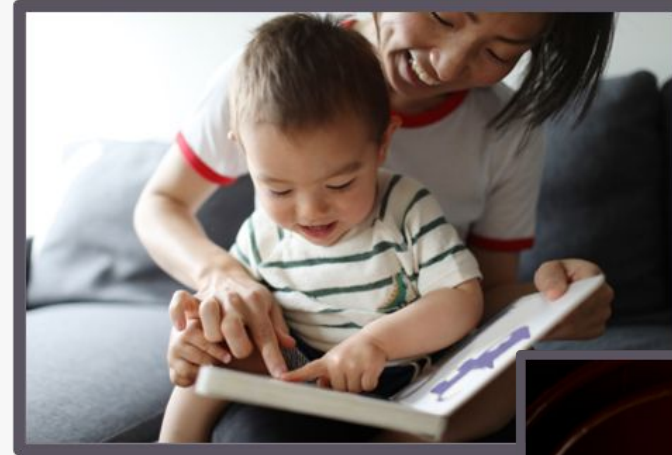
- Because the utilities are offering a one-time rate reduction in exchange for the uncapped Utility Tax, even a \$24/mo. Utility Tax would result in these bill decreases for high energy users:

Single-family homes	PG&E		SCE		SDG&E	
	Yearly Usage	Yearly Bill impact	Yearly Usage	Yearly Bill impact	Yearly Usage	Yearly Bill impact
High energy use (kWh)	13,337	 \$338.84	13,391	 \$327.99	11,205	 \$473.94

- For context, a home that uses 13,337 kWh of energy per year would be around a 4,500 sq. ft. home.
- The owner of that home would see their bills go down by hundreds of dollars per year, rewarding their high energy use. This is counter to common sense and our state’s clean energy goals.

The CPUC's \$24/month Utility Tax will increase bills on millions of working and middle class families

- A single mother living in an Irvine apartment.
- A retired couple living in a small home on a fixed income in San Diego.
- A teacher living in a small home in Fresno.
- A nurse in Madera living in a small home.
- A laborer living in a small home in Gilroy.



Utility Tax proponents say it will lower bills for low-income people. They're not telling the whole story.

The CARE cutoff for a family of 1-2 is \$39,440 a year.

- A single mom making \$40,000 /year living in a small apartment would pay more on her utility bill under the CPUC's Utility Tax.

The FERA cutoff for a family of 4 is \$75,000 a year.

- A family of four making 76,000 /year year living in an apartment would pay more on their utility bill under the CPUC's Utility Tax.



There are millions of people like these. They are struggling to make ends meet, don't qualify for CARE or FERA, and just because they consume less electricity than the average, their bills will go up.

Some CARE and FERA customers who use average amounts of energy would see a small decrease in their bills. But even those savings will be wiped out as both rates AND the Utility Tax go up.

A Big Utility Tax discourages all forms of energy conservation. It will not incentivize electrification.

- For years, working families have practiced energy conservation as a way to save money. The Utility Tax proposals will take consumer controls away, degrading their ability to manage energy bills.
- To make matters worse, it will still be cheaper for most consumers to stick with natural gas under any of the proposals. This would put our state's climate and conservation goals further out of reach.

Sources:

Clean Coalition, [Rebuttal Testimony](#), Flagstaff Research Appendix, 6/2/23, pp. 25-28

California Energy Commission, [Achieving Energy Efficiency](#), 1/2019



A Big Utility Tax entrenches the problem of high electricity prices, rather than solving it

A Big Utility Tax is not the solution:

- Electricity prices are soaring in California because of out-of-control spending by utilities.
- A Utility Tax does not fix that underlying problem. It just rearranges who pays what for an overly expensive and unreliable system—harming millions of working class people in the process.

How to solve the underlying problem:

- The solution to stabilizing the high cost of electricity is to reduce transmission and distribution spending. This can be accomplished by reducing electricity demand through conservation, efficiency, and distributed energy resources.
- CARE and FERA programs could also be expanded to provide lasting relief from high electricity bills.

Sources:

CA Public Utilities Commission, [Utility Costs and Affordability of the Grid of the Future](#), 5/2021

For these reasons,
more than **240**
diverse organizations
have joined the
coalition opposing the
high Utility Tax:



WESTERN CENTER
ON LAW & POVERTY



API EQUALITY-LA
Asians and Pacific Islanders for LGBTQ Equality



BINATIONAL CENTER FOR THE DEVELOPMENT
OF OAXACAN INDIGENOUS COMMUNITIES



East Bay Housing Organizations



For these reasons,
more than **240**
diverse organizations
have joined the
coalition opposing the
high Utility Tax:



For these reasons,
more than 240
diverse organizations
have joined the
coalition opposing the
high Utility Tax:



Howard Jarvis
Taxpayers Association
established 1978



ACTION FOR A
HEALTHY PLANET



Catholic
Charities
Diocese of Stockton



Environmental
Justice Program



MOTHERS
for
PEACE



The CADEM platform, and more than 100 Local Elected Officials all oppose this high Utility Tax



2024 Platform

We, the undersigned elected officials, are writing in strong opposition to the "Utility Tax" provision embedded into Budget Trailer Bill [AB 205](#) (2022). We object to the un-democratic and opaque way in which the **Utility Tax was enacted, passed in three days without any public hearing or discussion.** The people of California deserve a voice in any major policy change with such wide-ranging consequences. The state legislature needs to immediately **repeal Public Utilities Code Section 738.9**, through a current Budget Trailer or other bill.

Section 738.9 requires the California Public Utilities Commission (CPUC) to add a fixed charge to electricity bills based on household income. Because of this provision, the utilities and other organizations have proposed the highest fixed charges in the country; between \$30 to \$70 per month for any customer not already on CARE or FERA. That would be three to seven times the national average for such a fixed charge. These proposals would function as a Utility Tax that would apply to all residential customers of PG&E, SCE, SDG&E, and CCAs.

In contrast to the claims made by Utility Tax proponents, the Utility Tax will hurt working families. An [in-depth analysis of these Utility Tax proposals](#) found that they would have the following negative consequences:

- **Millions of Californians who live in apartments, condos, and small homes that use less energy would see their utility bills increase.** Californians already suffer under the highest electricity bills in the country. This would have devastating consequences for working families.
- **High fixed charges discourage all forms of energy conservation,** such as turning off the lights, energy efficiency, or installing new windows, rooftop solar, and batteries. For years, working families have practiced energy conservation as a way to lower their monthly bills. The Utility Tax proposals will take control away from these households, degrading their ability to manage their energy bill.
- **The Utility Tax proposals will not incentivize electrification** as proponents claim. In fact, it will still be cheaper for most consumers to stick with natural gas under any of the proposals.

Utility rates and fees only go up, not down. The fixed charge provision of AB 205 completely lifted the cap on the size of the Utility Tax and says nothing about freezing or lowering electricity rates. Thus, the promise of lower volumetric rates in exchange for the Utility Tax will be temporary. **Both rates and the Utility Tax will continue to increase over time,** wiping out any initial benefit for CARE and FERA customers, and keeping our constituents trapped in unsustainable electricity bills.

The Utility Tax entrenches the problem of high electricity prices, rather than solving it. Electricity prices are too high mainly due to the increasing costs of unnecessary long distance power lines, liability when those lines create wildfire risks, and generous utility profits that drive this spending. A Utility Tax does not fix that underlying problem because it just rearranges who pays what, harming millions of working class people in the process. The true solution to stabilizing the high cost of electricity is to reduce our overdependence on long distance power lines through greater conservation and local clean energy.

Utility Tax proponents claim that the Utility Tax will lower bills on low income households. This does not tell the whole story. While CARE and FERA customers will see relatively small and temporary bill decreases, households above the cutoff for those programs who live in apartments, condos and smaller homes, will see bill increases. **This includes millions of low income Californians, as well as moderate income households, and is unacceptable.**

We call on the state Legislature to address the problems outlined in this letter by authoring a bill to immediately repeal Public Utilities Code Section 738.9.

Thank you,

Larry Agran, Vice Mayor, City of Irvine

Cameron Sassi, Vice Mayor, City of Pinole

Carlyn Obringer, Vice Mayor, City of Concord

Laura Nakamura, Councilmember, City of Concord

Kate Harrison, Councilmember, Berkeley

George Syrop, Councilmember, Hayward

Alison Hicks, Councilmember, Mountain View

Scott Sakakihara, Councilmember, Union City

Soheila Bana, Council Member, City of Richmond

Daniel Goldstein, Councilmember, City of Hayward

David Haubert, County Supervisor, District 1, Alameda County

The Solution: a bill that stops the Big Utility Tax and protects ratepayers



Please co-author of AB 1999 to stop the Big Utility tax and protect millions of California families.

Association of Bay Area Governments Publicly Owned Energy Resources

ABAG POWER

Executive Committee

April 18, 2024

Agenda Item 5.a.

Overview of AB 1999, Electricity Fixed Charges, and AB 205, Energy

Subject:

Overview of AB 1999, Electricity Fixed Charges, and AB 205, Energy, and ABAG/MTC's Legislative Platform

Background:

On February 15, 2024, the ABAG POWER Executive Committee received public comment from four individuals requesting the Committee consider agendizing a presentation to provide information regarding Assembly Bill (AB) 1999, Electricity Fixed Charges, and AB 205, Energy. Specifically, the request sought the ABAG POWER Executive Committee to:

- Take a "support" position on AB 1999.
- Submit a letter opposing the proposed fixed charge currently being considered by the California Public Utilities Commission as a result of the passage of AB 205

In response to the request, the Committee directed staff to agendize the presentation. This subject matter is not within any current ABAG POWER program. Former Executive Committee Member Chris Schroeder and Dave Rosenfeld, from Solar Rights Alliance, will present. The attachments have been submitted by the presenters.

This matter has been brought forward as an informational item. Although the ABAG POWER Committee has previously taken positions on legislative bills, since the consolidation with MTC staff, there is an effort to consolidate and streamline functions and to ensure consistency across programs. Accordingly, a joint advocacy program between ABAG and MTC was established and is updated annually or as needed by the Legislation and Public Affairs section in coordination with the joint MTC ABAG Legislation Committee. Staff recommends that the Committee receive the presentation and direct any requests for positional support or opposition to the MTC ABAG Legislation Committee to determine whether the request aligns with the joint advocacy program and how resources (i.e. staff analysis, presence in Sacramento, coordinated communications, etc.) can be allocated to support the position.

Issues:

None.

Agenda Item 5.a. – Overview of AB 1999, Electricity Fixed Charges, and AB 205, Energy

April 18, 2024

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Recommended Action:

None.

Attachments:

- Utility Tax Fixed Charge Presentation
- Local Elected Officials Letter to Repeal the Utility Tax
- Draft Letter Expressing Concern regarding AB 205 Fixed Charges and Support for AB 1999
- Approved 2024 Advocacy Program

Reviewed:

DocuSigned by:
Brad Paul
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Brad Paul

RE: Request to repeal “Utility Tax” provision now before it increases utility bills on millions of working and middle class families and undermines conservation efforts across California

To: California State Legislature and Gov. Gavin Newsom

We, the undersigned elected officials, are writing in strong opposition to a provision embedded into Budget Trailer Bill [AB 205](#) (2022) enabling a high fixed charge on Californian utility bills, considered by many a “Utility Tax.” We object to the un-democratic and opaque way in which the **Utility Tax was enacted, passed in three days without any public hearings or discussion.** The people of California deserve a voice in any major policy change with such wide-ranging consequences. The state legislature needs to immediately **repeal Public Utilities Code Section 739.9**, through a current Budget Trailer or other bill.

Section 739.9 requires the California Public Utilities Commission (CPUC) to add a fixed charge to electricity bills based on household income. Because of this provision, the utilities and other organizations have proposed the highest fixed charges in the country: between \$30 to \$70 per month for any customer not already on CARE or FERA. That would be three to seven times the national average for such a fixed charge. These proposals would function as a Utility Tax that would apply to all residential customers of PG&E, SCE, SDG&E, and CCAs.

In contrast to the claims made by Utility Tax proponents, the Utility Tax will hurt working families. An [in-depth analysis of these Utility Tax proposals](#) found that they would have the following negative consequences:

- **Millions of Californians who live in apartments, condos, and small homes that use less energy would see their utility bills increase.** Californians already suffer under the highest electricity bills in the country. This would have devastating consequences for working families.
- **High fixed charges discourage all forms of energy conservation**, such as turning off the lights, energy efficiency, or installing new windows, rooftop solar, and batteries. For years, working families have practiced energy conservation as a way to lower their monthly bills. The Utility Tax proposals will take control away from these households, degrading their ability to manage their energy bill.
- **The Utility Tax proposals will not incentivize electrification** as proponents claim. In fact, it will still be cheaper for most consumers to stick with natural gas under any of the proposals.

Utility rates and fees only go up, not down. The fixed charge provision of AB 205 completely lifted the cap on the size of the Utility Tax and says nothing about freezing or lowering electricity rates. Thus, the promise of lower volumetric rates in exchange for the Utility Tax will be temporary. **Both rates and the Utility Tax will continue to increase over time**, wiping out any initial benefit for CARE and FERA customers, and keeping our constituents trapped in unsustainable electricity bills.

The Utility Tax entrenches the problem of high electricity prices, rather than solving it. Electricity prices are too high mainly due to the increasing costs of unnecessary long distance power lines, liability when those lines create wildfire risks, and generous utility profits that drive this spending. A Utility Tax does not fix that underlying problem because it just rearranges who pays what, harming millions of working class people in the process. The true solution to stabilizing the high cost of electricity is to reduce our overdependence on long distance power lines through greater conservation and local clean energy.

Utility Tax proponents claim that the Utility Tax will lower bills on low income households. This does not tell the whole story. While CARE and FERA customers will see relatively small and temporary bill decreases, households above the cutoff for those programs who live in apartments, condos and

smaller homes, will see bill increases. **This includes millions of low income Californians, as well as moderate income households, and is unacceptable.**

We call on the state Legislature to address the problems outlined in this letter by authoring a bill to immediately repeal Public Utilities Code Section 739.9.

Thank you,

David Haubert, County Supervisor, Alameda County

Elisa Marquez, Supervisor, Alameda County

Jennifer Kreitz, County Supervisor, Mono County

Rodrigo Espinosa, County Supervisor, Merced County

Bea Gonzales, County Supervisor, San Benito County

Hillary Ronen, San Francisco Supervisor, City & County of San Francisco

Rafael Mandelman, San Francisco Supervisor, City and County of San Francisco

Esther Sanchez, Mayor, Oceanside

Justin Massey, Mayor, City of Hermosa Beach

Julian Gold, Mayor, Beverly Hills

Christian Dinco, Mayor, City of Eastvale

John Franklin, Mayor, City of Vista

Courtney Welch, Mayor, Emeryville

Carmen Montano, Mayor, Milpitas

Michael, Vargas, Mayor, City of Perris

Larry Agran, Vice Mayor, City of Irvine

Carolyn Wysinger, Mayor Pro Tem, El Cerrito

Bill Hussey, Mayor, City of Grand Terrace

Doug Wilson, Mayor Pro Tempore, City of Grand Terrace

Bertha Perez, Mayor Pro Tem, Merced

Cameron Sasai, Vice Mayor, City of Pinole

Carlyn Obringer, Vice Mayor, City of Concord

David Mourra, Vice Mayor, City of Emeryville

Teresa Cox, Vice Mayor, City of Fremont

Devin T. Murphy, Mayor Emeritus and Councilmember, City of Pinole

Sylvia Rodriguez Robles, Councilmember, City of Grand Terrace

Jeff Allen, Councilmember, City of Grand Terrace

Kenneth J. Henderson, Councilmember, City of Grand Terrace

Laura Nakamura, Councilmember, City of Concord

Kate Harrison, Councilmember, Berkeley
George Syrop, Councilmember, Hayward
Alison Hicks, Councilmember, Mountain View
Scott Sakakihara, Councilmember, Union City
Soheila Bana, Councilmember, City of Richmond
Daniel Goldstein, Councilmember, City of Hayward
Janani Ramachandran, Councilmember, Oakland
Dan Kalb, Councilmember, City of Oakland
Wes Speake, Councilmember, Corona
Art Brown, Councilmember, City of Buena Park
Chris Ricci, Councilmember, City of Modesto
Jose Alonso, Councilmember, City of Mendota
Norma Martínez-Rubin, Councilmember, City of Pinole
Trish Herrera Spencer, Councilmember and former Mayor, Alameda
Tracy Jensen, Councilmember, Alameda
Deborah Ruddock, Councilmember, Half Moon Bay
Alexandre Monteiro, Councilmember, City of Hawthorne
Valerie Arkin, Councilmember, City of Pleasanton
Ariel Kelley, Councilmember, City of Healdsburg
Gabriel Quinto, Councilmember, El Cerrito
Jeff Nibert, Councilmember, Pleasanton
Teresa Acosta, Councilmember, Carlsbad
Dan Wright, Councilmember, City of Stockton
Chance Cutrano, Councilmember, Town of Fairfax
Max Perrey, Councilmember, Mill Valley
Susan Sher, Councilmember, Ukiah
Gary Gardner, Councilmember, Desert Hot Springs
Gayle McLaughlin, Councilmember, Richmond
Raj Salwan, Councilmember, Fremont
Desrie Campbell, Councilmember, Fremont
Pam Brown Schachter, Councilmember, Rolling Hills Estates
Dennis Pocekay, Councilmember, Petaluma
Dan O'Donnell, Councilmember, City of Vista
Francisco Zermeno, Councilmember, Hayward
Xouhoa Bowen, Councilmember, City of San Leandro

Lisa Motoyama, Councilmember, City of El Cerrito
Sukhdeep Kaur, Councilmember, Emeryville
L. David Patterson, Councilmember, City of Hawthorne
Christine Boles, Councilmember, Pacifica
Ida Martinac, Berkeley Rent Board Commissioner & Chair of Environmental Sustainability Committee
Vanessa Marrero, Berkeley Rent Board Commissioner, Berkeley
Ed Hernandez, District Director, Eden Health District
Colin Coffey, Board Member, East Bay Regional Park District
Dionisio Rosario, Board Member, East Bay Regional Park District
Sara Lamnin, Director, Hayward Area Recreation and Park District
Jean Walsh, Transit Director, Alameda-Contra Costa Transit District
Robert Raburn, Director, District 4-East Oakland, SanLeandro, Hayward
Angela Normand, Trustee, Alameda County Office of Education
Aisha Knowles, Trustee, Alameda County Board of Education
Tara Sreekrishnan, Trustee, Santa Clara County Board of Education
Jennifer Shanoskim, Board Director, Berkeley Unified School District
Michael Kusiak, President, Castro Valley Unified School District Board of Trustees
Sam Davis, President and District 1 Representative, Oakland Board of Education
Mike Hutchinson, Vice President and School Board Director, Oakland School Board
Valarie Bachelor, School Board Director, Oakland Unified School District
Jennifer Brouhard, School Board Director, Oakland Unified School District
Leo Sheridan, Vice President and Trustee, San Leandro Unified School District
James Aguilar, School Board Member, San Leandro USD
Renita Armstrong, School Board Member, Bellflower Unified School District
Caitlin Quinn, Trustee, Petaluma City Schools
Susan Donaldson, Trustee, Emery Unified School District
Regina Chagolla, Trustee, Emery Unified School District
Sadia Khan, Trustee, Albany Unified School District
Dolly Adams, Trustee, Castro Valley Unified School District
Dianne Jones, Trustee, Fremont Unified School District
Dr. April Oquenda, Trustee, Hayward Unified School District
Louis Quindlen, Trustee, Peralta Community College District
Nicky Gonzalez Yuen, Trustee, Peralta Community College District
Linda Granger, Trustee, Chabot-Las Positas Community College District
Alan Wong, Board President, City College of San Francisco

Jonathan, Abboud, Board President, Santa Barbara City College



2024 JOINT ADVOCACY PROGRAM

State Advocacy Objectives and Goals

1. **Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050 (and future iterations of Plan Bay Area), including funding for operating and maintaining the transportation network, transit modernization and expansion, equitable mobility improvements, decarbonizing the transportation system, and improving the resilience of our transportation network. Explore non-traditional fund sources, including the proposed state climate bond (SB 867 (Allen)/AB 1567 (Garcia)). Further, support incorporating equity considerations into funding decisions, but oppose relying exclusively on communities defined by the state’s CalEnviroScreen method, which disproportionately excludes the Bay Area low-income communities relative to other parts of the state.

Transportation Funding	Goals
A. Regional Revenue Measure	MTC to sponsor state authorizing legislation for a future regional transportation revenue measure to create a climate-friendly transportation system that is safe, accessible and convenient for all. Pursue a unified Bay Area engagement and advocacy strategy to develop and maintain consensus around the purpose/goals, expenditure plan priorities and menu of revenue options. Include within the enabling legislation transit oversight and accountability provisions aimed at delivering a more reliable, connected, convenient, rider-friendly Bay Area transit network.
B. State Transit Funding	Engage in ongoing discussions related to narrowing the Bay Area’s transit operating funding gap and seek opportunities to fund transit system improvements that enhance coordination and improve the rider experience. Support the extension of the state’s Cap-and-Trade Program. Maintain future funding promised in the \$5.1 billion state transit package that was included in the fiscal year (FY) 2023-24 state budget, including advocating for \$2.2 billion in FY 2024-25 (\$2 billion in General Fund for the regional Transit and Intercity Rail Capital Program and \$230 million in Greenhouse Gas Reduction Fund monies for the new Zero Emission Transit Capital Program).

2. **Public Transit System Improvements:** Support policies aimed at ensuring public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly.

Public Transit System Improvements	Goals
A. Transit Transformation Action Plan	Support policies to create a more user-friendly, connected Bay Area transit network that better serves existing transit riders and attracts new riders to transit in line with the Transit Transformation Action Plan (Action Plan) adopted by the Blue Ribbon Recovery Task Force. Support reforms that show promise to remove barriers to timely Action Plan implementation, including related to fare coordination and integration, real-time transit and other customer information initiatives, and transit priority. (Also see Item 1A).
B. Other Bay Area Transit System Improvements	Building on 2A, explore opportunities to strengthen transit network management. Further, support high-priority system improvements that extend beyond items identified in the Action Plan, including safety and security.

3. **Housing Production, Preservation and Tenant Protection (“3 Ps”):** Improve access to opportunity and support the Bay Area in meeting housing goals by supporting policies aimed at increasing production of housing and increasing funding to produce and preserve affordable housing and associated infrastructure to help build complete communities. Protect tenants and low-income communities from unjust evictions and displacement.

Advancing Housing 3Ps	Goals
A. Bay Area Housing Finance Authority	Advocate for policies and funding to maximize the affordable housing production, preservation and protection (3Ps) resources BAHFA can deliver to Bay Area jurisdictions, including through collaborating with partners on clean-up legislation to ACA 1 that increases its likelihood of success, modifies housing-related definitions to avoid conflicts with existing programs, broadens the allowable uses of bond proceeds to include tenant protections (if polling indicates support by voters), and avoids limitations on BAHFA programs.

Advancing Housing 3Ps	Goals
	<p>Monitor legislation impacting BAHFA pilot programs and, if opportunities arise, support policies that enhance ongoing pilots, both operationally and financially.</p> <p>Continue to develop materials and conduct outreach to educate voters and key stakeholders about the potential regional housing bond on the November 2024 ballot.</p>
<p>B. Housing, Homelessness and Community Development Funding</p>	<p>In partnership with regional and statewide organizations, support robust General Fund investments for the 3Ps and other supportive infrastructure. Additionally, continue to advocate for Assemblymember Wicks’ AB 1657, a \$10 billion statewide housing bond with funding for the Multifamily Housing Program and a new preservation program for which BAHFA would likely be eligible.</p>
<p>C. Bay Area Regional Housing Needs Allocation Implementation</p>	<p>Support a range of strategies to help localities meet the Bay Area’s Regional Housing Needs Allocation (RHNA) goals, including proposals to drive down the cost of affordable housing development and accelerate housing production. Advocate for new tools, funding, and incentives that support the 3Ps, including new regional resources modeled after the Regional Early Action Planning program, described in 4A. Further, engage in discussions related to RHNA updates consistent with 4B.</p>

4. **Sustainable and Equitable Transportation and Land Use:** Consistent with SB 375 (Steinberg, 2008) and California’s Climate Action Plan for Transportation Infrastructure (CAPTI), support policies aimed at reducing vehicle miles traveled and associated greenhouse gas emissions (GHGs) and traffic congestion. Advocate for policies and funding tools that support regions in implementing state mandated sustainable communities strategies (e.g., Plan Bay Area 2050).

Sustainable & Equitable Transportation and Land Use	Goals
A. SB 375 Implementation	<p>Advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including, but not limited to, support for new resources for regions to invest in SCS implementation. Build on the Regional Early Action Plan (REAP) programs – twice funded by the state – that provided flexible funds to regions to invest in policies and program to reduce vehicle miles traveled, encourage infill and affordable housing (including through technical assistance), and advance social equity.</p> <p>Further, support travel demand management and greenhouse gas emission (GHG) reduction tools (including road pricing), support Vision Zero and speed-reduction policies (see 6A) and align state programs to support high-impact GHG-reduction projects.</p>
B. Transportation and Land Use Planning Reform	<p>Engage in any discussions related to SB 375 and/or Regional Housing Needs Allocation (RHNA) Cycle 7 to ensure any updates are:</p> <ol style="list-style-type: none"> 1. Aligned with Plan Bay Area 2050’s guiding principles 2. Structured to empower regions to balance the state’s sometimes competing goals related to climate, housing and equity 3. Implementable at both the regional and local levels <p>Further, while continuing to support ambitious regional GHG reduction targets, explore options for regulatory revisions to SB 375 to incentivize near-term, real-world progress on GHG emission reduction over the current approach (which places too great an emphasis on long-term modeling) and achieve greater alignment, rather than competition, between regional and state GHG reduction strategies.</p>

- 5. **Transportation System Safety and Effectiveness:** Advocate for policies that improve transportation system safety for all road users and the effectiveness and service delivery of the Bay Area’s transportation system, including Bay Area Toll Authority (BATA) toll bridge operations and interoperability with out of state toll facilities, high-occupancy vehicle and Express Lane performance and transit priority improvements to help move buses out of traffic. Support legislation that provides an opportunity to expand the ability of transportation agencies to better communicate with their customers.

- 6. **Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve the Bay Area’s resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise and fire. Support proposals for funding to improve the health of the San Francisco Estuary.

Climate, Resilience and Environment	Goals
<p>A. Climate Adaptation and Resilience Planning and Implementation Funding</p>	<p>Pursue funding for regional and local climate adaptation, including through the proposed state climate bonds (SB 867 (Allen)/AB 1567 (Garcia)). In particular, support funding to strengthen climate resilience based on regional needs (\$1.8 billion proposed in AB 1567) and new resources to support water management projects. Further, support MTC/ABAG’s Priority Conservation Area framework, San Francisco Estuary Partnership programs, and other regional resilience efforts by advocating for inclusion of incentives for the use of natural infrastructure, urban greening, and nature-based solutions in enhancing climate resilience.</p> <p>Support policies and funding to enhance seismic safety and earthquake preparedness in the Bay Area, including through advocating to restore \$250 million in the FY 2023-24 or FY 2024-25 budget for soft story retrofits of multifamily homes, consistent with the FY 2022-23 budget agreement.</p> <p>Additionally support ongoing investment in the new state and local Transportation Infrastructure Climate Adaptation Programs established in SB 198 (2022).</p>

<p>B. Energy Efficiency and Resilience (Residential and Transportation)</p>	<p>Support funding and policies that support residential energy efficiency retrofits – including flexibility to allow homeowners to concurrently implement energy and water retrofits – and funding and policies to increase homeowners’ resilience to power outages.</p> <p>Support resources and policies related to electrical grid upgrades (and other green energy sources) and energy prioritization to help ensure energy is available to power low- and zero-emission homes and transportation networks.</p>
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7. **Transportation Project Delivery:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and at a lower cost, including expanding flexibility in contracting and public private partnerships. Seek opportunities to support transit priority, State Route 37, and other MTC/BATA priority projects.
8. **Transportation Innovation and Shared Mobility:** Engage in regulatory and legislative efforts to facilitate the deployment of new mobility technologies to accelerate their safety, accessibility, mobility, environmental, equity and economic benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle (SOV) trips.
9. **Brown Act Reforms:** Support legislation to provide long-term flexibility for regional and multijurisdictional agencies to conduct their business remotely outside of emergency conditions as a means of increasing board member, advisory council and public participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving. Specifically, continue to advocate for the MTC- and ABAG-supported AB 817 (Pacheco).

Federal Advocacy Objectives and Goals

1. **Transportation and Housing Funding:** Support robust federal investment in Bay Area transportation and housing infrastructure.

Transportation & Housing Funding	Goals
<p>A. MTC’s Bay Area Infrastructure Grants Strategy: Maximize Bay Area Funds from Bipartisan Infrastructure Law (BIL) Discretionary Transportation Grants</p>	<p>Consistent with MTC’s Bay Area Infrastructure Grant Strategy and the Major Project Advancement Policy, engage with the U.S. Department of Transportation and the Bay Area Congressional Delegation during Infrastructure Investment and Jobs Act (also called the Bipartisan Infrastructure Law, or “BIL”) grant development to advocate for program policies and funding eligibilities that enhance Bay Area competitiveness. Coordinate with regional, state and federal partners to unify support for regional BIL priority projects and advocate for grant awards for projects consistent with the regional grants strategy.</p> <p>Regarding Capital Investment Grants (CIG), continue to pursue sufficient annual appropriations to meet the funding needs of Bay Area projects with existing full funding grant agreements (FFGA) and to secure FFGAs for the Bay Area’s next generation of transit projects.</p> <p>Update the Bay Area Infrastructure Grants Strategy as needed, including to reflect the priorities outlined in the upcoming Bay Area Regional Zero Emission Bus Transition Strategy.</p>
<p>B. Low Income Housing Tax Credits</p>	<p>Support efforts to modify and expand the federal Low Income Housing Tax Credit (LIHTC) Program, California’s largest source of federal funding for affordable housing construction and rehabilitation. Prioritize policy changes to increase California’s LIHTC financing capacity, including lowering the LIHTC bond financing threshold to 25 percent from 50 percent. Under current law, California’s LIHTC allocations are effectively capped by the federal rule requiring 50 percent of construction costs be funded from a state’s limited allocation of private activity bonds (PABs). Demand for PABs in California significantly exceeds supply. Lowering the required “state match” for bond financed LIHTCs could unlock tens of thousands of new affordable units in California that are ready to go but awaiting federal tax credits.</p>

Transportation & Housing Funding	Goals
C. Transportation and Housing Appropriations (FY 2024 and FY 2025)	<p>Partner with local, regional and statewide transportation agencies as well as national stakeholders to ensure that Congress funds highway and transit formula programs consistent with levels authorized by the surface transportation law. Support robust CIG funding, consistent with 1A, and prioritize BIL grant augmentations for programs that support Plan Bay Area 2050 implementation, including investments in transit, rail, complete streets, state of good repair and innovative mobility options.</p> <p>Support regional, state and national partners in advocating for increased federal investment in affordable housing and homelessness programs, including Section 8 Housing Choice vouchers, HOME Investment Partnership Program (HOME), Community Development Block Grant Program (CDBG) and McKinney-Vento Homelessness Assistance programs. Continue to support policies and funding opportunities that support BAHFA and other regional efforts to address affordable housing challenges.</p>
D. PEPRAs: Preserve Bay Area Transit Operator Access to Federal Transit Grants	<p>Support efforts spearheaded by the California Transit Association to monitor ongoing issue that Bay Area federal transit grants may be withheld because of a 2021 U.S. Department of Labor interpretation that state pension law known as “PEPRA” may impede federally guaranteed transit union collective bargaining rights. If necessary, seek a legislative solution.</p>

2. **Surface Transportation Authorization:** Continue to work with the U.S. Department of Transportation to ensure the new surface transportation law – enacted as part of the 2021 Infrastructure Investment and Jobs Act, also called the Bipartisan Infrastructure Law (BIL) – is implemented consistent with our reauthorization and Plan Bay Area 2050 priorities. Further, engage with local, regional, state and national partners to begin to build coalitions around the following BIL reauthorization priorities:

Surface Transportation Authorization	Goals
A. Preserve Core Transit and Highway Formula Funds	<p>Maintain funding increases to the core transit and highway formulas that were approved through the BIL. Specifically, ensure formula funding increases provided through BIL advance appropriations (i.e., from the General Fund) are made permanent, in addition to maintaining the BIL formula growth funded from the Highway Trust Fund.</p>
B. Prioritize Formula over Discretionary Funding	<p>Formula resources provide increased predictability for long term planning, reduce administrative burden, and enhance flexibility for regions and states to align federal spending with the investments needed to achieve regional, state and federal goals.* Prioritize funding for the following programs, which MTC distributes:</p> <ul style="list-style-type: none"> a. Transit programs that fund the Transit Capital Priorities Program (transit State of Good Repair (Section 5337), transit Urbanized Area (Section 5307)) b. Federal Highway Programs that fund the One Bay Area Grant Program (Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program) c. Other suballocated highway programs MTC distributes to support mobility, climate, equity and safety goals (Carbon Reduction Program and Transportation Alternatives Program) <p>* Importantly, the federal performance-based system – adopted under the 2012 MAP 21 – establishes federal goals and performance metrics tied to formula funds. Growing those resources empowers states and regions to make progress toward those goals.</p>

Surface Transportation Authorization, cont.	Goals
C. Capital Investment Grant Program	Maintain federal support for the Capital Investment Grant program, the primary federal fund source for major transit capital and modernization improvements.
D. BIL Policy Updates	Within the BIL framework, grow federal support for transit and regional mobility solutions – including through updating tolling policy as a strategy to support mode shift – revise transit programs to reward Bay Area best practices, and expedite project delivery without harming the environment.
E. Transit Operating	<p>Engage in discussions related to the federal government’s role in transit operations guided by the following principles:</p> <ol style="list-style-type: none"> 1. Focus on Transit Riders: Federal operating assistance should focus on transit improvements that attract and retain riders. 2. Maintain federal commitments to safety and state of good repair: Any new transit operating program should augment, not replace funding for current programs. Absent new money, safeguards should ensure any new flexibility to use formula funds for operating assistance does not come at the expense of federal investments in safety and state of good repair. 3. Support improvements that can be sustained over the long-term: Ensure upgrades which only require a time-limited subsidy, including upgrades to existing service, are eligible for funds. For traditional service expansions, ensure new service can be maintained.

3. **Climate, Resilience and Environment:** Advocate for a strong federal partner in the Bay Area’s efforts to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate, especially in communities of concern that are most vulnerable to the impacts of climate change.

ABAG POWER

Executive Committee Meeting

Report on NG and RNG Programs

Ryan Jacoby, Principal Program Manager
April 18, 2024



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

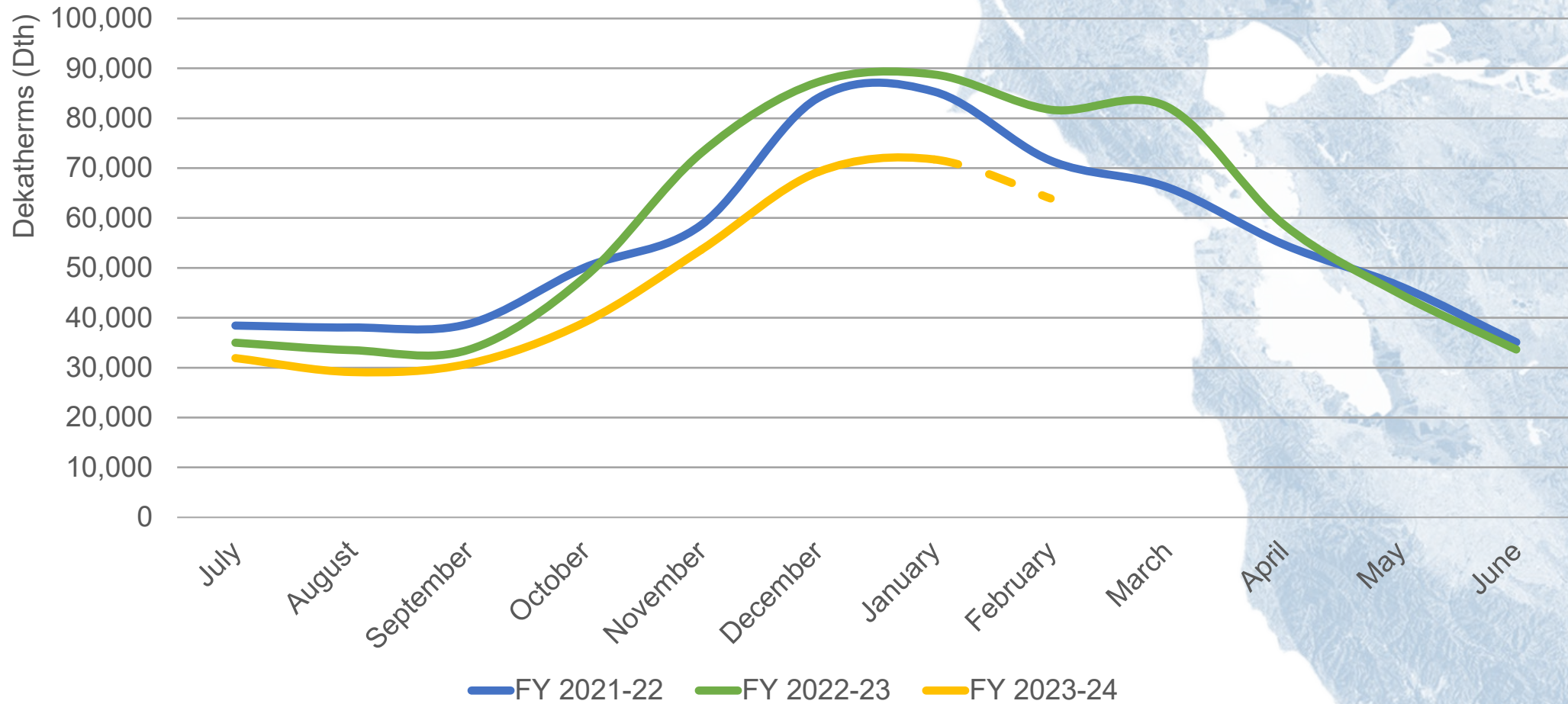
Monthly Summary of Operations

- Preliminary (unaudited) financial statements through February 2024 indicate the following fiscal year cumulative rates relative to PG&E's rate schedules:

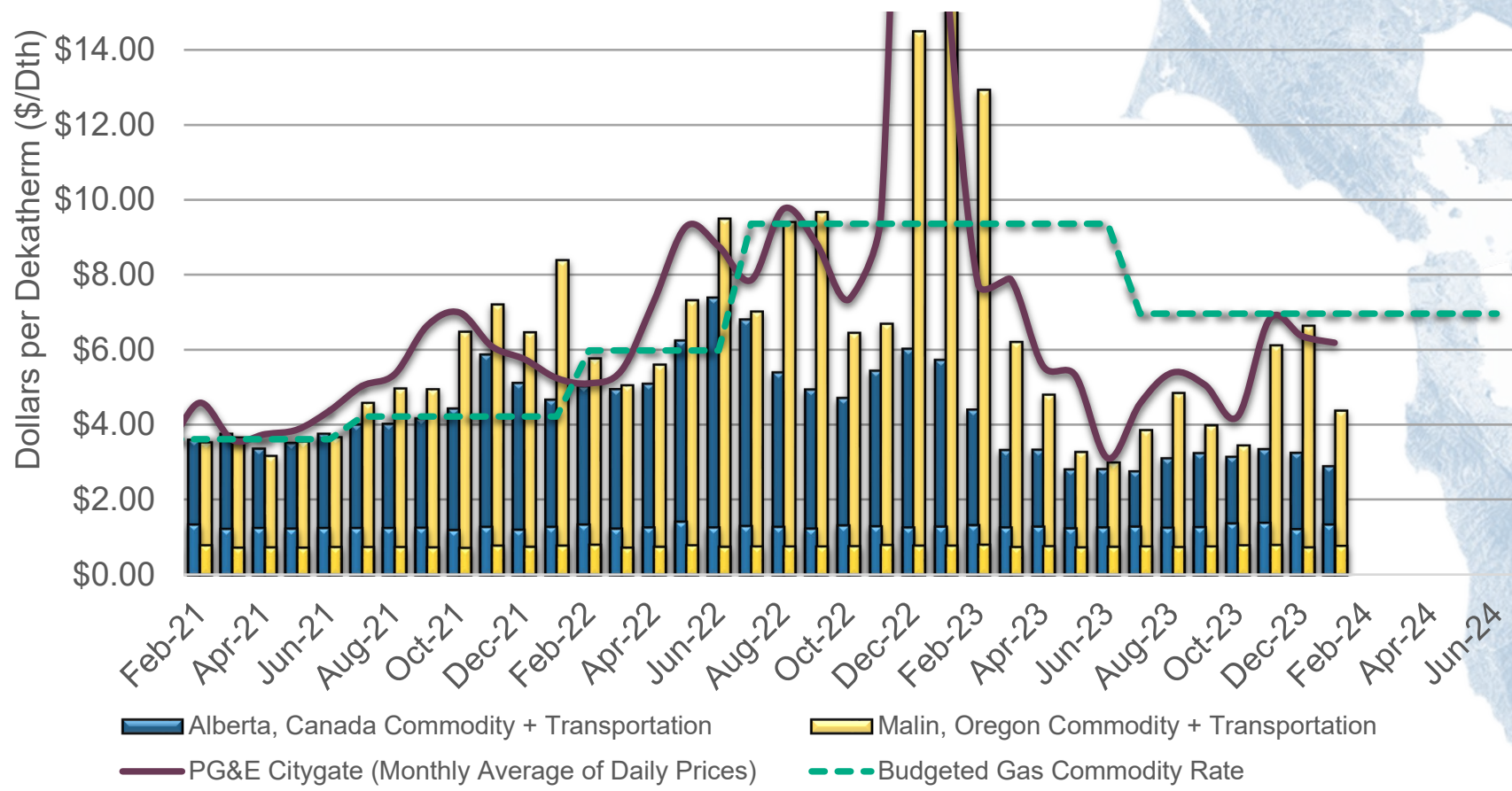
Rate Category	Cumulative 'Savings'*
Small Commercial (G-NR1)	-12.0%
Large Commercial (G-NR2)	-15.1%
Residential (G-1/GM)	-2.8%
Natural Gas Vehicle (G-NGV-1/2)	-3.7%

**A negative figure indicates a price premium relative to PG&E.
A positive figure indicates a price savings relative to PG&E.*

Gas Usage Comparison by Month & Year

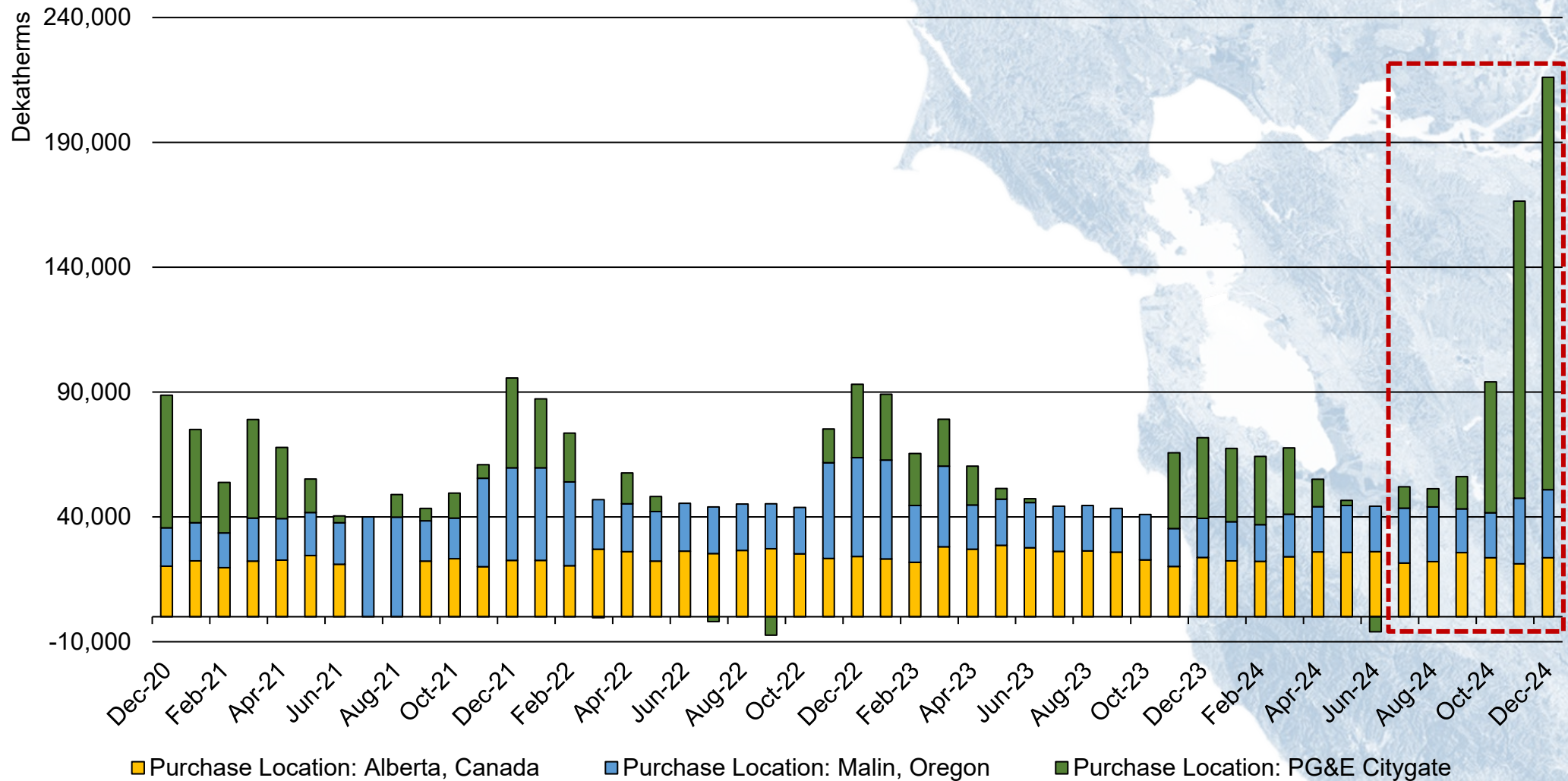


Gas Market Price Comparison



Purchase Location	Fiscal Year 2023-24 Weighted Average Cost of Gas (WACOG)
Alberta	\$3.099
Oregon	\$4.754
California	\$5.515

Historical & Anticipated Gas Purchase Requirements



Fiscal Year 2023-24 Budget-to-Actual

Budget Category	Year-to-Date Actuals As of 02/29/24 (unaudited)	Adopted Budget FY 2023-24	Budget Utilization
Revenue	8,369,985	12,372,840	68%
Expense			
PG&E Pass-through	3,264,184	6,870,410	48%
Cost of Energy Used	4,536,293	2,262,896	50%
Staff, Consultant, and Other Expenses	489,028	963,244	51%
Surplus / (Deficit)	2,353,877	2,893	-



General Updates

- **Natural Gas Scheduling and Operational Consulting Services Request for Qualifications**
 - Issued March 13, closes April 17
 - Anticipated budget: \$150,000 per fiscal year
 - Seeks services beginning July 1, 2024, and ending June 30, 2027, with ABAG's option to extend for an additional two years
- **Short-term Advisory Services Agreement executed with Vine Advisors LLC**
 - March – June 2024
 - Budget: \$28,000
 - Seeks development of recommendations for strategic storage utilization with respect to cost efficiencies, risk management, and arbitrage opportunities



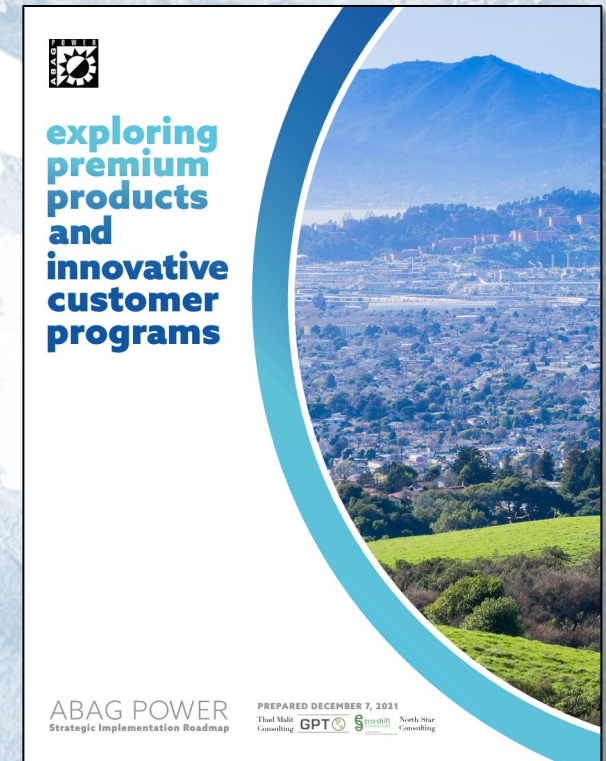
School Project for Utility Rate Reduction (SPURR) Member Enrollment Update

Status	Number of Agencies	Status by Percentage
<i>Engaged/Pending Discussions</i>	128	62%
Internal Discussion Ongoing	45	22%
Follow Up Needed from ABAG	3	1%
Meeting Scheduled	6	3%
Scheduling Meeting	12	6%
Cold Email	50	24%
Enrollment Unlikely but Unconfirmed	12	6%
<i>Confirmed intent to Enroll</i>	15	7%
Awaiting Board Authorization	10	5%
Board Authorization Received	5	2%
<i>Enrollment Declined</i>	41	20%
<i>No Contact Yet</i>	22	11%
Total	206	100%



Strategic Implementation Roadmap Overview

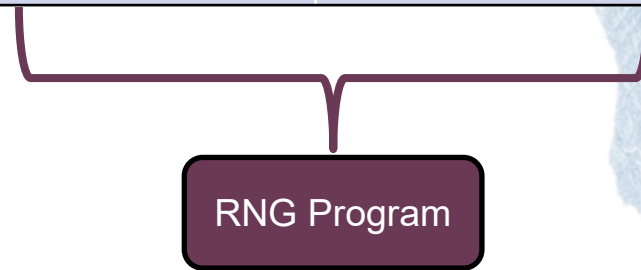
- Adopted in December 2021, following approximately six months of stakeholder engagement and planning initiatives.
- Anticipated timeframe: 2022Q2 – 2024Q2
- Identifies the following actions:
 1. Transition to a competitively priced default product that includes certified carbon offsets
 2. Establish an electrification incentive, vehicle fuel program, and SB 1383 renewable natural gas product
 3. Offer a premium “RPS” product that incorporates increasing quantities of RNG over time



Strategic Implementation Roadmap

Current Status

Initiative	Carbon Emissions Quantification and Management	SB 1383-compliant Renewable Natural Gas	Vehicle Fuel Program Participation	Electrification Incentive
Timeline	Temporarily Paused	Established; CY 2023	Established; CY 2023	Upcoming
Objective	Indirectly <i>offset</i> emissions	Directly <i>reduce</i> emissions	Directly <i>reduce</i> emissions	Directly <i>reduce</i> emissions
Value	<ul style="list-style-type: none"> CAP alignment Market development 	<ul style="list-style-type: none"> CAP alignment Market development Local gov't solution 	<ul style="list-style-type: none"> CAP alignment 	<ul style="list-style-type: none"> CAP alignment Local gov't solution



Carbon Emissions Quantification and Management

Project Recap To-Date

September 15, 2022, Executive Committee Meeting

- Approval of selected consultant and project scoping.

January – April 2023

- Discovery meetings, methodology development, and integration of historical data.

April 20, 2023, Executive Committee Meeting

- Presentation of [Proposed Framework for Quantifying Emissions](#).
- Executive Committee feedback directing voluntary – not mandatory – participation.
- Deferral of approval to the Board of Directors, pending guidance on how jurisdictions may claim emissions reductions in climate action plans (CAPs), and evaluation of rate impacts.

Next Steps

- Restart discussions in FY 24-25, following identification of member agencies with CAPs to determine how GHG savings may be claimed.



Transitional Electrification Incentive

Project Recap To-Date

December 15, 2022, Executive Committee Meeting

- Concept proposal
 - ✓ Enrollment is voluntary.
 - ✓ A usage-based volumetric surcharge is applied to each monthly invoice.
 - ✓ Participants accumulate a balance that can be withdrawn for any reason, though intended for electrification upgrades.
 - ✓ Participants are connected to public sector decarbonization programs, including the BayREN Public Sector Programs.

Next Steps

- Following agreement on current concept, poll membership to assess interest in participating.
- Identify whether the program can be offered within the existing natural gas program/membership agreement.



Association of Bay Area Governments Publicly Owned Energy Resources

ABAG POWER

Executive Committee

February 15, 2024

Agenda Item 5.b.2.

Report on Natural Gas Program

Subject:

Monthly Summary of Operations for Fiscal Year 2023-24

Background:

During the first eight months of fiscal year 2023-24, natural gas prices were less volatile and significantly lower than in recent years. Daily prices per dekatherm (\$/Dth) at PG&E's Citygate ranged from \$2.21 to \$17.01, with an unweighted average of \$4.73. PG&E's small commercial (G-NR1) procurement rate – the rate under which most ABAG POWER accounts would be categorized – averaged \$5.73 during this time.

The program continues to purchase gas exclusively on daily and monthly markets within California, Oregon, and Alberta, Canada.

Preliminary (unaudited) financial statements through December 2023 indicate a cumulative 'savings' figure of -12.0% when compared to PG&E's G-NR1 rate.

Market Price Analysis

In a ruling issued on August 31, 2023, the California Public Utilities Commission (CPUC) voted unanimously to increase capacity at the Aliso Canyon storage field in Southern California by over 65%, following a controversial methane leak in 2015 that threatened the facility's permanent closure. The decision was made, among other reasons, in an attempt to reduce extreme volatility seen in the preceding winter. The decision, in tandem with regionally temperate weather, have resulted in storage inventories 37% above the five-year average. These factors have contributed to record-low spot (adjusted for inflation) market prices at Henry Hub, a national benchmark.

Historical and Anticipated Gas Supply

Since July 1, 2018, the general gas purchasing strategy has been exclusively in the short-term, index-based market.

Gas purchases are currently made on monthly and daily indices at three market locations. Fixed-price purchases are made only by exception and with Committee approval.

Issues:

Agenda Item 5.b.2. – Monthly Summary of Operations

April 18, 2024

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None.

Recommended Action:

None.

Attachments:

- Report on Natural Gas and Renewable Natural Gas Programs Presentation
- Summary of Natural Gas Program, Fiscal Year 2023-2024

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ABAG POWER

Executive Committee Meeting

Fiscal Year (FY) 2024-25 Preliminary Operating Budget
April 18, 2024



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

ABAG POWER Overview

26th

Year of Operation (1998)

~1.5

Current Full-time
Equivalent Employees



ABAG POWER

- Develops and implements gas purchasing strategy
- Conducts consolidated billing
- Provides helpful and responsive customer service

PG&E

- Owns and maintains transmission and distribution infrastructure
- Provides account data

PROGRAM PARTICIPANT

- Receives gas for use in municipal facilities
- Governs ABAG POWER



FY 2023-24 Highlights

- **Enrolled one member (City of Pleasanton) in the newly established Renewable Natural Gas Program**
 - Interest received and discussions ongoing with the City of Oakland, the Port of Oakland, Sonoma County Water Agency, and the County of San Mateo.
- **Likely enrollment of 20 to 30 special districts as a result of ABAG POWER's successful proposal to serve as a successor agency providing retail gas service to SPURR members**
 - Prior to this, the last new member joined in September 2012.
- **The financial strength of the program will increase substantially in the upcoming year due an increase in working capital deposits from two to three months of estimated expenses.**



FY 2024-25 Goals (Proposed)

- **Advance efforts to offer a voluntary greenhouse gas emissions reduction program element to offset emissions** caused by the combustion of natural gas at facilities in the program's portfolio.
- **Advance efforts to offer a voluntary transitional electrification incentive.**
- **Examine opportunities to increase program membership** due to ongoing implementation of the Strategic Implementation Roadmap.



FY 2024-25 Budget Considerations

- **Invoices will include a monthly installment for a working capital deposit, which is expected to be partially offset by a true-up, given low commodity prices during FY 2023-24**
- **Current commitments from SPURR members reflect:**
 - **An increase of 15-30 new ABAG POWER members**
 - **Approximately 5-10% of SPURR's usage transitioning to POWER, reflecting a year-over-year increase in POWER's usage by 25-60%**
- **Staff anticipate additional SPURR members will enroll after July 1, 2024**
 - **Enrolling these members requires the ability to establish a levelized charge**
- **The current budget approach reflects the need for additional administrative resources to address increased membership and corresponding requirements.**



FY 2024-25 Preliminary Budget Overview

	FY 2023-24 Adopted		FY 2024-25 Preliminary		\$ Change		% Change
Revenue							
Total Revenue	12,869,639		17,243,840		4,871,000		39%
Expense							
Cost of Energy	11,984,226		15,643,545		4,236,843		37%
Staff, Consultant, and Other Expenses	882,082		1,596,474		633,231		81%
Total Expense	12,866,308		17,240,019		4,870,073		39%
Operating Surplus/(Deficit)	3,331		3,821		927		32%
Core Total Rate (\$/therm)	1.993		2.175		0.18		9%



FY 2024-25 Preliminary Budget Components

Overall

- The preliminary natural gas program budget for FY 24-25 reflects an increase of approximately \$4.9 million (39%), from \$12.4 million to \$17.2 million

Cost of Energy

- The Cost of Energy is comprised mostly of variable costs that increase proportionally with usage. As a result, the Cost of Energy reflects an increase of approximately \$4.2 million (37%) from \$11.4 million to \$15.6 million

Staff, Consultant, and Other Expenses

- Staff, Consultant, and Other Expenses are primarily fixed expenses which are not dependent upon usage or the number of enrolled accounts. Exceptions include SPURR Administrative Fees, Brokerage Fees, and Database Hosting Services. Additional administrative resources are proposed to increase these costs by \$0.6 million (81%), from \$0.9 million to \$1.6 million



FY 2024-25 Preliminary Budget

Questions / Discussion



Association of Bay Area Governments Publicly Owned Energy Resources

ABAG POWER

Executive Committee

April 18, 2024

Agenda Item 5.c.

Fiscal Year 2024-25 Association of Bay Area Governments (ABAG) Publicly Owned Energy Resources (POWER) Preliminary Operating Budget

Subject:

Fiscal Year 2024-25 Association of Bay Area Governments (ABAG) Publicly Owned Energy Resources (POWER) Preliminary Operating Budget.

Background:

The preliminary natural gas program budget for Fiscal Year (FY) 2024-25 reflects an increase of approximately \$4.9 million (39%), from \$12.4 million to \$17.2 million, compared to the previous FY. This increase includes a conservative estimate of new members joining ABAG POWER following the successful bid for the School Project for Utility Rate Reduction's (SPURR) Request for Qualifications and Proposals.

Revenue

The gas program operates as a not-for-profit entity; therefore, revenue equals costs less interest and other income. The increase in revenue is due to a corresponding increase in expenses.

Cost of Energy

The cost of energy is comprised of pass-through, gas commodity and shrinkage, transportation, and storage. These costs are highly correlated to the program's usage and are each expressed as a dollars per dekatherm (\$/Dth) rate.

Pacific Gas and Electric Company (PG&E) pass-through costs represent 54 percent of the program budget and primarily consist of customer and transportation charges associated with local distribution. The California Public Utilities Commission (CPUC) determines "just and reasonable" rates requested by PG&E through public proceedings. These costs have increased enormously in recent years, driven by PG&E's cost recovery for safety improvements including system hardening, leak detection, and storage asset management.¹

Gas commodity costs are impacted by both the program's usage and market factors including supply and demand, purchase location, and contract structure. The year-over-year increase of 23 percent anticipates a significant increase in the quantity of gas purchased, and a decrease in

¹ https://www.pge.com/en_US/about-pge/company-information/regulation/general-rate-case/grc.page

Agenda Item 5.c. – Fiscal Year 2024-25 Preliminary Operating Budget

April 18, 2024

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market prices. Shrinkage refers to the loss of a small volume of gas during compression and long-distance transport. Because of shrinkage, the program must purchase more gas than is actually used.

Intra- and inter-state pipeline transportation costs are dependent upon the program's gas purchasing strategy, which details where, and in which amounts, gas is purchased. Pipeline transportation rates are determined by the state and federal agencies that regulate pipeline operators. Like PG&E's transportation rates, these costs have increased in recent years for similar reasons and are expected to increase by 7 percent in FY 24-25.

ABAG POWER is required to hold gas storage inventory with one or more CPUC-approved independent storage provider (ISP). There are currently four ISPs. Due to limited availability of storage inventory, and increasing safety and maintenance-related requirements, storage rates have also increased substantially in recent years. To hedge against future increases, ABAG POWER entered into a three-year contract for storage inventory, spanning April 2024 to March 2027. The overall increase is significant – 157 percent – but reflects a lower rate for storage inventory than in prior years and a greater inventory volume. The increased volume serves two purposes: first, meeting compliance obligations that will increase as a result of the program's significant increase in usage; and, second, enabling a strategic risk management and price optimization strategy that allows for significant arbitrage opportunity.

Staff Cost, Consultant Services, and Other Expenses

The proposed budget includes an increase to staff costs of \$645 thousand (114%). Currently, four staff each regularly allocate a portion of time to ABAG POWER, resulting in a combined 1.5 full-time equivalent employees. The increase budget reflects a need to provide exceptional billing, account management, and customer service to a greater number of participating members; continued progress on the implementation of the Strategic Implementation Roadmap; and more staff time dedicated to identifying and recommending grant funding opportunities. Staff anticipates the additional resources can support the program's growth and the costs shared as new members join the program.

Consultant Services are proposed to decrease by 38 thousand (12%), primarily due to a decrease in Program Design services. This decrease offsets proposed increases in database hosting (\$13 thousand; 56 percent), and brokerage fees (\$12 thousand; 100%), which will increase due to the program purchasing more gas and serving a greater number of billing-related accounts, as well as an increase in gas scheduling services (\$43 thousand; 40%) to incorporate an operational consulting scope of work.

Other Expenses

For special districts who join ABAG POWER as a result of SPURR's Request for Qualifications and Proposals, ABAG POWER will pay to SPURR a usage-based administrative fee of \$0.0185 per therm. Staff estimate this cost to be \$27 thousand. No other changes are proposed to Other Expenses.

Agenda Item 5.c. – Fiscal Year 2024-25 Preliminary Operating Budget

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Working Capital Deposits

During FY 2023-24, the ABAG POWER Board of Directors adopted Resolution 23-06 to increase the working capital deposit for the natural gas program from 2.0 to 3.0 months of estimated expenses, and to collect the additional month of estimated expenses over a 24-month period beginning either July 1, 2024, or upon the effective date of new member agreements, whichever is later. Attached to this memorandum is a calculation of the member-specific working capital deposit amounts based on the preliminary budget.

Issues:

None.

Recommended Action:

The ABAG POWER Executive Committee is requested to review and comment on the Fiscal Year 2024-25 Preliminary Operating Budget. The final budget will be presented for approval to the Executive Committee at its scheduled June 20, 2024, meeting.

Attachments:

- ABAG POWER Fiscal Year 2024-25 Preliminary Operating Budget
- Current Working Capital Deposits by Member

Reviewed:

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	Actuals as of 02/29/24	Projected FY 2023-24	Adopted FY 2023-24	Proposed FY 2024-25	\$ Change Increase/(Decrease)	% Change Increase/(Decrease)
Revenue						
Sale of Energy	8,337,640	\$ 12,353,640	\$ 12,353,640	\$ 17,203,440	\$ 4,849,800	39%
Interest Income - Banks/LAIF	27,905	34,881	10,000	22,000	12,000	120%
Other Revenue	4,440	8,881	9,200	18,400	9,200	100%
Total Revenue	8,369,985	12,397,402	12,372,840	17,243,840	4,871,000	39%
Expense						
Cost of Energy						
PG&E Pass-through Costs	3,264,184	4,896,276	6,870,410	9,365,164	2,494,755	36%
Gas Commodity & Shrinkage Costs	1,580,361	2,370,541	3,172,670	3,907,771	735,101	23%
Intra/Interstate Pipeline Transportation	328,335	492,502	756,423	810,610	54,187	7%
Gas Storage	354,200	607,200	607,200	1,560,000	952,800	157%
Total Cost of Energy	5,527,079	8,366,519	11,406,702	15,643,545	4,236,843	37%
Staff Cost						
Salary & Benefits	222,094	333,141	377,592	777,103	399,511	106%
Overhead	124,084	186,126	188,796	434,167	245,371	130%
Total Staff Cost	346,177	519,266	566,388	1,211,270	644,882	114%
Consultant Services						
Program Design	-	-	173,316	60,000	(113,316)	-65%
Gas Scheduling	62,300	106,800	106,800	150,000	43,200	40%
Database Hosting	22,440	22,440	22,440	35,000	12,560	56%
Brokerage	4,992	7,488	12,000	24,000	12,000	100%
External Legal Support	-	-	-	-	-	-
Electronic Data Interchange Services	4,164	6,246	7,750	14,950	7,200	93%
Total Consultant Services	93,896	142,974	322,306	283,950	(38,356)	-12%
Other Expenses						
SPURR Fees	-	-	-	26,704	26,704	-
Audit	47,376	67,000	67,000	67,000	-	0%
Interest Expense/Bank Charges	0	-	700	700	-	0%
Catering	790	1,185	1,500	1,500	-	0%
Market Pricing Subscriptions	0	1,900	1,900	1,900	-	0%
Travel	0	-	1,000	1,000	-	0%
Industry Memberships & Conferences	0	300	1,450	1,450	-	0%
Insurance	700	700	700	700	-	0%
Postage	12	12	-	-	-	-
Miscellaneous	77	77	300	300	-	0%
Total Other Expense	48,955	71,174	74,550	101,254	26,704	36%
Total Expense	6,016,108	9,099,933	12,369,945	17,240,019	4,870,073	39%
Operating Surplus/(Deficit)	2,353,878	\$ 3,297,469	\$ 2,895	\$ 3,821	\$ 927	32%
Core Annual Usage (Dth):	348,897	523,346	595,202	769,705	174,503	29%
Noncore Annual Usage (Dth):	30,343	45,515	67,519	58,319	(9,200)	-14%
Total Usage (Dth):	379,240	568,860	662,721	828,024	165,303	25%
Core Gas Commodity (\$/therm):	0.649	0.663	0.696	0.773	0.08	11%
Noncore Gas Commodity (\$/therm):	0.503	0.503	0.583	0.560	-0.02	-4%
PG&E Pass-through Costs (\$/therm):	0.936	0.936	1.154	1.217	0.06	5%
Program Expenses (\$/therm):	0.129	0.129	0.142	0.185	0.04	30%
Core Total Rate (\$/therm):	1.713	1.728	1.993	2.175	0.18	9%
Noncore Total Rate (\$/therm):	0.632	0.632	0.725	0.745	0.02	3%

ABAG POWER Natural Gas Program Working Deposits
 Preliminary FY 24-25 Operating Budget

Member	Current Master Account	Fiscal Year 2023-24 Net Change	Current Member Balance	FY 24-25 Estimated Expense for 1 Month	FY 24-25 Estimated Expense for 2 Months	FY 24-25 Estimated Expense for 3 Months	Current Working Capital Deposit Surplus/Deficit Relative to Estimated Expenses for 3 Months	Monthly Surplus/Deficit Amortization Period over 24 Months
Alameda, City	Various	\$ -	\$ 44,931	\$ 9,190.00	\$ 18,380.00	\$ 27,570.00	\$ (17,361.19)	\$ (723.38)
Alameda, City Housing Authority	ALAACPC003	\$ -	\$ 5,892	\$ -	\$ -	\$ -	\$ (5,892.00)	\$ (245.50)
Albany, City	ALBACPC001	\$ -	\$ 4,905	\$ 2,240.00	\$ 4,480.00	\$ 6,720.00	\$ 1,815.33	\$ 75.64
Atherton, Town	ATHACTP001	\$ -	\$ 1,409	\$ 560.00	\$ 1,120.00	\$ 1,680.00	\$ 270.90	\$ 11.29
Benicia, City	BENACPC001	\$ -	\$ 17,508	\$ 15,600.00	\$ 31,200.00	\$ 46,800.00	\$ 29,291.87	\$ 1,220.49
Contra Costa County GSD	CONACPN001	\$ -	\$ 303,882	\$ 249,680.00	\$ 499,360.00	\$ 749,040.00	\$ 445,157.79	\$ 18,548.24
Cupertino, City	CUPACPC001	\$ -	\$ 11,915	\$ 7,020.00	\$ 14,040.00	\$ 21,060.00	\$ 9,144.61	\$ 381.03
Fremont, City	FRACPC001	\$ -	\$ 42,167	\$ 43,520.00	\$ 87,040.00	\$ 130,560.00	\$ 88,393.46	\$ 3,683.06
Golden Gate Bridge	GOLACPC001	\$ -	\$ 16,544	\$ 14,630.00	\$ 29,260.00	\$ 43,890.00	\$ 27,346.32	\$ 1,139.43
Gonzales, City	GONACPC001	\$ -	\$ 3,167	\$ 2,340.00	\$ 4,680.00	\$ 7,020.00	\$ 3,853.10	\$ 160.55
Half Moon Bay, City	HALACPC001	\$ -	\$ 803	\$ 570.00	\$ 1,140.00	\$ 1,710.00	\$ 906.69	\$ 37.78
Hercules, City	HERACPC001	\$ -	\$ 8,140	\$ 23,910.00	\$ 47,820.00	\$ 71,730.00	\$ 63,590.38	\$ 2,649.60
Los Altos, City	LOSACPC001	\$ -	\$ 7,216	\$ 3,200.00	\$ 6,400.00	\$ 9,600.00	\$ 2,384.41	\$ 99.35
Mill Valley, City	MILACPC001	\$ -	\$ 18,204	\$ 20,690.00	\$ 41,380.00	\$ 62,070.00	\$ 43,865.67	\$ 1,827.74
Millbrae, City	MILACPC003	\$ -	\$ 8,089	\$ 2,130.00	\$ 4,260.00	\$ 6,390.00	\$ (1,698.90)	\$ (70.79)
Millbrae, City WWTP	MILACPC004	\$ -	\$ 13,668	\$ 70.00	\$ 140.00	\$ 210.00	\$ (13,457.84)	\$ (560.74)
Milpitas, City	MILACPC002	\$ -	\$ 38,041	\$ 21,550.00	\$ 43,100.00	\$ 64,650.00	\$ 26,609.42	\$ 1,108.73
Monte-Sereno, City	MONACPC001	\$ -	\$ 242	\$ 240.00	\$ 480.00	\$ 720.00	\$ 478.39	\$ 19.93
Moraga, Town	MORACTP001	\$ -	\$ 1,706	\$ 1,540.00	\$ 3,080.00	\$ 4,620.00	\$ 2,913.71	\$ 121.40
Napa County #1	NAPACPN005	\$ -	\$ 408	\$ 23,370.00	\$ 46,740.00	\$ 70,110.00	\$ 69,701.98	\$ 2,904.25
Oakland, City	OAKACPC001	\$ -	\$ 166,643	\$ 159,390.00	\$ 318,780.00	\$ 478,170.00	\$ 311,527.37	\$ 12,980.31
East Bay Zoological	OAKACPC002	\$ -	\$ 3,349	\$ 2,800.00	\$ 5,600.00	\$ 8,400.00	\$ 5,050.95	\$ 210.46
Orinda, City	ORIACPC001	\$ -	\$ 1,502	\$ 5,050.00	\$ 10,100.00	\$ 15,150.00	\$ 13,648.45	\$ 568.69
Pacifica, City	PACACPC001	\$ -	\$ 6,377	\$ 5,510.00	\$ 11,020.00	\$ 16,530.00	\$ 10,153.21	\$ 423.05
Petaluma, City	PETACPC001	\$ -	\$ 5,273	\$ 4,190.00	\$ 8,380.00	\$ 12,570.00	\$ 7,296.91	\$ 304.04
Pleasanton, City	PLEACPC001	\$ -	\$ 44,783	\$ 27,380.00	\$ 54,760.00	\$ 82,140.00	\$ 37,356.59	\$ 1,556.52
Richmond, City	RICACPC001	\$ -	\$ 58,805	\$ 72,820.00	\$ 145,640.00	\$ 218,460.00	\$ 159,654.73	\$ 6,652.28
Salinas, City	SALACPC001	\$ -	\$ 47,860	\$ 27,350.00	\$ 54,700.00	\$ 82,050.00	\$ 34,190.37	\$ 1,424.60
San Carlos, City	SANACPC003	\$ -	\$ 13,305	\$ 5,910.00	\$ 11,820.00	\$ 17,730.00	\$ 4,425.07	\$ 184.38
San Mateo County	Various	\$ -	\$ 165,751	\$ 124,800.00	\$ 249,600.00	\$ 374,400.00	\$ 208,648.82	\$ 8,693.70
San Rafael, City	SANACPC001	\$ -	\$ 15,688	\$ 14,190.00	\$ 28,380.00	\$ 42,570.00	\$ 26,882.07	\$ 1,120.09
Santa Clara County	SANACPN001	\$ -	\$ 223,098	\$ 149,150.00	\$ 298,300.00	\$ 447,450.00	\$ 224,352.22	\$ 9,348.01
Santa Rosa, City	SANACPC005	\$ -	\$ 61,660	\$ 60,340.00	\$ 120,680.00	\$ 181,020.00	\$ 119,359.55	\$ 4,973.31
Santa Rosa, Non-Core	SANACPC012	\$ -	\$ 169,872	\$ 17,540.00	\$ 35,080.00	\$ 52,620.00	\$ (117,252.19)	\$ (4,885.51)
Saratoga, City	SARACPC001	\$ -	\$ 2,692	\$ 2,170.00	\$ 4,340.00	\$ 6,510.00	\$ 3,818.43	\$ 159.10
Union City	UNIACPC001	\$ -	\$ 4,436	\$ 2,050.00	\$ 4,100.00	\$ 6,150.00	\$ 1,713.55	\$ 71.40
Vallejo, City	VALACPC001	\$ -	\$ 105,830	\$ 10,480.00	\$ 20,960.00	\$ 31,440.00	\$ (74,389.91)	\$ (3,099.58)
Vallejo Sani. & Flood Control Dist	VALACPD001	\$ -	\$ 4,425	\$ 18,920.00	\$ 37,840.00	\$ 56,760.00	\$ 52,335.38	\$ 2,180.64
Watsonville, City	WATACPC001	\$ -	\$ 16,738	\$ 13,830.00	\$ 27,660.00	\$ 41,490.00	\$ 24,752.18	\$ 1,031.34
Watsonville, City, Non-Core	WATACPC002	\$ -	\$ 42,398	\$ 2,150.00	\$ 4,300.00	\$ 6,450.00	\$ (35,948.48)	\$ (1,497.85)
Winters, City	WINACPC001	\$ -	\$ 726	\$ 670.00	\$ 1,340.00	\$ 2,010.00	\$ 1,284.19	\$ 53.51
Brentwood Union School District	SPRBWSD001	\$ 31,723.41	\$ 31,723	\$ 18,290.00	\$ 36,580.00	\$ 54,870.00	\$ 23,146.59	\$ 964.44
Campbell Union School District	SPRCUSD001	\$ 22,701.27	\$ 22,701	\$ 12,820.00	\$ 25,640.00	\$ 38,460.00	\$ 15,758.73	\$ 656.61
Colusa Unified School District	SPRCOSD001	\$ 12,175.40	\$ 12,175	\$ 6,970.00	\$ 13,940.00	\$ 20,910.00	\$ 8,734.60	\$ 363.94
Escalon Unified School District	SPREUSD001	\$ 15,534.77	\$ 15,535	\$ 8,830.00	\$ 17,660.00	\$ 26,490.00	\$ 10,955.23	\$ 456.47
<i>Fremont Unified School District</i>	<i>SPRFUSD001</i>	<i>\$ 204,900.00</i>	<i>\$ 204,900</i>	<i>\$ 102,450.00</i>	<i>\$ 204,900.00</i>	<i>\$ 307,350.00</i>	<i>\$ 102,450.00</i>	<i>\$ 4,268.75</i>
Jefferson Elementary School Dist.	SPRJESD001	\$ 67,648.90	\$ 67,649	\$ 38,010.00	\$ 76,020.00	\$ 114,030.00	\$ 46,381.10	\$ 1,932.55
Linden Unified School District	SPRLUSD001	\$ 19,023.52	\$ 19,024	\$ 10,550.00	\$ 21,100.00	\$ 31,650.00	\$ 12,626.48	\$ 526.10
<i>Placer County Office of Education</i>	<i>SPRPCOE001</i>	<i>\$ 5,520.00</i>	<i>\$ 5,520</i>	<i>\$ 2,760.00</i>	<i>\$ 5,520.00</i>	<i>\$ 8,280.00</i>	<i>\$ 2,760.00</i>	<i>\$ 115.00</i>
Red Bluff Joint Union High School District	SPRRBHD001	\$ 21,580.87	\$ 21,581	\$ 12,200.00	\$ 24,400.00	\$ 36,600.00	\$ 15,019.13	\$ 625.80
<i>Ripon Unified School District</i>	<i>SPRRUSD001</i>	<i>\$ 36,580.00</i>	<i>\$ 36,580</i>	<i>\$ 18,290.00</i>	<i>\$ 36,580.00</i>	<i>\$ 54,870.00</i>	<i>\$ 18,290.00</i>	<i>\$ 762.08</i>
Riverbank School District	SPRRBSD001	\$ 12,820.64	\$ 12,821	\$ 7,180.00	\$ 14,360.00	\$ 21,540.00	\$ 8,719.36	\$ 363.31
<i>Santa Clara Unified School District</i>	<i>SPRSCSD001</i>	<i>\$ 21,900.00</i>	<i>\$ 21,900</i>	<i>\$ 10,950.00</i>	<i>\$ 21,900.00</i>	<i>\$ 32,850.00</i>	<i>\$ 10,950.00</i>	<i>\$ 456.25</i>
Washington Unified School District	SPRWTSD001	\$ 25,640.00	\$ 25,640	\$ 12,820.00	\$ 25,640.00	\$ 38,460.00	\$ 12,820.00	\$ 534.17
Williams Unified School District	SPRWUSD001	\$ 5,520.00	\$ 5,520	\$ 2,760.00	\$ 5,520.00	\$ 8,280.00	\$ 2,760.00	\$ 115.00
Subtotal:		\$ 503,268.78	\$ 2,213,315	\$ 1,433,620	\$ 2,867,240	\$ 4,300,860	\$ 2,087,545	\$ 86,981
Difference from Current Balance:		\$ 2,213,315.24	\$ -	\$ 779,695	\$ (653,925)	\$ (2,087,545)		

*Italicized font indicates an estimated value. There are a total of five (5) new members with estimated totals.