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California Energy Commission
Transportation Electrification in Publicly Owned Utility Integrated Resource Planning

Transportation Lead Commissioner Workshop

Sacramento, California

October 5, 2016

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SB 350 Integrated Resource Plans

A framework to evaluate how utilities have chosen to align with SB 350

- GHG reduction targets
  - Economy-wide reductions of 40 percent from 1990 levels by 2030
  - Reductions in electricity sector GHG emissions
- RPS of 50 percent by 2030
- Targets
  - Energy efficiency
  - Gas use efficiency
  - Transportation electrification

16 POUs must adopt IRPs and an updating process by January 1, 2019

POUs with an annual electrical demand exceeding 700 GWh, as determined on a three-year average commencing January 1, 2013

LADWP	Glendale
SMUD	Burbank
Imperial ID	Roseville
Silicon Valley	Vernon
Turlock ID	Pasadena
Modesto ID	CCSF
Anaheim	Palo Alto
Riverside	Redding

Transportation Electrification
What's Included?

- Battery Electric and Plug In Electric Passenger Vehicles
- All Electric and Plug In Hybrid Electric Classes 3-8 Trucks and Buses
- Sustainable Freight Transportation Options
- Electric Rail
- Other

Questions Posed to POUs

- How would you characterize efforts to include transportation electrification elements in integrated resource planning? Will you establish electric transportation targets or goals?
- What are current capabilities to address IRP transportation electrification procurement? What do you see as challenges?
- What are your electric transportation baseline and growth projections? What are your GHG emission reduction estimates by 2020, 2030 and 2050? What analytical methods do you use to make these calculations? What data do you expect to collect and can you share data?

Questions Posed to POUs II

What Have You Achieved In Electric Transportation

- Utility Vehicle Fleet and Employee Workplace Charging
- Procurement Funding and Funding Mechanisms For Electric Vehicle Charging Deployment – Number and Types of Installations, Geographic Distribution
- Use of Credits
- Market Subsector EVSE Deployment (Residence, MUDs, Workplace, Public Destinations, Corridor Fast Charging
- Charging Equipment Reliability
- Electric Distribution System Upgrades
- Tariffs
- Education and Outreach
- Other Activities

Questions Posed to POUs III

- What is relationship with private EVSE companies? How do you envision business models and relationships to evolve?
- Have you taken advantage of state government incentives? In what market sectors are incentives still needed? Do you see a need for state government incentives to complement POU transportation electrification activities? Do you have recommendations to improve implementation of government incentives
- Do you anticipate transportation electrification growth to impact strategies for RPS, efficiency and other SB 350 objectives?
- Where do you need assistance to achieve electric transportation objectives of SB 350?

Public Comment

- Accepting oral comments during this workshop.
- Please submit written comments to the Energy Commission using the e-commenting feature
- Submit email comments to: docket@energy.ca.gov and reference Docket No. 16-TRAN - 01 in subject line
- Comments due November 1, 2016