

DOCKETED

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Pacific Gas and Electric Company_EO B 48-18

Additional submitted attachment is included below.

May 21, 2018

VIA ELECTRONIC FILING

California Energy Commission
Dockets Office, MS-4
Re: Docket No. 18-HYD-01
1516 Ninth Street
Sacramento, CA 95814-5512

Re: Docket 18-HYD-01: Pacific Gas and Electric Company Comments on Staff Workshop on Governor's Executive Order B-48-18

On May 14, 2018, the California Energy Commission (CEC) held a workshop on activities proposed for hydrogen refueling and electric vehicle charging infrastructure pursuant to Governor Brown's Executive Order B-48-18. The workshop facilitated rich discussions between industry stakeholders on the investments and activities needed to spur infrastructure development that will help California meet the Governor's target of five million Zero Emission Vehicles (ZEVs) by 2030. Because PG&E is a partner in the state's efforts towards these targets, PG&E hereby provides its thoughts on the proposed activities.

1. Summary

PG&E is overall supportive of the CEC's proposed activities related to hydrogen refueling and electric vehicle (EV) charging infrastructure. Significant investments are needed to meet California's clean transportation targets. In light of this, PG&E is investing \$130 million over three years in the EV Charge Network program to install 7,500 EV chargers across Northern California, the largest approved utility EV infrastructure program in the country. In addition, PG&E has proposed \$233 million over five years to install make-ready infrastructure for non-light-duty fleets and over fifty DC Fast Charging plazas.

These and other utility investments are only one piece of the work needed to facilitate the clean transportation transition. Government funding, like the Alternative and Renewable Fuel and Vehicle Technology Program, and private investment, which the CEC's proposed activities encourage, are also critical components.

2. Hydrogen Refueling Stations

As the hydrogen transportation market develops in California, PG&E sees the potential value in hydrogen production systems. For example, hydrogen produced via electrolysis with renewable electricity could provide energy storage and other grid support services that benefit the electric system.

Additionally, hydrogen produced via steam methane reformation fueled by renewable natural gas (RNG) can utilize methane captured from landfills and dairies that otherwise would have been released into the atmosphere. As a combined electric and gas utility, PG&E is interested in further development of the hydrogen transportation market in California because of potential benefits like these.

The CEC's proposal to run a competitive solicitation to fund light-duty hydrogen refueling stations will help grow market demand by enabling more convenient refueling. PG&E hopes that the CEC continues to expand these stations in demand clusters like the Bay Area as well as across transportation corridors that link major demand centers, enabling hydrogen fuel cell drivers to travel across the state.

In addition, PG&E is supportive of the CEC's proposed medium- and heavy-duty refueling demonstrations. As medium- and heavy-duty hydrogen fuel cell vehicles become available, PG&E hopes that these zero-emission vehicles can be real options for our customers to reduce their emissions and criteria pollutants from their vehicle fleets.

3. Electric Charging Infrastructure

PG&E supports the CEC's proposed activities around electric vehicle charging infrastructure. These programs should be complementary and not duplicative with other activities and investments in this space. For example, the CEC's proposed School Bus Replacement Program authorized by Senate Bill (SB) 110 provides funding for electric school buses and bus chargers. This program is a strong complement to PG&E's proposed FleetReady program which proposes that PG&E would pay for the make-ready infrastructure to install the electric chargers needed for medium- and heavy-duty vehicles, like school buses. The CEC, California's investor-owned utilities, and other players active in this space like the California Air Resources Board, should continue to work together to design and implement programs that are complementary to most effectively drive forward clean transportation.

4. Conclusion

PG&E supports the CEC's proposed activities to accelerate adoption of ZEVs in California through electric charging infrastructure and hydrogen refueling stations. There is a clear need for coordination amongst the stakeholders active in this space, so PG&E appreciates the opportunity to participate in this workshop and provide these comments. PG&E hopes to continue to work with the CEC as these program designs are further built out.

Sincerely,

/s/

Valerie J. Winn