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<th><strong>Docket Number:</strong></th>
<th>16-OIR-06</th>
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<tr>
<td><strong>Project Title:</strong></td>
<td>Senate Bill 350 Disadvantaged Community Advisory Group</td>
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<td><strong>TN #:</strong></td>
<td>228026</td>
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<tr>
<td><strong>Document Title:</strong></td>
<td>Item 5a. CPUC School Bus presentation</td>
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<tr>
<td><strong>Description:</strong></td>
<td>Presentation by the California Public Utilities Commission staff on School Bus Electrification Efforts</td>
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<td><strong>Filer:</strong></td>
<td>Kristy Chew</td>
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<td><strong>Organization:</strong></td>
<td>California Energy Commission</td>
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<td><strong>Submitter Role:</strong></td>
<td>Commission Staff</td>
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<td><strong>Submission Date:</strong></td>
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<td><strong>Docketed Date:</strong></td>
<td>5/1/2019</td>
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CPUC SCHOOL BUS ELECTRIFICATION EFFORTS

Michael Truax | May 3, 2019
Transportation Electrification Analyst
Legislative Directives Prioritize Increased Access to Transportation Electrification and Environmental Benefits for DACs

• SB 350
  • 740.12. (a) (1):
    • (C) Widespread transportation electrification requires increased access for disadvantaged communities, low- and moderate-income communities, and other consumers of zero-emission and near-zero-emission vehicles, and increased use of those vehicles in those communities and by other consumers to enhance air quality, lower greenhouse gases emissions, and promote overall benefits to those communities and other consumers.
    • (I) According to the State Alternative Fuels Plan analysis by the Energy Commission and the State Air Resources Board, light-, medium-, and heavy-duty vehicle electrification results in approximately 70 percent fewer greenhouse gases emitted, over 85 percent fewer ozone-forming air pollutants emitted, and 100 percent fewer petroleum used. These reductions will become larger as renewable generation increases.

• AB 1082
  • 740.13. (a)
    • (h) An electrical corporation shall prioritize in its proposal school facilities and other educational institutions located in disadvantaged communities...
    • (b) ...the proposal may include parameters for the installation of charging infrastructure for transportation vehicles, such as school buses, owned by a school district, county office of education, private school, or other educational institution...
SB 350 guides the CPUCs reviewal of the utility transportation electrification programs

- SB 350’s transportation electrification goals
- Requirements for the utilities SB 350 Proposals
- How the utilities are funding the transportation electrification programs
- Motivation for the electrification of the Medium & Heavy Duty transportation sector
CPUC has approved $596 M for Utility Medium & Heavy Duty Transportation Electrification Programs

• PG&E:
  • FleetReady ($236 M)
  • Electric School Bus Renewables Integration ($2.2 M)

• SCE
  • MD/HD Make Ready ($343 M)
  • Electric Transit Bus Make-Ready program ($3.9 M)
  • Port of Long Beach Rubber Tire Gantry Crane ($3.0 M)
  • Port of Long Beach Terminal Yard Tractor ($450,000)

• SDG&E
  • MD/HD Infrastructure Program ($107 M)*
  • V2G School Bus Pilot ($1.7 M)*
  • Airport Ground Support Equipment ($2.8 M)
  • Port Electrification ($2.4 M)
  • Fleet Delivery Services ($3.7 M)

• Liberty
  • AB 1082 Pilot Proposal ($3.8M)*

* Pending Applications
Up to $585 M of the approved programs can assist in the electrification of school buses

- PG&E
  - Fleet Ready Program
  - School Bus Renewables Integration Pilot

- SCE
  - MD/HD Make Ready Program
  - Electric Transit Bus Make-Ready Pilot

- SDG&E
  - MD/HD Infrastructure Program
  - V2G School Bus Pilot

- Liberty
  - AB 1082 Pilot
Addressing the Electrification of School Buses in the new Transportation Electrification Framework (TEF)

• What is the TEF?

• What might the TEF include?
  • Identify TE Targets
  • Answer Policy Questions
  • Guide IOU Applications

• How will School Buses and DACs be addressed?
Questions?

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