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<th><strong>Docket Number:</strong></th>
<th>19-TRAN-02</th>
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<tr>
<td><strong>Project Title:</strong></td>
<td>Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure</td>
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<td><strong>TN #:</strong></td>
<td>230384</td>
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<tr>
<td><strong>Document Title:</strong></td>
<td>POLB Blueprint Presentation for CEC workshop</td>
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<tr>
<td><strong>Description:</strong></td>
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<td><strong>Filer:</strong></td>
<td>Christina Cordero</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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Charging Ahead:
Port Community Electric Vehicle Blueprint
GFO-17-604

Morgan Caswell
Environmental Specialist
October 25, 2019
ON THE PATH TO ZERO:
PORT COMMUNITY ELECTRIC VEHICLE BLUEPRINT
KEY ATTRIBUTES

COMPREHENSIVE, ECOSYSTEM APPROACH, REPLICABLE
SCOPE

TERMINAL EQUIPMENT, TRUCKS, CARS, CHARGING & FUELING INFRASTRUCTURE
The Blueprint is... a framework and process inclusive dynamic iterative
Blueprint Process

Research → Outreach → Plan Development → Sharing the Blueprint
What is the operational range needed for electric equipment?

“More than 16 hours”

EV Manufacturers: 6%
Operators: 60%
What are tolerable lengths of charging?

“4 hours or less”

17% EV Manufacturers

60% Operators
Is there a competitive advantage for going green?

“Yes”

93% Stakeholders

0% Operators
Key Lessons Learned

• The EV Blueprint is an iterative process, informed by technology feasibility assessments & demonstrations

• Terminal Design Plans are needed to outline infrastructure needs before funding plans

• Charging, fueling, design standards needed before Terminal Design Plans and wide-scale deployment

• Better models around duty and drive cycles are needed

• EV manufacturers expectations need to better align with terminal operator needs
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