

**DOCKETED**

<b>Docket Number:</b>	20-IEPR-01
<b>Project Title:</b>	General/Scope
<b>TN #:</b>	237181
<b>Document Title:</b>	Errata for 2020 IEPR Update Volumes I and III
<b>Description:</b>	For consideration at the March 17, 2021, CEC Business Meeting
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<b>Organization:</b>	California Energy Commission
<b>Submitter Role:</b>	Commission Staff
<b>Submission Date:</b>	3/16/2021 1:38:41 PM
<b>Docketed Date:</b>	3/16/2021

## Errata

### Item 13: 2020 IEPR Update, Volume I and Volume III (20-IEPR-01)

#### For Consideration at the March 17, 2021 California Energy Commission Business Meeting

##### Proposed Changes to *Final 2020 Integrated Energy Policy Report Update, Volume I: Blue Skies, Clean Transportation*

*Page numbers refer to the report posted on February 25, 2021, that does not show changes in underline-strikeout (docket number 20-IEPR-01, TN# 236905). Added text is shown in underline; ~~deleted text shown in strikeout~~.*

##### **Page 2, last paragraph**

~~Tragically,~~ According to a November 2020 study by Harvard researchers, Californians exposed to the most air pollution are more than twice as likely to die from COVID-19 as those living in communities with clean air.

##### **Page 5, second paragraph**

Done right, this type of scenario can be the basis of additional economic growth of up to \$134 billion per year, as estimated in an economic forecast by NEXT 10.

##### **Page 5, third paragraph**

~~One estimate of the jobs in~~ A 2021 CALSTART survey of the electric vehicle and equipment supply chain in California showed is at least 70,000 direct jobs workers. The same study identified more than 360 unique companies involved in the ZEV supply chain in California.

##### **Page 5, last paragraph**

The light-duty plug-in electric vehicle (PEV) market has surpassed expectations of analysts from even just a few years prior. ~~In several major economies~~ China and Europe, market penetration of PEV sales has nearly doubled in the last two years between 2017 and 2019.

##### **Page 9, second paragraph**

The medium-duty, heavy-duty, and off-road sectors should be priority focus areas, given the urgent need to reduce harmful emissions for these vehicles and the advantages that FCEVs may offer over battery-electric in ~~these~~ certain applications.

##### **Page 10, first paragraph**

Of course, when the power is out, neither conventional combustion vehicles nor ZEVs can be refueled unless there is a backup source of energy to pump fuel or charge a battery. So, while ZEVs are a source of energy resiliency, they eventually need resilient refueling infrastructure. Fortunately, batteries and onsite renewable generation tied to charging infrastructure offer this resiliency potential. These technologies can also

~~provide critical services to communities in the event of power outages as well as general beneficial energy services when the grid is functioning. Of course, PEVs and FCEVs are not an unlimited supply of energy, and each must eventually be refueled, especially if used to help power a resident's home. While a PSPS can reduce the ability for any vehicle to refuel, including power losses at gasoline stations, charging infrastructure can include battery systems and on-site renewable generation to provide resilient energy and charging services in the event of a power loss. These technologies provide several opportunities (backup, charging, grid services) for those that use them. The resiliency they offer beyond typical gasoline stations should be considered in the charging infrastructure build-out.~~

**Page 10, second paragraph**

~~Although ZEVs represent a revolutionary opportunity to transform transportation, it will take 15–25 years to transition most fleets, and some transportation modes may be more difficult to electrify. During this ZEV ramp up, low-carbon liquid fuels and other low-emission fuels can be blended with or substitute for petroleum. reduce GHG emissions and health-related air pollution, lower refueling costs, and support the efficient use of the electricity grid, some transportation modes may be difficult to electrify.~~

**Page 10, third paragraph**

~~In the shorter term, renewable gas may also have a place in reducing pollution, such as smog-forming nitrogen oxides, until the state achieves a full transition to ZEVs.~~

**Proposed Changes to *Final 2020 Integrated Energy Policy Report Update, Volume III: California Energy Demand Forecast Update***

***Page numbers refer to the report posted on February 25, 2021, that does not show changes in underline-strikeout (docket number 20-IEPR-01, TN# 236903). Added text is shown in underline; ~~deleted text shown in strikeout~~.***

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Furthermore, the forecast also includes an exploratory a 1-in-30 peak forecast analysis (a very low probability weather scenario similar to what was experienced in August 2020) for situational awareness and to help support future planning improvements.<sup>1</sup>

New footnote: Staff analysis found that 1-in-30 temperature conditions could lead to an additional 1.1 percent increase in peak load beyond what would be expected for 1-in-20 temperature event.

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The joint agencies' respective staff ~~lead staff of the Joint Agencies~~ and the California ISO leadership ~~guiding the processes listed below~~ have agreed that specific elements of this forecast set will be used for planning and procurement in the California ISO's TPP and the CPUC's IRP, resource adequacy, and other planning processes as outlined below.

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The following list describes the current agreement among the ~~lead staff of the Joint Agencies~~ agencies' respective staff and California ISO leadership: