

DOCKETED

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Lead Areas: Clean Transportation, Hydrogen, Industry, & 2023 Energy Policy Report

Patty Monahan, Commissioner, California Energy Commission

Commissioner Retreat, 2023

Lead Area: Clean Transportation (Fuels and Transportation Division)

1. Secure funding for ZEV infrastructure and other priority investments
2. Spend existing grant funds judiciously, effectively, and equitably
3. Oversee ZEV infrastructure buildout
4. Complete replacement tire efficiency Order Instituting Information



Clean Transportation Priority 1: Secure clean transportation program funding

Reauthorize Clean Transportation Program

- The \$100M/year program is slated to end in 2023

Support Governor's ZEV budget

- Facing reduced state revenues & competition for General Fund

Secure federal funding

- CA should receive about \$384M over 5 years for fast chargers
- CEC submitting an application with Caltrans, OR, and WA for multistate ZE truck refueling



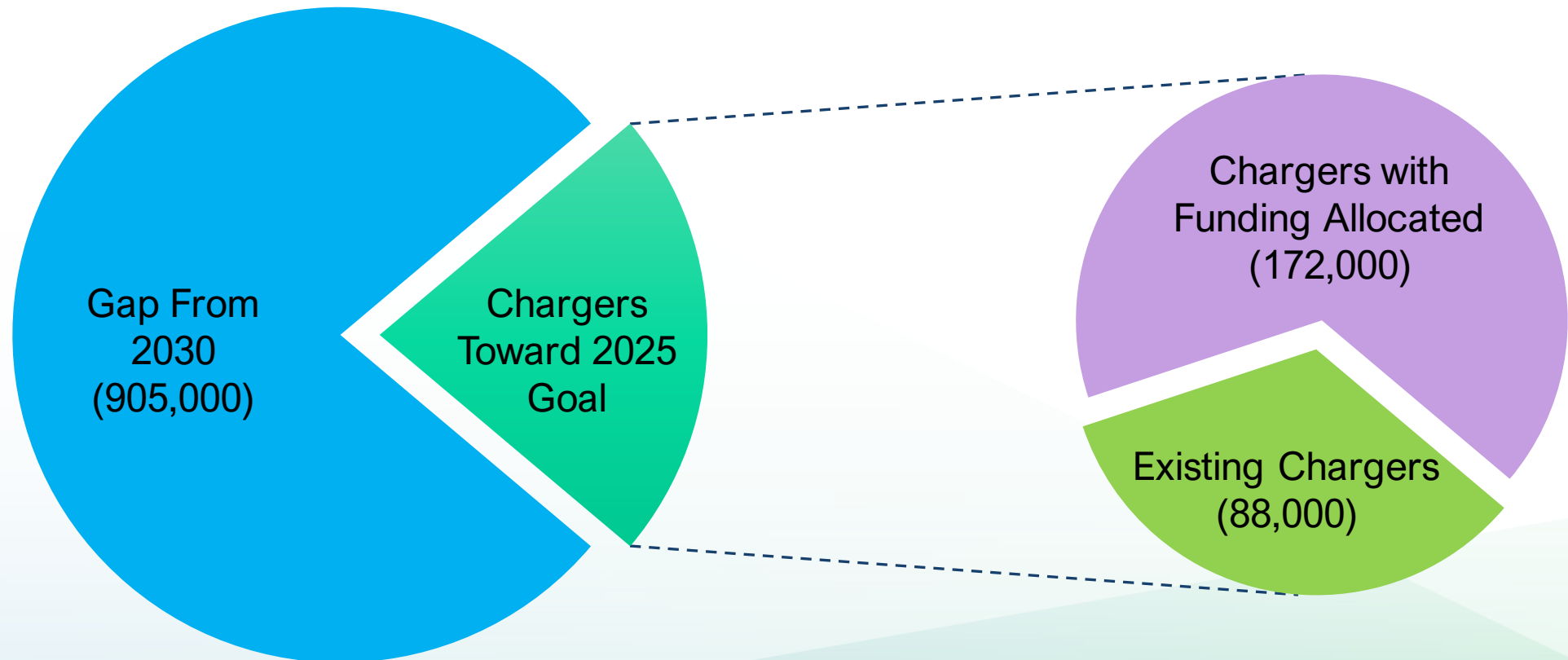
Clean Transportation Priority 2: Spend existing grant funds judiciously, effectively, & equitably



- Robust public engagement in Investment Plan
- Build out ZEV infrastructure to meet state goals
- Provide community benefits
- Capitalize on vehicle grid integration
- Spur in-state ZEV manufacturing

Build out ZEV infrastructure

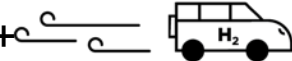
Progress Report: 1.2 M chargers by 2030 for passenger vehicles

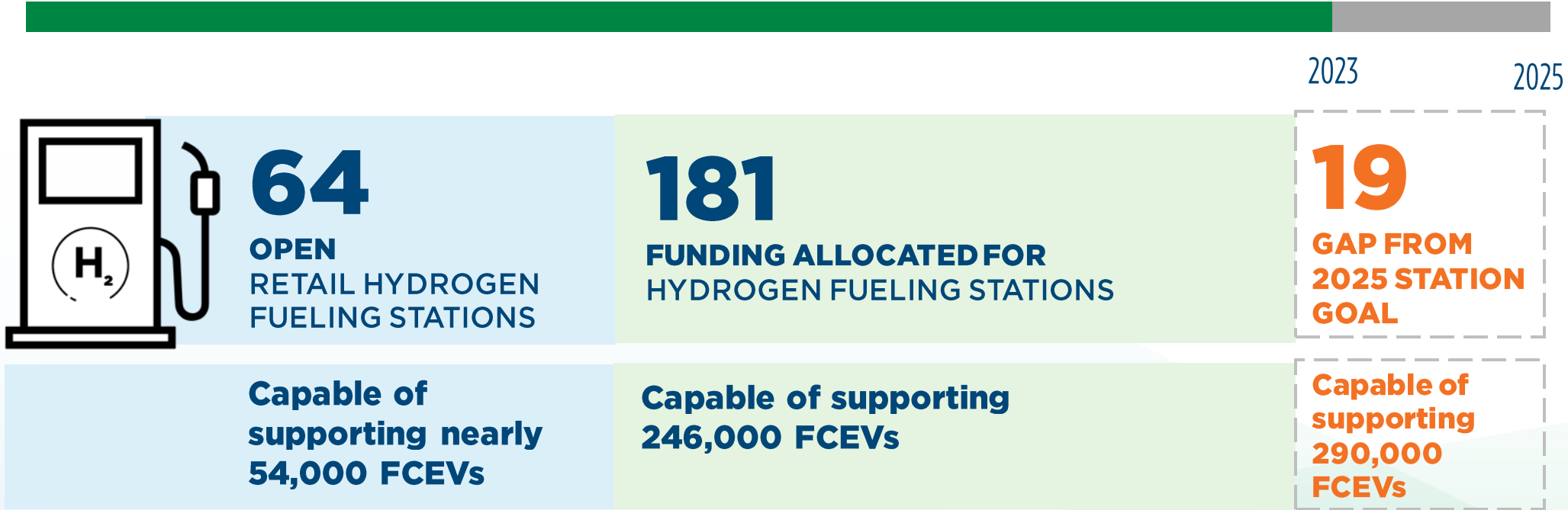


Build out ZEV infrastructure



Progress Report: 200 Hydrogen Fueling Stations funded by 2025

2022 stock of FCEVs 11,897+ 



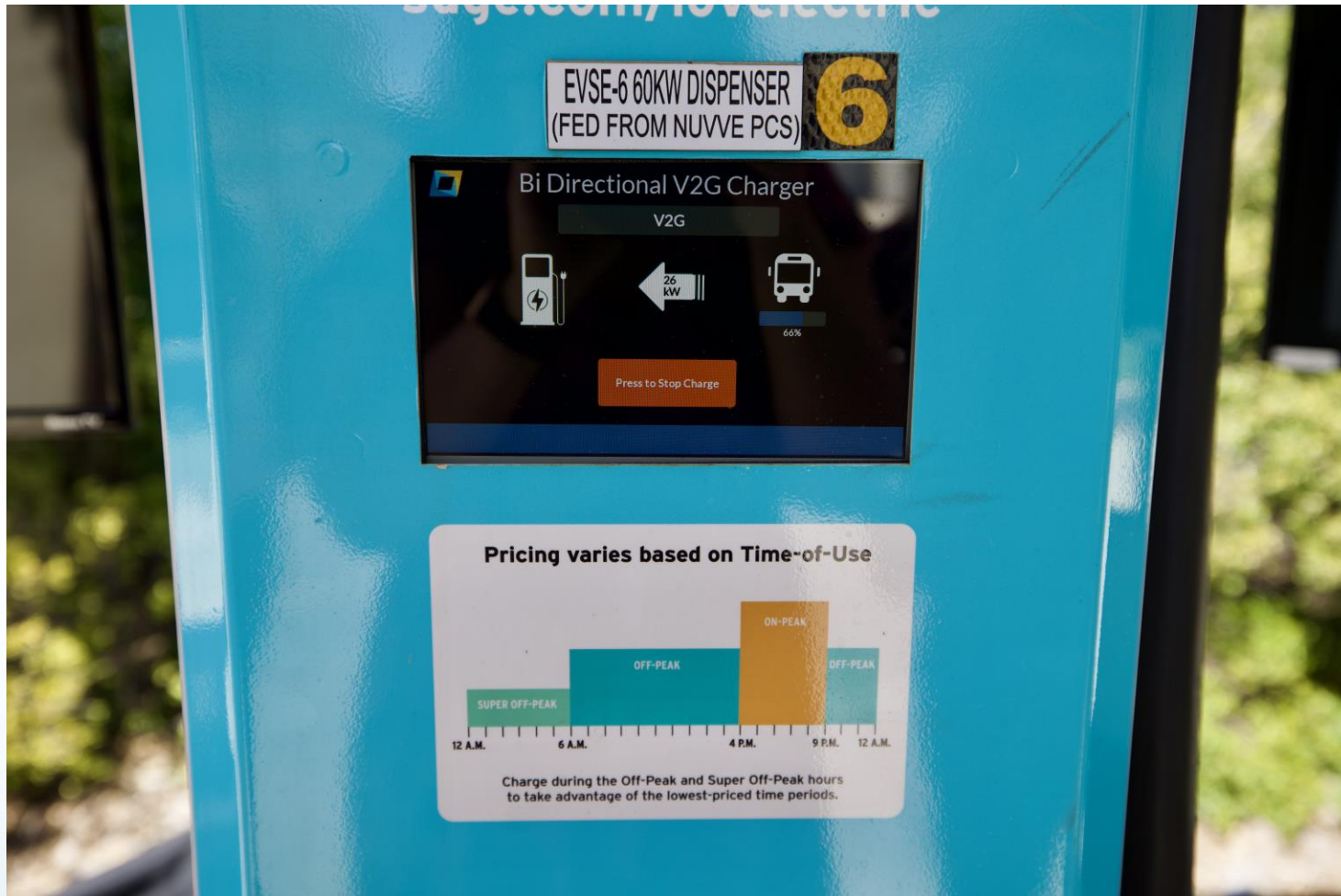
Define and track community benefits



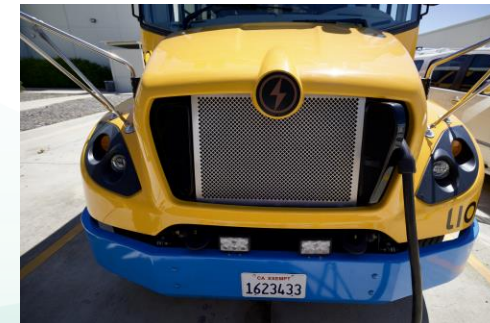
FTD leading process to define community benefits beyond project location, with target for finishing by end of 2023

- Expanded charging access for multi-unit dwellings
- Reduce diesel pollution in disadvantaged communities
- ZEV refueling access in rural communities
- Provide jobs and training for lower income residents

Capitalize on vehicle grid integration



- Seek opportunities to advance V2G
- Deepen understanding of opportunities to use ZEVs as grid assets
- Learn from new projects (REDWDS, Innovative EV, school bus V2G)



Clean Transportation Priority 3: Oversee ZEV infrastructure buildout



- Advance a more reliable charging network
- Conduct strong analyses on ZEV infrastructure needs and impacts.
- Track, aggregate, and share the status of chargers funded by the CEC.

Improve EV charger reliability



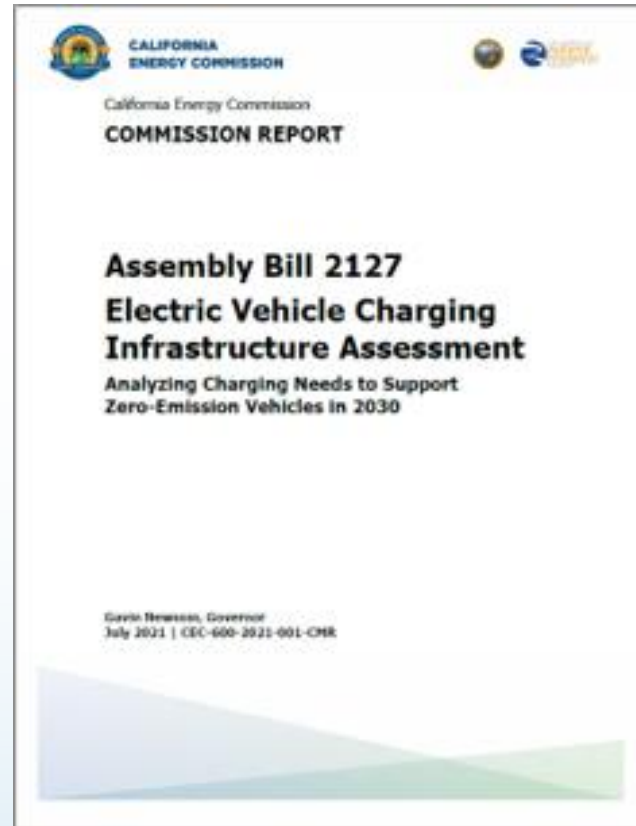
- New minimum uptime required in CEC solicitations
- FTD is in discussions with industry on improving reliability
- FTD is developing field-testing protocol to evaluate charger reliability
- FTD is developing uptime regulations to support AB 2061

Analysis of ZEV infrastructure needs: EV Charging Infrastructure Assessment

First Assessment 2021

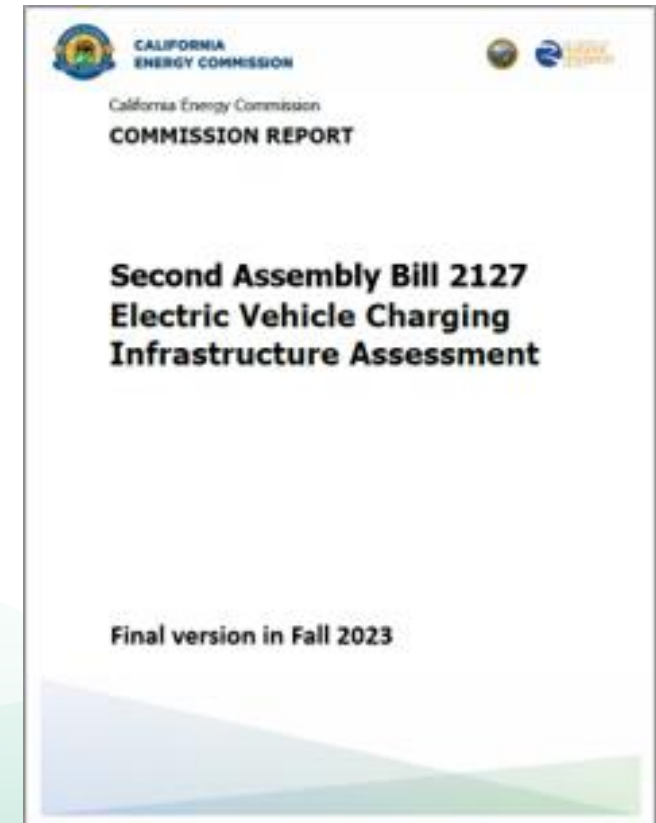
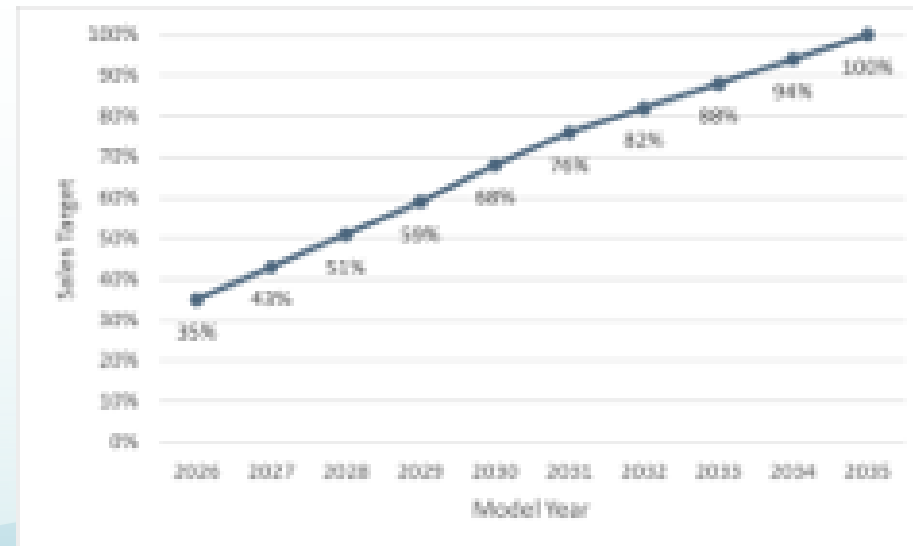


Second Assessment Fall 2023



- Draft report May 2023
- Workshop June 2023

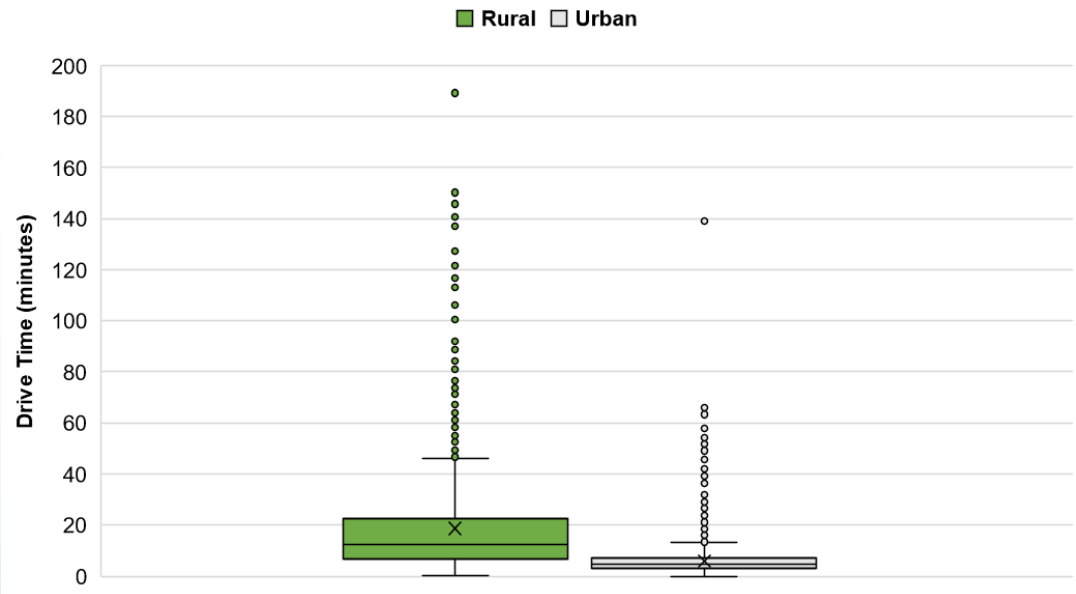
ACC II sales schedule for
light-duty ZEVs



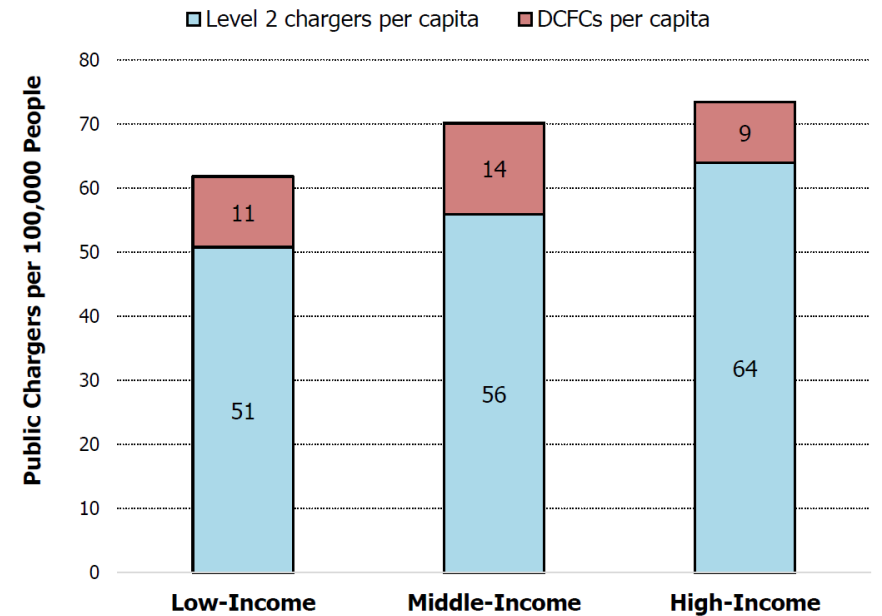
Analysis of ZEV infrastructure needs: Equity and charger access

SB 1000 requires CEC to annually assess whether chargers are deployed disproportionately by income, population density, or geography

Drive time to the nearest DC fast charger



Public Level 2 and DC Fast Chargers Per Capita by Income Level



Analysis of ZEV infrastructure needs: Hydrogen for fuel cell vehicles

AB8 requires the CEC to evaluate progress towards 100 public stations for passenger vehicles.
SB643 requires CEC to assess hydrogen infrastructure needs for medium & heavy duty vehicles
Both reports due end of 2023

- 6 medium- and heavy-duty stations operating
 - Includes 3 transit and 3 heavy-duty truck fueling stations
- 9 medium- and heavy-duty stations planned
 - Includes 3 transit and 6 heavy-duty truck fueling stations



Clean Transportation Priority 4: Tire Efficiency, Order Instituting Information

- AB 844 (Nation, 2003) mandated the CEC to adopt & implement efficiency standards for replacement tires
- Draft staff report initial estimates
 - \$2.5B in consumer fuel savings by 2035
 - Reduces 5-6 million metric tons of CO2 equivalent emissions per year between 2030-2035
- Final report to incorporate new tire testing & stakeholder input



Lead Areas: Hydrogen & Industrial Decarbonization

Hydrogen \$100M grant program

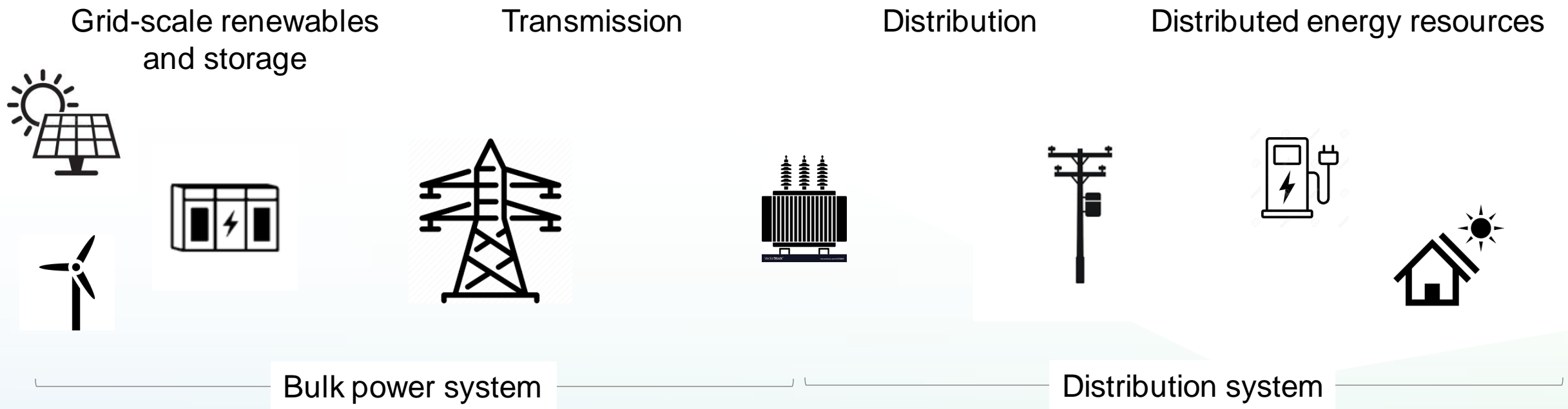


Industrial Decarbonization and Improvement of Grid Operations (INDIGO) – \$90M grant program



Lead Area: California's Energy Policy Report (IEPR)

- Identify barriers and solutions to accelerating connection of clean energy resources at the bulk electric and distribution levels



California's Energy Policy Report: Discussion Questions

- Do you have priorities for recommendations we should consider?
- Are there ongoing initiatives to accelerate grid connection we should include?
- Are there individuals or groups you recommend engaging with during information gathering?
- Do you have input on how to meaningfully integrate equity throughout?



Thank You!

ZERO EMISSIONS

