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| Docket Number: | 18-HYD-01 |
| Project Title: | Executive Order B-48-18 Workshops |
| TN #: | 223471 |
| Document Title: | Bryan B Solstin Comments Interoperable charging for autonomous vehicles/ride sharing |
| Description: | N/A |
| Filer: | System |
| Organization: | Bryan B Solstin |
| Submitter Role: | Public |
| Submission Date: | 5/18/2018 4:54:22 PM |
| Docketed Date: | 5/18/2018 |

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Submitted On: 5/18/2018

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Interoperable charging for autonomous vehicles/ride sharing

Regarding Jennifer Allen's presentation: Provide charging for autonomous vehicles/ride sharing applications, there is technical gap with currently available wireless power solutions. None are "interoperable" for light, medium, heavy-duty vehicles. Considering the Department of Transportations (DOTs) control of prime, municipal "real-estate," or the right-of-ways, where Transportation Network Companies (TNCs) will stop, it only makes sense that a proof-of-concept scoring AV self-charging include an interoperable capability for light, medium, heavy-duty AVs. Otherwise the required installations for Autonomous Vehicle (AV) chargers could double or triple. In addition, due to the "prime real-estate", municipal DOTs will prefer interoperable self-chargers for the emerging AVs.

After 2025, Solstin PLLC anticipates AV chargers will be the dominant new installation for municipal chargers due to the emerging AV market growing beyond TNCs (For example: busses, private vehicles). In other words, AVs will become the dominant newly-purchased EV. Bridging this technical gap is critical for accelerating the long-term displacement of the Internal Combustion Engines (ICEs).