

DOCKETED

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Filer:	Jared Carpenter
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December 16, 2020

Rachel MacDonald
Supply analysis Office, Energy Assessments Division
California Energy Commission
1516 Ninth Street, MS 20
Sacramento, CA 95814
Rachel.MacDonald@energy.ca.gov

RE: Port of Oakland AB 2514 Compliance Filing Regarding Energy Storage Systems Procurement Target

Dear Ms. MacDonald:

Pursuant to the requirements of Assembly Bill (AB) 2514 (Skinner, Chapter 469, Statutes of 2010), City of Oakland, a municipal corporation, acting by and through its Board of Port Commissioners ("Port of Oakland" or "Port") hereby submits this report to the California Energy Commission (CEC) regarding its compliance with the energy storage system procurement targets and policies adopted by Port.

On September 11, 2014, by Resolution 14-86 the Port adopted a policy to continue to monitor technology and costs associated with energy storage systems, after finding that energy storage systems are not viable nor cost effective at the time. Since then, the Port has worked with a few customers interested in energy storage, to date resulting in one thermal energy storage system that reduces peak demand.

In 2019, the Port adopted the Seaport Air Quality 2020 and Beyond Plan ("2020 and Beyond Plan"), which focuses on an air quality plan to drastically cut diesel and greenhouse gas emissions, including a zero-emissions operation. To meet the goals outlined in the Plan, the Port and its tenants must commit to converting vehicles to electric, which will require intensive infrastructure changes to the Port's electrical grid. Similarly, there is an effort to convert busses and transport vehicles to electric in non-seaport areas. Battery storage is an integral to meeting these goals since instantaneous capacity is limited. Therefore, the Port is currently investigating the construction of multiple demonstration projects including battery storage fed by solar photovoltaic and grid connected. The primary barrier to deployment is the mass arrival of electric vehicles, and the required charging capacity and time. While the Port is committed to electrification which will require battery storage, the Port has not committed to a specific timeline due to the unknown manufacturers charging constraints. As such, the Port will continue to monitor technology and costs associated with energy storage systems, as well as working with our tenants to address energy storage system procurement targets.

Please contact Jared Carpenter (jcarpenter@portoakland.com, 510-627-1167), Manager of Utilities Administration, with any questions about the Port's energy storage plans or projects.

Sincerely,

Jared Carpenter
Manager of Utilities Administration