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Docket Number:	21-TRAN-03
Project Title:	Zero Emission Vehicle Infrastructure Barriers and Opportunities
TN #:	241200
Document Title:	ZEV Infrastructure Plan Outline for Workshop
Description:	N/A
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Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	1/18/2022 11:24:48 AM
Docketed Date:	1/18/2022

2022 Statewide ZEV Infrastructure Plan (ZIP)

Draft Outline for Public Workshop January 20, 2022

Purpose of the ZIP:

- California is preparing for and has a pathway to support high levels of zero-emission vehicle (ZEV) penetration across all mobile sectors including light-, medium-, heavy-duty and off-road. The ZIP articulates what California is doing to support infrastructure deployment, including ensuring equity access to infrastructure and grid-readiness.
- The ZIP will support decision-making by CEC and others by documenting State plans/strategy. It will support public discussions of pathways to success in the State's ZEV goals, especially as embodied in vehicle regulations.

Principles of the ZIP:

- State investments will be directed to increase equity.
- State investments will accelerate market development of ZEV infrastructure and the handoff of mainstream charging and fueling infrastructure to the private sector.

Structure of the ZIP:

- The ZIP will support the ZEV Market Development Strategy, addressing the "Infrastructure" pillar of that strategy. It will be a high-level view of State infrastructure strategy to ensure sufficient infrastructure deployment and grid-readiness. It will be short, about 20 pages.
- The ZIP will divide ZEV infrastructure into segments and for each segment, provide a statement of current position, actions being taken and to be taken in the short term, and potential actions for the longer-term, along with what information we will use to make future decisions.

DRAFT Outline:

Chapter 1: Introduction

- State ZEV goals; how public and private sectors are working together to combat the climate crisis and improve public health and equity
- ZIP Purpose, Principles, and Structure

Chapter 2: Assessment of Infrastructure Need / Scope of Challenge & Opportunities

Chapter 3: Deployment Plan for Infrastructure

- For each market segment
 - Current status, including brief history of actions
 - Equity discussion
 - Barriers
 - Short-term strategy and actions
 - Long-term view and information/decisional needs
- Market segments:
 - Hydrogen for light-duty vehicles
 - Electric vehicle charging/hydrogen fueling for MD/HD ZEVs
 - DCFC for light-duty EVs
 - Level 1 and Level 2 for light-duty EVs:
 - Home charging (multi-family and single-family)
 - Public charging
 - Shared-private charging¹
 - Emerging technologies for both vehicles and infrastructure
- Common barriers

Chapter 4: Conclusion

Proposed Report Timeline:

Public workshop with stakeholders	January 20, 2022
Comments due	February 3, 2022
Draft report published	March 30, 2022
Workshops	April – May, 2022
Final report published	Mid-2022

¹ "Shared-private" charging is not open to the public but not assigned to an individual, e.g., some workplace charging