

**CLIMATE ACTION TEAM**  
**Energy Working Group**  
**Near-Term Implementation Plan**  
**Alternative Fuel Vehicles and Infrastructure**

**Working Group Overview:**

The Energy Working Group of the Climate Action Team focuses its efforts on both green house gas emission reduction and adaptation actions affecting the energy sector.

**Working Group Agencies:** ARB, Cal/EPA, CPUC, CAISO, Energy Commission, Resources.

**Measure / Strategy**

- A) Description: The Alternative Fuel Vehicles and Infrastructure strategy advances the state's alternative transportation fuel market to help attain the state's climate change policies through research and development, incentives, and regulations.
- B) Agencies Involved: California Public Utilities Commission, California Energy Commission.
- C) Scoping Plan/Adaptation Plan References: None.
- D) Metrics: The goals of the Alternative and Renewable Fuel and Vehicle Technology Program are: reduce petroleum fuel use to 15% below 2003 levels by 2020; increase alternative fuel use to 20% of on-road fuel demand by 2020 and 30% by 2030; increase biofuel use to 1 billion gge by 2010, 1.6 billion gge by 2020, and 2 billion gge by 2050; and produce in California 20% of biofuels used in state by 2010, 40% by 2020, and 75% by 2050..
- E) Cross-cutting Issues: Bioenergy Action Plan, ARB alternative fuel vehicle incentive programs, ARB Passenger Vehicle Programs, LCFS, Clean Fuels Outlet regulation.
- F) Tasks and Deliverables:

**TASK 1: Research, Development, Demonstration, and Investment Funding**

- 1. Description: AB 118 (Núñez, Chapter 750, Statutes of 2007), created the Alternative and Renewable Fuel and Vehicle Technology Program. The statute, subsequently amended by AB 109 (Núñez) Chapter 313, Statutes of 2008), authorizes the Energy Commission to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. AB 118 provides the Energy Commission with an annual program budget of approximately \$100 million. SB 1250 (Perata, Chapter 512, Statutes of 2006) established research funding priorities for the Energy Commission's Public Interest Energy Research program that emphasize transportation fuels, technology and land use. PIER transportation has an annual budget of \$8 - \$12 million.
- 2. Deliverables: The statute requires the Energy Commission to adopt and update annually an investment plan to determine funding priorities and opportunities and describe how

program funding will be used to complement other public and private investments. The Energy Commission adopted its first investment plan (covering fiscal years 2008-2009 and 2009-2010) at the April 22, 2009, Business Meeting. A link to the Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program (CEC-600-2009-008-CTF) can be found at <http://www.energy.ca.gov/2009-ALT-1/index.html>. The Energy Commission is in the process of preparing the 2010-2011 Investment Plan, which is expected to be adopted in July 2010.

The Energy Commission also annually releases funding solicitations, reviews requests for funding and awards funding.

3. Agency Roles: Described above.
4. Timeline: The Investment Plan is adopted by the Energy Commission in the second quarter annually and the solicitations are released in the second quarter annually.

**TASK 2:** Alternative-Fueled Vehicle Rulemaking: The California Public Utilities Commission opened in August 2009 an Order Instituting Rulemaking on the Commission's own motion to consider alternative-fueled vehicle tariffs, infrastructure and policies to support California's greenhouse gas emissions reductions goals. The rulemaking is in compliance with the legislative mandates set forth in SB 626 (Kehoe, 2009).

1. Description: The CPUC initiated the Alternative-fueled vehicle rulemaking on August 24, 2009 as part of its efforts to ready the electric infrastructure for an historic number of light-duty passenger plug-in hybrid electric vehicles and battery electric vehicles. Senate Bill 626 (Kehoe, 2009) required the CPUC to adopt rules to overcome barriers to the widespread use of plug-in hybrid electric vehicles and battery electric vehicles in California by July 2011.
2. Deliverables: The CPUC is working to finalize a Proposed Decision on the following priority "Phase I" issues: (1) Whether providers of electric charging services for use as a transportation fuel are electrical corporations and public utilities under P.U. Codes Sections 216 and 218; (2) How the CPUC can work with other state agencies, including the Energy Commission and CARB, and with regional and local governments, to streamline the installation of charging infrastructure, particularly at single-family residential sites. A Final Decision on Phase I issues is expected this summer 2010.

Further, SB 626 requires the CPUC to address the following by July 2011:

- (A) Electrical infrastructure impacts, the role and development of public charging infrastructure
  - (B) Impact on grid stability and integration of renewable energy
  - (C) Technological advances
  - (D) Code and Permit Requirements
  - (E) Impact of plug-in vehicles on AB 32 goal attainment, RPS, and what steps should be taken to address emissions shifting from transportation to electricity sector
3. Agency Roles: CPUC will develop rules pursuant to the above mentioned in collaboration with the CEC and CARB, pursuant to SB 626.

4. Timeline: Final Decision by July 2011, pursuant to SB 626

**G) SUMMARY TABLE:**

<u>Deliverable</u>	<u>Agencies</u>	<u>Deadline</u>
Development of Investment Plan and release of funding solicitations.	Energy Commission	Second quarter annually
Research and Development funding solicitations		Second quarter annually
Proposed Decision on CPUC jurisdiction over providers of electric charging services	CPUC	Anticipated 2 <sup>nd</sup> quarter 2010
Final Decision on matter specified in Senate Bill 626	CPUC, CEC, ARB	July 1, 2011