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2010-2011 INVESTMENT PLAN FOR THE ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM

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Leslie Baroody
Charles Smith
Primary Authors

Leslie Baroody
Project Manager

Charles Smith
Assistant Project Manager

Charles Mizutani
Manager
EMERGING FUELS AND TECHNOLOGIES OFFICE

Michael A. Smith
Deputy Director
FUELS AND TRANSPORTATION DIVISION

Melissa Jones
Executive Director

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The following Energy Commission staff were key contributors to this report:

Jennifer Allen
Leslie Baroody
Gerry Bemis
Darcie Chapman
Donald Coe
Carlos Damian
Rhetta deMesa
Jacqueline Gaskill
Malachi Weng -Gutierrez
Bill Kinney
Aleecia Macias
Pilar Magaña
Jonah Margolis
Mike McCormack
Jim McKinney
Tobias Muench
Tim Olson
Miles Roberts
Linda Schrupp
Charles Smith
Mike Smith
Ysbrand van der Werf
Joanne Vinton
Peter Ward
Gary Yowell

WORKSHOP PARTICIPANTS

The workshop participants enriched the development of the *2010-2011 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program*. Participation does not imply endorsement of the investment plan.

A Better Place
A123 Hymotion
Aerovironment
Airproducts
American Palm Oil Council
Amyris
Aptera
BAE Systems
Bioenergy Producers Association
Blue Sun Energy
CA Biodiesel Alliance
CALCARS
CALSTART
California Air Resources Board
California Department of Food and Agriculture
California Department of Transportation
California Ethanol and Power
California Integrated Waste Management Board
Cascade Sierra
Clipper Creek
Coulomb
Community Biofuels
Cummins
Daimler
Department of General Services
ECOtality
Electric Power Research Institute
Fulcrum Bioenergy
General Motors
Great Valley Energy
Green Vehicles
Honda
Hydrogenics
Hyundai/Kia
Innovative Transportation Systems Corporation
Interstate Oil Inc.
ISE
Kalin Farms/Imperial Valley Bioresources, Inc.
Linde
Mitsubishi
Navistar
Nissan
Odyne
Ornbaun Farms Inc.
Pacific Ethanol
Pacific Gas and Electric
Plug Power
Praxair
Propel
Proton Energy Systems
Quallion
Quantum Technologies
Revolution Motors
Sacramento Municipal Utility District
San Francisco Department of the Environment
Smith Electric Vehicles
Solazyme
Sonoma County
South Coast Air Quality Management District
Southern California Edison Company
Swan Biomass
Toyota
TSL Seed Inc.
University of California, Davis
University of California, Irvine
University of California, San Diego
Vehicle Projects
Vision Motors

PREFACE

The increased use of alternative and renewable fuels supports the state's commitment to curb greenhouse gas emissions, reduce petroleum use, improve air quality, and stimulate the sustainable production and use of biofuels within California. Alternative and renewable transportation fuels include electricity, natural gas, biomethane, propane, hydrogen, ethanol, renewable diesel, and biodiesel fuels. State investment is needed to fill the gap and fund the differential cost of these emerging fuels and vehicle technologies.

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Alternative and Renewable Fuel and Vehicle Technology Program. This statute, amended by Assembly Bill 109 (Núñez, Chapter 313, Statutes of 2008) authorizes the California Energy Commission (Energy Commission) to "develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies." The Energy Commission has an annual program budget of approximately $100 million.

The statute also directs the Energy Commission to create an advisory committee to help develop and adopt an investment plan. The statute calls for the investment plan to describe how funding will complement existing public and private investments, including existing state and federal programs. The Energy Commission will use the investment plan as a guide for awarding funds. The statute calls for the investment plan to be updated annually.

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ABSTRACT

The investment plan for the Alternative and Renewable Fuel and Vehicle Technology Program (Program) serves as the guidance document for the allocation of program funding and is prepared annually based on input and advice of the Assembly Bill 118 Advisory Committee. This second investment plan, the *2010-2011 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program*, covers the third year of the Program and reflects laws, executive orders and policies to reduce petroleum use, greenhouse gas emissions and criteria emissions, increase alternative fuel use and spur the development of bioenergy sources in California. It details how the California Energy Commission, with input from stakeholders and the Advisory Committee, determined the Program's goal-driven priorities coupled with project opportunities for funding. These priorities are consistent with the Program's goal "to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies".

The foundation of the *2010-2011 Investment Plan* is the analytical method used in the first investment plan and addresses greenhouse gas reductions for 2020, and to 2050. It provides proposed funding recommendations, based on the alternative and renewable fuel and vehicle technology analyses and identified opportunities. Appendices A and B provide supporting analyses and important references for the development of this plan to help transform California's transportation sector to a low-carbon, cleaner, non-petroleum, and more efficient energy future.

Keywords: California Energy Commission, Alternative and Renewable Fuel and Vehicle Technology Program, alternative transportation fuels, Investment Plan, electric drive, hydrogen, biodiesel, renewable diesel, diesel substitutes, renewable gasoline substitutes, ethanol, natural gas, propane, innovative technologies, advanced fuels, workforce training, vehicle efficiency, sustainability, fueling stations, fuel production, fuel storage and blending, biofuels, biomethane.

CHAPTER 1: Introduction

Extraordinary changes have taken place in our economic, political, and energy landscape in the last few years. The California economy, along with the United States economy, is still struggling to overcome one of the worst recessions since the Great Depression. California had one of the highest unemployment rates in the nation at 12.4 percent in December 2009, with over 2.2 million California residents unemployed.[1] After months of economic decline, however, indicators are beginning to show signs of gradual improvement. Monthly job losses have diminished, residential and commercial construction has stabilized and state-wide home prices have risen for the last several months. The overall United States economy expanded in the fourth quarter with an annual rate of 5.9 percent increase in real gross domestic product.[2] The economic recovery is underway but is expected to be gradual with slow job growth and a constrained credit market.

Economic uncertainty, volatile energy prices, and capital constraints have had an adverse affect on green transportation technology development and deployment over the past year.[3] Potential investors in alternative and renewable fuel projects are wary of uncertain fuel price forecasts and many who would otherwise be willing to invest are hesitant. Gasoline prices are lower so consumers and businesses are less motivated to buy alternative or advanced vehicle technology than they were when gasoline prices spiked in 2008. They also have less discretionary income to spend on new vehicles or higher priced alternative vehicles.

Over the long term, however, there are positive trends for green transportation. Green transportation employment in California has increased 152 percent since 1995, with the sub-category of alternative fuels jobs increasing 201 percent in that period. [4, 5] Recent private investments in alternative and renewable fuel and vehicle technology such as electric vehicles, advanced batteries, charging stations, and E-85 and natural gas fueling infrastructure are a sign that alternative transportation technology is increasingly attractive to investors. During this critical phase of emerging green transportation technology development and deployment, government will continue to play an important role in establishing policies that provide long-term market signals and performance standards as well as incentives that encourage private investment in alternative and renewable transportation fuels and technologies.

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[1] California Department of Finance Bulletin, February 2010.

[2] Bureau of Economic Analysis, http://www.bea.gov/, February 26, 2010

[3] 2010-2011 Investment Plan Biofuels Workshop, September 14-15, 2009.

[4] Green transportation employment primarily falls into motor vehicle and equipment jobs and alternative fuels jobs.

[5] "Many Shades of Green: Diversity and Distribution of California's Green Jobs", Next 10 and Collaborative Economics, October 2009

California will remain dependent on petroleum fuels for the foreseeable future. In 2008, California's transportation sector consumed approximately 15 billion gallons of gasoline and more than 3 billion gallons of diesel fuel.[6] This sector represents approximately 40 percent of the state's greenhouse gas (GHG) emissions, the largest amount from any single sector.[7] Although the 2008-2009 economic down turn has reduced near-term fuel consumption, projections indicate that without GHG emission reduction policies, over the next 10 years the combined volume of gasoline and diesel consumption will grow by 1.98 percent.[8] This is due largely to increasing diesel demand, as gasoline demand is expected to drop by a small amount over the same period.

Since 2003, California has implemented a number of key policies to reduce GHG emissions, reduce the state's dependence on petroleum, increase the development and use of alternative and renewable fuels and vehicles, and stimulate in-state sustainable biofuel production and use (Table 1). Transforming California's transportation sector to achieve these objectives will require the well-planned use of state and federal funds to encourage private investment in alternative and renewable fuels and technologies.

Reaching the GHG and petroleum reduction goals will require additional steps beyond alternative and renewable fuels deployment. The California Energy Commission's 2050 analysis shows that the state cannot meet transportation's GHG reduction "fair share" by fuel switching and advanced vehicle technologies alone.[9] Better land use and transportation planning will be required that improves mobility, increases transit, biking and walking infrastructure and reduces the need for vehicle travel to meet the state's 2050 target.

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[6] "Fuel Taxes Division Statistics and Reports - Board of Equalization" http://www.boe.ca.gov/sptaxprog/spftrpts.htm

[7] California Energy Commission, *2009 Integrated Energy Policy Report*, Final Committee Report, December 2009, CEC-100-2009-003-CTF.

[8] Transportation Energy Fuel Demand Forecast in support of 2009 IEPR, low demand case.

[9] The transportation sector's "fair share" emission reduction target is not established by statute, but is the calculated emission reduction target for the transportation sector (or in this case for light-duty vehicles) based on the sector's contribution to the state's total GHG emissions. In other words, since the transportation sector is responsible for 38 percent of statewide GHG emissions, its "fair share" emission reduction is 38 percent of the total reduction needed to meet 2020 and 2050 policy goals.(page 5 of CEC-600-2009-008-CMF)

Table 1: Summary of Key Policy Objectives

Objectives	Goals and Milestones
GHG Reduction[10,11]	Reduce GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050
Petroleum Reduction[12]	Reduce petroleum fuel use to 15% below 2003 levels by 2020
Alternative and Renewable Fuel Use[13]	Increase alternative and renewable fuel use to 11% of on-road and off-road fuel demand by 2012, 13% by 2017, and 26% by 2022
In-State Biofuels Production[14]	Produce in California 20% of biofuels used in state by 2010, 40% by 2020, and 75% by 2050

Source: California Energy Commission

The Energy Commission is providing incentives to accelerate the development and deployment of clean, efficient, low-carbon alternative fuels and technologies. Assembly Bill 118, (Núñez, Chapter 750, Statutes of 2007) created the Alternative and Renewable Fuel and Vehicle Technology Program (Program). The statute, amended by Assembly Bill 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. The Energy Commission has an annual Program budget of approximately $100 million for projects that:

- Develop and improve alternative and renewable low-carbon fuels.
- Reduce California's use and dependency on petroleum transportation fuels and increase the use of alternative and renewable fuels and advanced vehicle technologies.
- Optimize alternative and renewable fuels for existing and developing engine technologies.
- Produce alternative and renewable low-carbon fuels in California.
- Decrease, on a full fuel cycle basis, the overall impact and carbon footprint of alternative and renewable fuels and increase sustainability.
- Expand fuel infrastructure, fueling stations, and equipment.

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[10] Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006).

[11] Governor's Executive Order S-3-05.

[12] *Reducing California's Petroleum Dependence*, California Energy Commission and Air Resources Board joint agency report, August 2003, publication #P600-03-005.

[13] *State Alternative Fuels Plan*, Final Adopted Report, CEC-600-2007-011-CMF, December 2007.

[14] Governor's Executive Order S-6-06.

- Improve light-, medium-, and heavy-duty vehicle technologies.
- Retrofit medium- and heavy-duty on-road and non-road vehicle fleets.
- Expand infrastructure connected with existing fleets, public transit, and transportation corridors.
- Establish workforce training programs, conduct public education and promotion, and create alternative and renewable fuel and vehicle technology centers.

The statute requires the Energy Commission to prepare 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 combining funds from fiscal year (FY) 2008-2009 and FY 2009-2010 at the April 22, 2009, Business Meeting. The statute also requires the Energy Commission to adopt a new investment plan each year. This *2010-2011 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program* (*2010-2011 Investment Plan*) is the funding guide for FY 2010-2011.

To implement the priorities of the investment plan, the Energy Commission has authority to employ various funding mechanisms including grants, loans, loan guarantees, revolving loans, and other appropriate financial measures. Public agencies, private businesses, public-private partnerships, vehicle and technology consortia, workforce training partnerships and collaboratives, fleet owners, consumers, recreational boaters, and academic institutions and others are eligible for funding.

New financing options will be available through agreements between the Energy Commission and the California Alternative Energy and Advanced Transportation Funding Authority (CAEATFA) and the California Pollution Control Financing Authority (CPCFA), with the goal of using AB 118 funds to encourage private investment in worthy alternative fuel, vehicle, and infrastructure projects.

The CAEATFA bond program allows the Energy Commission to use AB 118 funds to help program applicants gain access to credit in the commercial bond market. Program funds are used to reduce bond issuance costs and provide credit enhancements in an effort to obtain more favorable financial terms for borrowers. Institutional investors are the source of debt financing using industrial development or tax exempt bond mechanisms. CAEATFA also provides sales tax exemptions to purchase zero emission vehicle manufacturing equipment.

The California Capital Access Program (CalCAP), managed by the CPCFA, is a loan guarantee program helping small businesses gain access to loans by depositing public funds into a loan loss reserve account. These funds are accessible by lenders if borrowers default, providing some guarantee of the borrower's credit worthiness. Eligible applicants to the AB 118 program will be directed to the CPCFA's list of partner commercial banks, where they can apply for a loan through the CalCAP program.

CHAPTER 2: Determining Priorities and Opportunities

The Energy Commission developed a goal-driven analytical method for establishing funding priorities and opportunities for the program to achieve the 2020 GHG emission target and examine the necessary "trajectory" of continual climate change emission improvements to achieve the 2050.

This method was based on the *2050 Vision* developed as part of the *State Alternative Fuels Plan* that was jointly adopted by the Energy Commission and the California Air Resources Board (ARB) in December 2007.[15] The *2050 Vision* represents a plausible scenario that specific categories of fuels and light-duty vehicles would be introduced and used over the next 40 years to achieve the 2050 target. A similar analytic approach was developed for medium- and heavy-duty vehicles and used in a two-step process allocating a percentage of available funds.

The first step established the potential relative contributions of each fuel and vehicle category to meeting the 2020 and 2050 GHG targets, according to one scenario. (See Appendix A) The Energy Commission's most recent fuel demand forecast was used as a base then incorporating the effects of the "Pavley" regulations, the Low-Carbon Fuel Standard (LCFS), and the assumptions for reduction in vehicles miles traveled.

The California Conventional and Alternative Fuel Response Simulator (CALCARS) model was used to establish a "business as usual" baseline fuel demand projection. The baseline included gasoline, diesel, and hybrid vehicles. From this baseline, the analysis established a plausible scenario for the introduction and use of alternative and renewable fuels and advanced vehicle technologies through 2050.

The second step determined the existing public and private funding already in place to develop and deploy alternative and renewable fuels and vehicle technology and where gaps exist and funding is needed. Only public funding is assessed; for private funding, last year's analysis was used, which will be updated in future investment plans. This step also addresses other funding for other important categories such as workforce training, sustainability studies, standards and certification, public education and outreach, and analytical support. A new category, "Innovative Technologies and Advanced Fuels," is also included in this plan.

In the *2010-2011 Investment Plan*, the Energy Commission continues to rely on this core analysis to determine the relative contributions of various fuels and technologies toward achieving the 2050 GHG emission targets. The analysis has been updated to incorporate the Energy Commission's most recently adopted fuel demand forecast that has expanded baseline projections which include natural gas, propane, fuel cell, battery electric, plug-in hybrid-electric, biodiesel, and flex fuel (E-85) vehicles. In addition, the analysis uses updated full fuel-cycle carbon intensity values for alternative and renewable fuels using different feedstocks. These

[15] *State Alternative Fuels Plan*, Final Adopted Report, CEC-600-2007-011-CMF, December 2007.

updates improve the accuracy and resolution of emerging fuel and technology effects in GHG reduction. A more detailed description of these changes can be found in Appendix A.

Consistent with the LCFS, the alternative and renewable fuels that are expected to contribute to petroleum and GHG reduction all result in lower carbon intensity compared to the gasoline and diesel intensity baselines. These GHG reductions are more than double the required LCFS 2020 reduction of 10 percent, and occur 10 years earlier. (See Appendix A for details).

The *2010-2011 Investment Plan* includes information obtained from five stakeholder workshops held in September and October of 2009. The workshops focused on the technologies and markets for electric drive, biofuels, natural gas and propane, hydrogen and electric drive infrastructure. The *2010-2011 Investment Plan* also takes into account Program funds that have been awarded to date, American Recovery and Reinvestment Act (ARRA) funds awarded to successful California project applicants, and the effect of the Zero Emission Vehicle regulation modifications, the Low-Carbon Fuel Standard, the Bioenergy Action Plan, the Clean Fuels Outlets regulations, the Renewable Fuel Standard, the National Greenhouse Gas and Corporate Average Fuel Economy Standards for Vehicles, the Renewable Portfolio Standard and the Clean Air Action Plan.

Pathway to 2020 and 2050

An array of fuels and technologies is required to achieve the 2050 goal. There are very few technologies that individually have the potential to achieve 80 percent GHG reductions. Many of the fuels and technologies needed to meet program objectives exist in the market today and offer a tangible bridge to fuel-vehicle technologies that can achieve 2050 goals; others require additional development and substantial cost reductions to be competitive.

Plug-in hybrid-electric vehicles, battery-electric vehicles, and hydrogen fuel cell vehicles are being aggressively developed by automakers and will be entering the market in increasing numbers over the next several years. Electric charging and hydrogen fueling stations will need to be put in place to accommodate the roll-out of these vehicles. Hybrid-electric technologies are finding success in light-duty vehicles and have considerable potential for medium- and heavy-duty truck applications. More development work is needed to overcome high cost premiums due to low market-entry production volumes and reduce carbon emissions through the use of plug-in electric technologies and alternative fuels.

Ethanol is currently blended in gasoline at about one billion gallons per year in California and represents the largest volume of alternative or renewable fuel in use today. Flexible fuel vehicles also are produced today and are capable of using gasoline, E-85, or any blend level in between. Biodiesel and renewable diesel also are being used in various applications. Researchers are developing other biofuels with a low carbon footprint that can be more easily blended with gasoline and diesel fuels. Investments are needed to construct facilities to produce so-called “second generation” biofuels using energy crops, algae, and current waste streams

such as landfills, agricultural wastes, and forest residues. The potential to use waste resources within California to produce alternative and renewable fuels is immense and will be an important key to GHG reductions.[16]

Propane and natural gas have found important applications in the medium- and heavy-duty truck and transit sectors and may see expanded use for light-duty cars and trucks. Other combinations of technologies are in various stages of the research, development, demonstration and deployment cycle, including hydraulic hybrid applications in medium- and heavy-duty vehicles and hybrid electric in heavy-duty vehicles and transit buses. Examples of these options are beginning to find their way into the market place. Furthermore, these vehicles will provide a pathway for deeper GHG reductions with the development of biomethane and renewable propane.

Developing and deploying advanced fuels and vehicles will not be enough. Investments will be necessary to establish certification and standards for fuels and vehicles, construct advanced fuel and vehicle production facilities, meet work force training needs, and educate and inform the public. However, public funding alone is an unsustainable strategy in the long term to support the development of alternative fuels, vehicles and infrastructure.

The Energy Commission will focus on and leverage technologies that show the most promise and market potential, and will balance that focus with the need to have a robust portfolio approach to technology development. This approach will address and mitigate investment risks. It also will emphasize investments that provide immediate lower carbon and GHG and petroleum reduction benefits while developing the technologies and infrastructure to compete in the future. In this and future investment plans, the Energy Commission will re-evaluate the status of fuels and technology as they evolve and chart a course of investment with landmarks to the 2020 and 2050 GHG reduction goals. This will maximize the return on investment of current funds and minimize the risk of perpetual subsidies for alternative fuels and technologies.

Status of Program Funding

Since the adoption of the first investment plan in April 2009, the Energy Commission has committed approximately $10.6 million to:

- Establish statewide workforce training and development programs: $9 million.
- Convert state-owned hybrid-electric vehicles to plug-in hybrid-electric vehicles: $600,000.

[16] *An Assessment of Biomass Resources in California, 2007*, PIER Collaborative Report from the California Biomass Collaborative, March 2008, California Energy Commission Contract No. 500-01-016.

- Technical assistance in administering the Alternative and Renewable Fuel and Vehicle Technology Program: $1 million

The Energy Commission also is providing approximately $37.25 million as match funding to approximately $93.6 million of ARRA funds to:

- Install 2,860 new electric vehicle charging sites.
- Expand the number of natural gas fueling stations by over 50.
- Demonstrate over 800 medium- and heavy-duty natural gas and hybrid-electric trucks.
- Develop high energy density lithium-ion batteries.
- Provide public outreach and education to promote the deployment of heavy-duty natural gas vehicles.

The details of the ARRA funding commitment are discussed in the next section. The Energy Commission offered the 2008-2010 AB 118 funds to leverage as much federal funding for California as possible, however, that strategic decision to match federal stimulus funds resulted in significant uncommitted Program funding from the first investment plan. The Energy Commission, therefore, released a series of focused solicitations for approximately $78.8 million for:

- Biomethane production plants (PON-09- 003): $21.5 million
- Alternative and renewable fuels infrastructure (PON-09-006) such as electric charging, natural gas, E-85, and hydrogen fueling network: $9.5 million
- Demonstration of medium- and heavy-duty advanced vehicle technology (PON-09-004): $13.8 million.
- Manufacturing plants for electric vehicles, alternative fuel vehicles, vehicle components and batteries (PON-09-605): $19 million
- Biofuel production plants (PON-09-604): $15 million.

An additional $24 million in forthcoming solicitations will be for:

- A medium- and heavy-duty electric drive vehicle Center of Excellence: $3 million
- Hydrogen fueling stations: $19 million
- Medium-duty propane school buses and other vehicles: $2 million.

The remaining funds of $25.35 million will be for interagency agreements and other arrangements for:

- An ethanol production incentive program: $6 million
- Workforce development activities with the Employment Training Panel: $6 million

- Examination of best management practices and sustainability certification programs for imported fuels and fuels produced in California: $2 million
- Hydrogen fueling infrastructure for transit: $3 million
- Plug-in hybrid electric vehicle research center: $2.9 million
- Certification of hydrogen dispensing equipment for retail hydrogen fueling stations and establishment of specifications for hydrogen and biodiesel fuels:$4 million
- Technical analysis with the National Renewable Energy Laboratory : $1.2 million
- Expand the capabilities of the U.C. Irvine STREET model: $.25 million

The American Recovery and Reinvestment Act of 2009

One of the major developments since the adoption of the first investment plan was the implementation of ARRA and the resulting billions of dollars of federal stimulus funding that are being distributed nationally for a broad range of economic stimulus activities. To date, over $33 billion of ARRA funds have been awarded.

President Obama signed ARRA into law on February 17, 2009, to stimulate the economy, create jobs, and address a variety of critical areas of national concern.[17] One of the areas targeted for the economic stimulus was energy.

The initial announcement of federal funding opportunities in March 2009 for alternative and renewable fuels and advanced vehicles immediately preceded the adoption of the Energy Commission's first investment plan. To help California entities successfully compete for available federal funds, the Energy Commission issued a solicitation in April 2009 offering $175 million[18] of Program funds from the first investment plan as cost share to those who were submitting proposals to the federal government in response to a transportation-related ARRA funding opportunity announcement.

The Energy Commission reviewed 108 proposals requesting more than $624 million of Program funds and $1.815 billion of ARRA funds. Of the 108 applications, 38 percent were applying to the federal Clean Cities solicitation, 35 percent were for transportation electrification, 12 percent for biorefineries, and 10 percent for battery and component manufacturing. The remaining applications were for Transit Investments for Greenhouse Gas and Energy Production (TIGGER) and Advanced Research Projects Agency-Energy (ARPA-E).

To date, the Energy Commission has committed $36.5 million to California projects that have been awarded approximately $93.6 million in additional ARRA funds. These projects also

[17] http://www.energy.gov/recovery

[18] This amount was later reduced to $156 million. $4 million for standards and certification and $15 million for workforce training and development had already been committed for specified entities in the 2008-2010 Alternative Fuels Investment Plan.

include $127.8 million in additional private funds. Table 2 shows ARRA funds awarded to date for alternative and renewable transportation projects with and without AB 118 match funds.

As of November 2009, total nationwide transportation awards totaled more than $2.8 billion. California received none of the $2 billion available for advanced battery manufacturing. Nationwide, excluding California, infrastructure funding was awarded for: 30 biodiesel (B20), 112 E-85, 146 natural gas (of which 133 were compressed natural gas), 253 propane, and 2 hydrogen stations; 1,571 electric charging sites; and 50 truck stop electrification projects. Vehicle purchases funded nationally, excluding California, included 2,647 natural gas, 2,576 electric drive/hybrid electric, and 3,256 propane vehicles.[19] These nationwide awards provide support to the industry that also provides vehicles for California use. In this regard, California ultimately will benefit from more robust vehicle and infrastructure manufacturing industries in other states.

The ARRA awards that were made to California include two liquefied natural gas public access fueling stations, 3,191 electric charging sites,[20] 442 medium-duty liquefied natural gas vehicles, and 123 plug-in Class 2-5 hybrid-electric vehicles.

[19] Recovery Act Announcements, 2009.

[20] Includes 1,041 public level 2; 1,000 commercial level 2; 1,000 home charging; and 50 level 3 charging stations.

Table 2: ARRA Awards with AB 118 Match in California (In Millions)[21]

Program	Federal Funds Available	ARRA Awards with AB 118 Match			ARRA Awards w/o AB 118 Match
		ARRA Awards	AB 118 Match Funds	Private/ Other Match	ARRA Awards
Transportation Electrification	$400	$70.273	$17.070	$83.966	$3[22]
Clean Cities	$300	$19.359	$18.450	$43.510	$6
ARPA-E	$400	$4.000	$1.000	$0.329	$12
Adv Battery Manufacturing	$2,000	$0	$0	$0	$0
Diesel Emission Reduction	$300	$0	$0	$0	$27
Applied RDD&D	$2,500	$0	$0	$0	$14
TIGGER	$100	$0	$0	$0	$18
Integrated Biorefinery	$483	$0	$0	$0	$45
Efficient Class 8 Trucks and Adv Tech for LD Vehicles	$115-$240	$0	$0	$0	*[23]
Algal/Adv Biofuels Consortia	$85	*[24]	$0	*[25]	$.4
Totals	$6,683-6,808	$93.632	$36.52	$127.805	$125.4

Source: California Energy Commission

[21] Most of these numbers change periodically, so some will be out of date by the time of publication.

[22] Funding is an estimate of California's share of multi-state projects.

[23] $187 million was awarded to major heavy duty truck and passenger vehicles companies and at this time it is unknown how many of the vehicles will come to California.

[24] Total award of $44 million nationwide but California portion is not yet available.

[25] California portion not yet available.

Air Quality Improvement Program

The ARB is responsible for administering the AB 118 Air Quality Improvement Program (AQIP) which provides up to $50 million per year for grants to fund clean vehicles and equipment, air quality research, and workforce training. [26]

Both AQIP and the Energy Commission's Program were established by the same legislation and provide opportunities for complementary funding strategies. For example, unlike the Energy Commission, ARB cannot fund infrastructure for alternative and renewable fuels. The Energy Commission, therefore, is making significant investments in fueling and electric charging stations, and fuel storage facilities.[27] Both agencies can fund vehicle technology development and commercial deployment. The Energy Commission, however, is largely funding the former while ARB is providing incentives for the latter with a focus on electric drive and zero emission vehicles. The Energy Commission is providing vehicle deployment incentives, but only for natural gas and propane vehicles.

As part of the FY 2008-2009 State Budget, the Legislature directed that FY 2008-2009 AQIP funds be used for a new ARB Truck Loan Program to assist truckers affected by the ARB regulations adopted in December 2008: the Statewide In-Use Truck and Bus Regulation and the Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure. About $35 million is available for this program which supplements ARB's existing grant incentive programs. Loans will be available for the purchase of new or used trucks, diesel emission control devices, and the United States Environmental Protection Agency (U.S. EPA) SmartWay technologies.[28] ARB's Truck Loan Program is designed to leverage state dollars to maximize funding opportunities and to provide credit access to truckers, so they can take early action in upgrading their fleets. The program will be rolled out in the spring of 2010 with loan opportunities for truckers becoming available over the next several months.

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[26] http://www.arb.ca.gov/msprog/aqip/aqip.htm and http://www.arb.ca.gov/msprog/aqip/meetings/aqip_workshop_presentation_120809.pdf

[27] In compliance with governing statutes, and regulations adopted by the ARB, projects funded by the ARB or Energy Commission must complement, and not interfere with, efforts to achieve and maintain air quality standards. Additionally, in compliance with regulations adopted by the ARB, the Energy Commission must provide supplemental evaluations of localized health impacts for any projects requiring permits. These evaluations are to ensure that projects funded by the Energy Commission do not result in disproportionate health impacts to communities with low incomes or minority populations. This information will be posted and available for public review at least 30 calendar days before being presented in a publicly noticed meeting. Source: Health and Safety Code, Chapter 8.9, Section 44271(b), and California Code of Regulations, Chapter 8.1, sections 2343 (b)(2) and (c)(c)(a).

[28] 2009-2010 AQIP Funding Plan page 6 explains how FY 2008-09 funds were directed to the truck loan program. ARB did not develop a funding plan for FY 2008-09 due to time constraints. The Legislature codified financial assistance for truck loans in HSC Section 44274.7. The original funding amount was $42 M but based on revenues generated during that fiscal year only $35 M was available.

For FY 2009-2010 total AQIP funds of about $30 million[29] are allocated to hybrid truck and bus vouchers ($20.4 million), zero-emission and plug-in hybrid light-duty vehicle rebates ($4.1 million), lawn and garden equipment replacement ($1.6 million), zero-emission agricultural utility terrain vehicle rebates ($1.1 million) and advanced technology demonstrations (about $2 million). The AQIP 2010-2011 Funding Plan is currently under development and will be available for public review in May 2010 and likely be presented to the Board for adoption in June 2010.

Zero Emission Vehicle Regulation

The Zero Emission Vehicle (ZEV) regulation was adopted in 1990 as part of the ARB's Low Emission Vehicle Program and has been modified several times since then.[30] It requires large automakers to produce certain percentages of "pure zero" emission and "near-zero" emission vehicles for sale in California. The goal of the ZEV regulation is to meet California's air quality goals and has resulted in the introduction of new vehicle technologies in California. As a result of the ZEV regulation, over one million Californians are driving partial zero and advanced technology partial zero emission vehicles (PZEV and AT PZEV).

Automakers may comply using a variety of different types of ZEVs. While required to produce a minimum number of pure ZEVs, manufacturers can meet their remaining obligation with a variety of vehicle technology options including PZEV (partial or "near zero" ZEVs; advanced gasoline vehicles), AT PZEV (advanced technology PZEV; hybrids, natural gas vehicles), and Enhanced AT PZEV (hydrogen internal combustion engines and plug-in hybrid electric). ARB is currently preparing regulatory changes that move the PZEV and ATPZEV categories from the ZEV program to the Low Emission Vehicle (LEV) and Pavley programs by 2020.[31]

Zero Emission Bus Regulation

The ARB's Zero Emission Bus (ZEB) regulation was adopted in 2000 as part of the Transit Fleet Rule. It only affects large transit agencies with more than 200 buses and includes a 15 percent fleet ZEB purchase requirement. Ten agencies are affected, with six in Northern California and four in Southern California. Two compliance paths are offered: the diesel path (2011-2026

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[29] The ARB approved a Funding Plan for $42.3 million in April 2009 based on funds appropriated in the FY 2009-2010 State Budget, however ARB expects about $30 million will be available for AQIP projects based on revised revenue projections.

[30] The ARB approved changes to the ZEV Program on 3/27/09 which became effective in early 2009.

[31] AB 1493 (Pavley, Chapter 200, Statutes of 2002), known as the Pavley Bill, requires the ARB to adopt regulations for the reduction of GHG emissions from motor vehicles. More information is available on the ARB's website: http://www.arb.ca.gov/cc/ccms/ccms.htm.

timeframe for purchase requirement) and the alternative fuel path (2012-2026 timeframe for purchase requirement) which includes fuel cell buses and battery-operated buses.

Low Carbon Fuel Standard

Governor Arnold Schwarzenegger established the LCFS by Executive Order S-01-07 in January 2007 and the ARB adopted standards and protocols on April 23, 2009 . The LCFS establishes carbon intensity (grams CO2e/MI) standards that fuel producers and importers must meet each year beginning in 2011. The 10-year LCFS schedule requires a gradual reduction in average carbon intensity for the first several years, beginning January 1, 2011, then steeper reductions, year-to-year over the remaining years, concluding with a 10 percent carbon intensity reduction by 2020. The LCFS will be reviewed periodically to update advances in low carbon fuels, production technologies, and full cycle assessments.

Bioenergy Action Plan

On April 25, 2006, Governor Schwarzenegger issued Executive Order S-06-06 which established targets for the use and production of biofuels and biopower and directed state agencies to work together to advance biomass programs in California. The Bioenergy Interagency Working Group is working to meet the goals of the Bioenenergy Action Plan (BAP)[32] which include maximizing the contribution of bioenergy toward achieving the state's petroleum reduction, climate change, renewable energy and environmental goals. The Executive Order established targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels from renewable resources. For biofuels, the state's goal is to produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020 and 75 percent by 2050. Regarding the use of biomass for electricity, the goal is for 20 percent of the state's Renewables Portfolio Standard targets for renewable generation for 2010 and 2020 to be met with biomass resources.

Renewable Fuel Standard

The federal Renewable Fuel Standard (RFS) Program was established by the Energy Policy Act of 2005. The United States Congress gave the U.S. EPA the responsibility to coordinate with the United States Department of Energy (U.S. DOE), the United States Department of Agriculture (USDA), and stakeholders to design and implement the RFS Program. With the passage of the Energy Independence and Security Act of 2007, Congress made several important revisions to the RFS.

[32] Publication number CEC-600-2006-010, July 2006.

As of January 1, 2010, the new RFS-2 increased the total renewable fuel required to be used as transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022. Of the four separate standards, the cellulosic biofuel requirement grows most significantly at 100 million gallons in 2010 to 16 billion gallons in 2022, one billion gallons more than corn based ethanol (15 billion gallons that year).[33]

Parties (refiners, importers, and blenders) have minimum yearly calculated volumetric blending obligations that gradually rise between 2009 and 2022. Not surprisingly, the RFS-2 will increase demand for ethanol and biodiesel. Companies can generate Renewable Identification Number (RIN) credits for excess renewable fuel use which may be purchased or sold for compliance purposes.

National Greenhouse Gas and Corporate Average Fuel Economy (CAFE) Standards for Vehicles

On September 15, 2009, the U.S. EPA and the United States Department of Transportation's National Highway Safety Administration (NHTSA) proposed a historic national program that would dramatically reduce GHG emissions and improve fuel economy for passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2012 through 2016.

The combined U.S. EPA and NHTSA standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO_2) per mile, equivalent to 35.5 miles per gallon (MPG) if the automobile industry were to meet this CO_2 level solely through fuel economy improvements.[34] Together, these proposed standards would reduce CO_2 emissions by an estimated 950 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the national program (model years 2012-2016).

Under this proposed national program, automakers would be able to build a single light-duty national fleet that satisfies all requirements under both the national program and the standards of California and other states, while ensuring that consumers still have a full range of vehicle choices.[35] Automakers will also be able to earn, trade, and bank credits by producing battery electric vehicles, plug-in hybrid electric vehicles, fuel cell vehicles, and (for a limited number of model years) flex-fuel vehicles.

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[33] The RFS includes four separate categories including Biomass Based Diesel, Cellulosic Biofuel, Total Advanced Biofuel and Total Renewable Fuel. RFS eligible corn based ethanol is the difference between Total Renewable Fuel and the sum of the other three categories. Source: EPA Table "RFS2: 4 Separate STDS."

[34] A/C and tailpipe emissions represent an additional potential CO2 savings of 1 percent-3.5 percent of fuel economy standards.

[35] http://www.epa.gov/oms/climate/regulations.htm.

Renewables Portfolio Standard

California's Renewables Portfolio Standard (RPS) was established by Senate Bill 1078 (Sher, Chapter 516, Statutes of 2002), and amended by Senate Bill 107 (Smitian and Perata, Chapter 464, Statutes of 2006) and Senate Bill 1036 (Perata, Chapter 685, Statutes of 2007). It requires electric corporations to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010. In Executive Order S-14-08, the Governor established a more aggressive goal of 33 percent by 2020. This higher goal is a key strategy for meeting the state's GHG emission reduction targets[36] and has implications for potential GHG reductions for electric vehicles.

On September 15, 2009, Executive Order S-21-09 ordered that the ARB, under its Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006) authority, adopt a regulation consistent with the 33 percent renewable energy target by July 31, 2010. The ARB is also directed to work with the California Public Utilities Commission, the Energy Commission and the California Independent System Operator to encourage the creation and use of renewable energy sources built upon the RPS Program and may increase the target and accelerate and expand the time frame based on a thorough assessment of relevant factors.[37]

Clean Air Action Plan

On November 20, 2006, the Port of Los Angeles and Port of Long Beach both adopted the San Pedro Bay Ports Clean Air Action Plan (CAAP).[38] The goal of the CAAP is to reduce port-related air pollution, including particulate matter, nitrogen oxide, and sulfur oxide, by at least 45 percent by 2012. As part of the CAAP, the Ports are implementing a Clean Trucks Program[39] (CTP), which aims to reduce heavy-duty drayage truck-related air pollution by 80 percent by 2012. Part of the CTP requires the scheduled phase-out of trucks that do not meet the 2007 federal emission standards. Beginning January 1, 2010, pre-1994 diesel trucks, and certain non-retrofitted 1994-2003 trucks, will be banned from use in the ports. About 7,000 drayage trucks in the ports already meet federal emission standards, 1,500 trucks that have received funding are awaiting delivery (by April 30, 2010), and an additional 500-600 of the 2004-2006 trucks will require replacement by 2012.[40]

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[36] http://www.energy.ca.gov/portfolio/ and http://www.cpuc.ca.gov/PUC/energy/Renewables/index.htm.

[37] http://gov.ca/executive-order/13269.

[38] http://www.portoflosangeles.org/environment/caap.asp.

[39] http://www.portoflosangeles.org/ctp/idx_ctp.asp.

[40] Energy Commission staff conversation with Thomas Jelenic, March 24, 2010.

Both ports also offer incentives for fleet owners to replace older trucks with newer, cleaner trucks. In particular, the Alternative Fuel Vehicle Funding Program, funded by the ports, the South Coast Air Quality Management District (SCAQMD), and ARB (with Prop 1B funds), offers $50 million to incentivize the purchase of natural gas trucks for use within either of the ports.

CHAPTER 3: Funding Allocation

The sections below describe the state of the technologies and markets for each category of alternative and renewable fuels and vehicles: electric drive, hydrogen, renewable "biofuel" gasoline substitutes, diesel substitutes, natural gas, and propane. It also includes a new category called "Innovative Technologies and Advanced Fuels." The "Market and Program Development" category encompasses workforce development and training, sustainability studies, outreach and marketing, and program analytical and technical support. Based on the current funding landscape, the status of the alternative and renewable fuels and advanced vehicle technologies and markets, and the status of market and program development, the Energy Commission presents the following observations and recommended funding allocations.

Electric Drive

Electric drive (EV) applications include hybrid-electric vehicles (HEV), plug-in hybrid-electric vehicles (PHEV), and battery electric vehicles (BEVs) in light-, medium-, and heavy-duty applications. In 2008, there were approximately 350,000 light-, medium- and heavy-duty electric drive vehicles registered in California for on-road use. The majority of these EV vehicles were HEVs. Currently, 10 automakers are producing light-duty HEVs, and as many as 110,000 of these vehicles are being added to the market in California each year. Department of Motor Vehicle (DMV) data for 2008 shows less than 15,000 of California's EV vehicles were BEVs, of which approximately 10,000 were low-speed neighborhood electric vehicles (NEVs), a decrease from the more than 23,000 BEVs registered in 2004. There are less than 500 PHEV conversions in the current EV vehicle population. Changes in 2008 to the ZEV program encourage the production and deployment of PHEVs by adding a new vehicle category for compliance: Enhanced AT PZEVs, to meet up to 70 percent of the "pure" ZEV requirement in the near-term (2012 to 2014) and up to 50 percent in the medium-term (2015 to 2017). ARB estimates up to 25,000 PHEVs per year will be deployed between 2012 and 2014.[41]

Medium- and heavy-duty trucks, buses and non-road vehicles can saturate market niches earlier than passenger vehicles at a much lower level of manufacturing (3,000 to 5,000 per year) to achieve cost competitiveness with diesel vehicles. Hybrid electric designs are being offered for sale in limited volumes. Technology improvements and demonstrations will reduce costs and broaden market availability. Also, GHG emissions can be further reduced by introducing alternative and renewable fuels in electric truck hybrid applications, demonstrating advanced hydraulic technology, electrifying on-board vehicle accessories and demonstrating plug-in electric and battery electric trucks.

[41] 2008 Proposed Amendments to the California Zero-Emission Vehicle Program Regulations, Staff Report, California Air Resources Board, February 8, 2008.

Installation of electric charge infrastructure will need to keep pace with the roll-out of electric drive vehicles. As more consumers desire home vehicle recharging, policies to develop both public and private infrastructure sufficient to meet the requirements for widespread use of BEVs and PHEVs will be required. Utilities will have to develop charging strategies and procedures and special rates that meet the needs of vehicle recharging and grid reliability. Infrastructure equipment will need to be standardized, on and off the vehicle.

Widespread use of electric drive technology still requires:

- A wider selection of commercially available light duty vehicle models.
- Continued battery research, which will bring significant reductions in the cost per kWh of electric vehicles batteries.
- Reductions in the cost of electric vehicle components and vehicle price to be competitive, with conventional vehicles, without subsidies and accounting for the lower cost of electricity as a fuel.
- Adequate charging infrastructure including public access level 2 charging.
- Public familiarity with battery recharging and replacement, and vehicle performance.
- Upgrades to the local electric grid distribution capacity to serve increased load.
- Smart charging capability to allow for better load management and reduced generation and infrastructure costs.

Light-Duty Vehicles

Given light-duty HEVs' current entries into the market, this section of the *2010-2011 Investment Plan* focuses on PHEVs and BEVs, which are integral to California's low-carbon transportation future. Full fuel-cycle emissions of BEVs using today's California electricity grid are 65 percent to 70 percent lower than the emissions of conventional gasoline vehicles.[42] As California shifts to an increasingly renewable electricity generation system, BEVs will account for fewer GHG emissions on a full fuel-cycle basis. Full fuel cycle emissions of PHEVs are estimated to be 50 percent lower than conventional gasoline vehicles, depending on the proportion of miles driven in electric mode, which is a function of installed battery capacity and driver behavior.

The main barrier to penetration of light-duty BEVs and PHEVs is vehicle purchase price, mostly due to battery cost. The current federal tax rebate of $7,500 for BEVs and PHEVs and the AQIP funding rebate of $5,000 per ZEV or PHEV[43] both help to offset incremental cost over comparable conventional gasoline vehicles as shown in Table 3. An additional benefit for BEV's is the high occupancy vehicle (HOV) land access.

[42] Ibid.

[43] http://www.arb.ca.gov/msprog/aqip/cvrp.htm.

Table 3: Estimated Incremental Vehicle Cost[44]

	HEV	PHEV	BEV
Minimum	$2,182	$8,861	$20,122
Maximum	$5,056	$10,324	$31,342

Source: California Energy Commission

Several California battery manufacturers are pursuing advances in battery technology to make them lighter in weight and with higher energy densities that can provide longer range driving. Nanotechnology is being applied to develop high energy density lithium-ion batteries.[45]

However, fuel costs are expected to be less in comparison to most internal combustion vehicles operating on gasoline. The cost of electricity as a fuel is typically 70 percent to 80 percent below the cost of gasoline per mile traveled.[46] However, until battery durability is improved, higher battery replacement costs may offset other savings.

For consumers unfamiliar with BEV technology, the location of chargers, implications of limited driving range, and battery replacement cost are the primary areas of concern. Consumer education is essential to familiarizing consumers with EV technology.

According to the DMV, only 14,670 BEVs were in operation in California in 2008. Of those, approximately 10,397 were NEVs which are limited or low-speed vehicles for off-highway use. Of the non-NEV's, about 42 percent date from 1999 and earlier, and use outdated batteries and battery management systems.

The benefits of high efficiency, reduced GHG and other criteria emissions, and fuel diversity are the primary motivations for pursuing BEV and PHEV technology. In addition, state policy including the ZEV mandate is driving the timing of industry investments. The ZEV mandate currently only applies to the six largest automakers: Ford, General Motors (GM), Chrysler, Honda, Nissan, and Toyota. In addition, eight other existing automakers and 15 start-up companies plan to release BEVs and PHEVs during this time frame.

Under the ARRA, Ford received $5.9 billion in loans from the U.S. DOE to help it retool its plants to produce 13 fuel-efficient models, including as many as 10,000 EVs per year beginning in 2011. Nissan received $1.6 billion in loans to retool its Tennessee plant to make EVs. In August 2009, Ford, GM, Chrysler, and others received $2.4 billion in federal grants to encourage the development of HEVs and EVs. The grants include $1.5 billion for battery makers,

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[44] California Energy Commission, *2009 Integrated Energy Policy Report,* CEC-100-2009-003-CMF, December 2009, http://www.energy.ca.gov/2009_energypolicy/index.html.

[45] 2009 R&D 100 award given to Envia Systems and Argonne National Laboratory for highest energy and cycle life of all lithium-ion battery systems available in the market for electric vehicles.

[46] *State Alternative Fuels Plan*, Final Adopted Report, CEC-600-2007-011-CMF, December 2007.

$500 million for companies developing electric motors and drive components, and $400 million to test a recharging system for electric cars.

The ARB, through its AQIP, is providing $4.1 million in its 2009-2010 Funding Plan as purchase incentives for BEVs and PHEVs with additional funds in the future. Therefore, the Energy Commission is not proposing to provide incentives in this *2010-2011 Investment Plan*. However, the Energy Commission will consider a reallocation of funds to augment ARB's efforts if needed.

Light-Duty Vehicle Retrofits

Retrofitting HEVs to PHEVs can achieve GHG and petroleum reductions from a growing population of light-duty vehicles in California. Conversions can familiarize consumers with plug-in technology and begin to create demand for the EV components and charging infrastructure that will be necessary to support commercial-scale BEV and PHEV deployment. By reducing the engines' need to generate electricity, a converted PHEV can reduce GHG emissions by as much as 30 percent over a conventional HEV on a lifecycle basis. [47] This reduces GHG emissions both by allowing the vehicle to operate less in internal combustion mode and by extending the life of the vehicle.

The ARB requires certification of retrofit components to confirm that the aftermarket parts do no increase emissions of the original vehicle. Certification procedures for plug in hybrid conversion systems were adopted by ARB in 2009 and became effective in February 2010. Only one company, EEtrex, Inc. is currently approved by ARB to retrofit HEV's to PHEV's and only for 2006 through 2009 model year Ford Escapes HEV's.

Expected demand for Prius conversions for public and private fleet applications is in the range of 500 to 1,000 vehicles per year. [48] Prius conversions cost an estimated $10,000 per vehicle, less the $1,000 federal tax incentive for these conversions. The Energy Commission will be working closely with the PHEV Research Center to establish a demonstration program and will be evaluating the results of this effort to determine funding recommendations for HEV conversions in the future.

Medium- and Heavy-Duty Vehicles

There are nearly one million medium and heavy duty vehicles registered in California on the road and a half-million registered in other states which are operating in California. [49] Hybrid-electric and hydraulic-hybrid technologies on medium- and heavy-duty vehicles can potentially reduce GHG emissions 60 percent on a full fuel cycle basis compared to conventional diesel vehicles. Hybrid electric trucks use the engine to recharge the batteries, which assists the engine

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[47] Low-Carbon Fuel Standard.

[48] Staff analysis based on Energy Commission Electric Drive Workshop, and debriefing meetings with applicants after the ARRA solicitations.

[49] DMV data.

and auxiliary functions. Hydraulic-hybrids use a hydraulic pump and motor to offer a power boost to the engine and auxiliary functions. Refuse trucks, drayage trucks, package delivery vans, utility trucks, transit and school buses, and harbor craft are the most practical applications due to their unique duty cycles. Deeper emissions and petroleum reductions can be achieved by combining PHEV technology with alternative and renewable fuel engines.

Presently, fewer than 600 commercial hybrid trucks are on the road today. However, at least 15 companies are developing hybrid-electric technologies and at least four companies are developing hydraulic-hybrid technologies. The primary obstacle facing this industry is the high incremental cost of the trucks, as shown in Table 4.

Table 4: Estimated Incremental Cost for Medium- and Heavy-Duty Electric Drive Vehicles[50]

	HEV	PHEV	BEV
Minimum	$16,000	$35,000	$50,000
Maximum	$24,000	$45,000	$100,000

Source: California Energy Commission

ARRA funded 2,576 HEVs and 100 BEVs for demonstration in the medium- and heavy-duty vehicle classes nationwide. The funding will evaluate technical feasibility and build customer familiarity through a nationwide demonstration.

The Energy Commission and ARB are coordinating the use their respective AB 118 funds for the development and deployment of advanced on-road medium- and heavy-duty vehicles. The ARB has allocated $20.4 million for FY 2009-2010 for a voucher program that will provide incentives for the purchase of commercially available medium- and heavy-duty vehicles.

The Energy Commission's funds will be used to demonstrate technology advancements in medium- and heavy-duty BEV and PHEV vehicles as well as hybrid-electric, hydraulic-hybrid and fuel cell applications. The Energy Commission is funding the demonstration of medium-duty PHEV utility vehicles, shuttles, service trucks, and delivery vehicles through ARRA. Under the FY 2008-2010 Investment Plan, Program funds will match ARRA funding to provide a demonstration of 123 medium-duty plug-in hybrid electric vehicles, primarily in central and southern California. The Program will provide $9 million with approximately $26 million from ARRA and $26 million in participant match funds.

Next generation plug-in hybrid and battery electric trucks need continuing proof-of-concept demonstrations to accelerate market introduction. The Energy Commission is providing up to $9.5 million of FY 2008-2010 Program funds in a current solicitation for projects that will advance the technology and develop the commercialization of BEV, HEV, PHEV, and

[50] California Energy Commission, *2009 Integrated Energy Policy Report,* CEC-100-2009-003-CMF, December 2009, http://www.energy.ca.gov/2009_energypolicy/index.html.

alternative fueled advancements (natural gas, ethanol, hydrogen and biodiesel) in medium- and heavy-duty vehicles. In addition, the Energy Commission is funding a $3 million Center of Excellence. The center, in conjunction with the Energy Commission, will serve as a central entity to plan, coordinate, evaluate, fund, and manage projects in California to accelerate the introduction of a broad array of advanced vehicle technologies across all sectors of the medium- and heavy-duty market.

Electricity also has the potential to replace diesel fuel in a number of non-road markets including forklifts,[51] truck refrigeration and auxiliary power units, port cold ironing, and truck-stop electrification (TSE).

Electrifying truck engines and non-road applications offers significant criteria pollutant and GHG emission reduction benefits, as well as fuel savings and other efficiency improvements.[52] However, the high upfront capital costs to purchase and install equipment inhibit the widespread adoption of these technologies.

ARRA funding provided over $22 million for 50 TSE projects outside of California, expanding the network of TSE availability for the more than 76,000 long-haul trucks that travel into and throughout California. In 2006, California had seven truck stop facilities that featured TSE infrastructure and services. However, California has more than 300 truck stop sites and 20,000 truck parking spots that are candidates to switch to TSE and use electricity instead of fuel burning auxiliary power units for cabin power. Currently, the Energy Commission has a grant solicitation providing up to $125,000 per TSE project. TSE costs about $10,000 per parking stall and truck refrigeration units cost $12,000 to $15,000 per unit.

To provide for ongoing demonstrations of on-road and non-road medium- and heavy-duty electric drive advancements, the Energy Commission will allocate $14 million in grants and loans in this *2010-2011 Investment Plan*. This includes funding for medium- and heavy- duty HEVs, PHEVs, BEVs, hydraulic–hybrids, and hydrogen-fueled vehicles. Funds are also available for other alternative-fueled vehicles that utilize HEV, PHEV, or hydraulic hybrids.

Charging Infrastructure

Installation and upgrades of electric charge infrastructure will need to keep pace with the expected roll-out of electric drive vehicles. Existing electric charging infrastructure is sufficient to support the current BEV and PHEV populations; however, current infrastructure is inadequate to support the anticipated BEV and PHEV sales expected by 2012.

California has approximately 413 stations[53] with 1,300 public[54] access electric charge points. A charging point consists of a single charge outlet and a charging site (or station) may offer

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[51] The Energy Commission is using both indoor and outdoor BEV forklifts within this context.

[52] California Energy Commission, *2009 Integrated Energy Policy Report*, CEC-100-2009-003-CMF, December 2009, http://www.energy.ca.gov/2009_energypolicy/index.html.

[53] U.S. Department of Energy www.afdc.energy.gov.

multiple charging points. These public access charge points need to be upgraded to include Society of Automotive Engineers J1772 compliant connectors to charge new BEVs and PHEVs. In addition to upgrades, a larger, more strategic network of new electric charging stations will be needed to support the number of BEVs and PHEVs in the next few years. Installation of new charging points will reflect the growth of urban area BEV and PHEV purchases, business and municipal fleet purchases, commuter corridor locations, and charge points for medium-duty and heavy-duty electric trucks and transit buses**.** In addition, mechanisms and protocols for payment, similar to bank ATM systems, would allow charging at any site, enhancing vehicle commercialization. The Energy Commission will examine these issues more closely as it considers funding for charging infrastructure.

There are three voltage levels for recharging BEVs and PHEVs: level 1 is ordinary household current at 120 volts; level 2, at 240 volts, is used in residences for washers and dryers, although some older homes do not have level 2 wiring; and level 3, at 360 volts, is not found in residences, but is necessary for quick charges. For the Nissan Leaf BEV[55] with a 100 mile range (24kWh battery pack), recharging at level 1 (110v at 15amps) requires as long as 24 hours. Level 1 would be primarily for charging a PHEV with a small battery pack or topping off the charge of a BEV. Level 2 (220v at 40-60 amps) recharging will take approximately three to five hours. A level 3 (360v at 100amps) recharge takes about one to two hours. However the high cost of installing additional wiring prevents level 3 from being used in most residential dwellings. Table 5 shows the recharging time for electric vehicles assuming various levels of volts and amps.

Installation of residential charging stations needs to be seamless; this includes permitting, installation, and inspection. The current installation process can be complex, costly, and protracted. The average residential installation time between ordering and installing Electric Vehicle Supply Equipment (EVSE) is over four weeks.[56]Although the actual charging panels may take a few hours to install, the entire process is dependent on a series of site visits including the utility company, licensed electrician, city permitting office, and city building inspector. It is common for delays to occur between steps, increasing installation time from a few days to several weeks.

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[54] evchargernews.com March 4, 2010.

[55] http://www.allcarselectric.com/blog/1033848_2011-nissan-leaf-batteries

[56] Source: Enid Joffe, Clean Fuel Connection, PUC/CEC/ARB Joint Agency Workshop on Alternative-Fueled Vehicle Rulemaking 3/16/10

Table 5: Electric Vehicle Recharge Time (Hours)[57]

Volts	Amps	20 kWh Recharge Time (Hours)
110	15	24.9
110	20	18.6
220	40	4.7
220	60	3.1
360	60	1.9
360	100	1.1

Source: California Energy Commission

This process will vary for each community and for each installation. The original equipment manufacturers (OEMs) are very interested in simplifying and streamlining this process and recommend a national installation process.[58] Local government jurisdictions often lack knowledge about the permitting process as it applies to EVSE and many permit and inspection offices face workforce reductions thus exasperating the problem of timely permitting.[59] In order to facilitate the rollout of electric vehicles in the next few years these complex installation challenges must be addressed. The Energy Commission will consider funding a range of issues related to electric vehicle community readiness including education, workforce training and staffing of local government entities and strategic planning for the establishment of electric vehicle infrastructure in California.

Residential EVSE costs (for level 2, 40 amp circuit) based on a recent 2009 survey is $1,588, and the median cost is $1,391.[60] A federal tax credit of 50 percent of the EVSE installation cost will be available through the end of 2010. The primary cost drivers are panel upgrades, length of conduit, panel size, whether the location is detached or not, wall versus pedestal charger, extent of special work such as trenching and pouring, and time-of-use meter costs.[61] According to

[57] Energy Commission staff analysis assumes a 20 kWh recharge. The charge times have been adjusted to account for various household wiring limitations including charger efficiencies and battery-charge profiles.

[58] Alex Keros, General Motors, CPUC/CEC/ARB Joint Agency Workshop on Alternative-Fueled Vehicle Rulemaking 3/16/10

[59] Bob Hayden, City of San Francisco, CPUC/CEC/ARB Joint Agency Workshop on Alternative-Fueled Vehicle Rulemaking 3/16/10

[60] Enid Joffe, Clean Fuel Connections, CPUC/CEC/ARB Joint Agency Workshop on Alternative-Fueled Vehicle Rulemaking 3/16/10

[61] Ibid.

some OEMs an ideal consumer rebate for EVSE would be $500 to $1,000 for installation.[62] The Energy Commission will consider funding customer rebates for EVSE.

Senate Bill 626 (Kehoe, Chapter 355, statues of 2009) requires the PUC, in consultation with the Energy Commission, the ARB, electrical corporations, and the motor vehicle industry to evaluate and implement policies relating to plug-in hybrid and electric vehicles and adopt rules by January 1, 2011. On August 20, 2009, the PUC filed an Order Instituting Rulemaking. The rulemaking will "consider tariffs, infrastructure and policies needed for California investor-owned electric utilities to ready the electricity system in a consistent, near-term manner for the projected statewide market growth of light-duty electric vehicles throughout California."[63] Comments are invited from all governmental entities with interests related to the rulemaking.

Another option to accommodate charging needs is the Battery Switch Station (BSS), where a discharged battery pack is replaced with a fully charged battery pack. BSS enables third party battery ownership, ease of battery replacement for servicing, and use in secondary applications. Since most charging will be done at home, work, and in public spaces, BSS deployment is not required on the same scale as the current gasoline infrastructure. High mileage fleets such as taxicabs could use BSS within and between cities. BSS deployment, similar to natural gas station deployment, could initially follow the freeways between major cities before branching out to secondary roads. To expedite, validate and test the battery switch model, any battery switch station will require the funding of switchable battery cars. At this time, staff does not recommend funding battery swap stations due to the lack of vehicle manufacturer support.

A large portion of the current public charging infrastructure will need to be upgraded to handle new BEVs and PHEVs. Funds from the previous investment plan used to match federal ARRA dollars were used to support Nissan, GM, Ford, and Chrysler BEV rollouts only in the San Diego and Sacramento areas (through responses to the Energy Commission's solicitation, PON-08-010). Currently, the Energy Commission has a grant solicitation with approximately $3 million available for electric drive infrastructure. The geographical distribution of electric drive infrastructure proposals under this solicitation is unknown at this time.

OEM BEV rollouts will include the Bay Area and the greater Los Angeles area. In addition, several OEMs are testing PHEV models and Toyota's goal is to have a Prius PHEV on sale for retail consumers by 2011.[64] By leveraging program funds with private industry dollars, the Energy Commission expects to meet anticipated needs with a $3 million allocation using grants and loans for charging infrastructure. In combination with other programs, this should ensure the current charging points are adequate to support new vehicles. The Energy Commission will

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[62] Alex Keros, General Motors, CPUC/CEC/ARB Joint Agency Workshop on Alternative-Fueled Vehicle Rulemaking 3/16/10

[63] http://docs.cpuc.ca.gov/word_pdf/FINAL_DECISION/106042.pdf.

[64] "Toyota Releases Details on Toyota Prius PHEV" by Jeffrey Ross, December 16, 2009, http://www.autotropolis.com/autotropolis-columns/car-tech/toyota-releases-details-on-toyota-prius-phev.html.

collaborate with other interested parties to monitor the demand for electric drive infrastructure as BEV's are rolled out over the next year.

Given all the complex issues involved with electric drive infrastructure it would be helpful to establish a statewide strategic plan to address the anticipated need for single dwelling and multi-unit recharging as well as public charging stations and charge points. The Energy Commission is evaluating its role in the development of such a comprehensive plan for electric drive vehicles.

Battery Reuse

Battery reuse occurs when an electric vehicle's battery is removed and repurposed for a second application after its retirement from the vehicle. In order to accelerate the implementation of PHEVs or BEVs, and to promote the growth of the battery market, the Energy Commission's Public Interest Energy Research (PIER) Transportation Unit is identifying and evaluating potential reuse strategies for vehicle traction batteries, known as" Battery Second Use."

Several strategies discussed in a recent PIER paper could hasten the early commercialization of electric vehicles in California.[65] They include: battery downsizing, standardization, and leasing, with shortened initial vehicle deployment and repurposing/down-cycling into stationary use for grid-support services. These strategies, based on minimizing the battery size and cost by re-defining "battery life," combined with strategies for capturing later-stage battery value in stationary applications, can help to reduce the estimated initial lease prices of new plug-in vehicle batteries. Electric utilities may value repurposed vehicle batteries as storage devices for nighttime power from renewables and delivery devices for peak needs, especially if such devices help to avoid building new power plants. Post-vehicle, stationary "Battery-to-Grid" (B2G) applications can also provide meter benefits for customers, offer demand-response services, improve utility operation, help defer costly grid upgrades, and support the profitability and penetration of wind power and other carbon-reduction measures.

PIER Transportation, working with the UC Davis Plug-In Hybrid and Electric Vehicle Research Center, is further advancing battery recycling within the Second Life Applications and Value of "Traction" Lithium Batteries request for proposals (RFP), which will include actual and/or simulated transactions between a Household Energy Storage Appliance (HESA) and the electricity system using real or proposed smart grid protocols. The center recently solicited the RFP to research possible second use applications and requirements for used automotive lithium-ion batteries. Applications that can use transportation batteries in complimentary or secondary applications may help to build the market for automotive lithium batteries and extend the usable life and value of the batteries.

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[65] Williams, Brett D., and Timothy E. Lipman, 2010. Strategies for Transportation Electric Fuel Implementation in California: Overcoming Battery First-Cost Hurdles. California Energy Commission, PIER Transportation Program. CEC-500-2009-091.

Manufacturing

Encouraging manufacturers of BEVs and PHEVs and their components to locate or expand their operations in California has the potential to create several thousand green jobs and substantial benefits to the state's economy. For example, at its peak production before it closed, the New United Motor Manufacturing Inc plant in Fremont, California, employed 4,500 high skilled laborers and up to 35,000 supply chain workers in a joint venture between GM and Toyota.

Several California manufacturers make lead-acid and nickel metal hydride batteries and component parts for gasoline vehicle automakers, components for the electronics industry, and stationary power storage systems for military and industrial customers. In addition, several start-up vehicle manufacturers have emerged in California and begun developing prototype and early market EVs. However, high upfront capital costs impede these manufacturers from developing and expanding the plants and assembly lines to make advanced EV components and produce electric and alternative fuel vehicles for commercial sales.

Although the U.S. DOE awarded nearly $1.7 billion nationwide for vehicle and battery manufacturing incentives, no California firm was selected for Federal ARRA economic stimulus funding during 2009. However, the ARRA funds that were awarded nationwide will still have a large impact on the nation's ability to manufacture electric vehicles and components, and will in turn impact California's market for electric drive vehicles. Under the FY 2008-2010 Program funding, the Energy Commission will award $19 million for a combination of grants for pre-development stages of manufacturing plants and loans to help finance assembly and production plants that make vehicles, batteries, electric propulsion systems and other components in California. The Energy Commission will collaborate with the CAEATFA to establish loan mechanisms and facilitate sales tax exemptions for the purchase of equipment to manufacture ZEVs.

California utilities estimate that California will represent 25 percent of the national purchases of light-, medium-, and heavy-duty EVs. As a result of the ARRA solicitation process and follow up interviews with stakeholders the Energy Commission recommends manufacturing incentives of $7.5 million to $10 million in the form of grants and loans. This will ensure that California manufacturers are established to fulfill demand from California customers seeking electric drive vehicles. California will benefit economically from the local production of vehicles and components. This funding will likely result in 20,000 to 30,000 EVs sold per year within five years. Additionally, by 2014 battery sales will likely reach 100,000 per year within California primarily for medium-duty and heavy-duty auxiliary power units. At these levels it is expected that battery cost will drop by up to 50 percent from current market rates thereby increasing the competitiveness of PHEVs and BEVs compared to conventional vehicles. Repayments from revolving loans could reduce the need for annual allocations, and within five years, the need for manufacturing incentives could be eliminated, reduced or based only on loans and loan guarantees. Conversely, if California incentives are not provided in the near term, customer

demand will be met by products manufactured primarily outside of California. [66] Table 6 shows the Energy Commission's Electric Drive funding recommendations totaling $24.5 million.

Table 6: Electric Drive Funding Summary

Develop and demonstrate advanced on-road medium- and heavy-duty technology	$12 Million
Develop and demonstrate advanced non-road medium- and heavy-duty technology	$2 Million
Infrastructure and related activities	$3 Million
Manufacturing facilities and equipment	$7.5 Million
Total	$24.5 Million

Source: California Energy Commission

Hydrogen

Hydrogen fuel cell vehicles (FCVs) generate electricity through an electrochemical process, using hydrogen as the fuel, to generate electricity to power an electric motor which drives the vehicle. When the hydrogen is converted to electricity in a fuel cell, the only by-products at the vehicle are heat and water.

Compressed hydrogen can be derived from a number of sources, with a wide range of GHG emission reductions. Currently, the vast majority of hydrogen is produced (for non-vehicular purposed) through the reformation of natural gas. Hydrogen produced in this manner and used in an FCV can reduce GHG emissions by 56 percent and petroleum consumption by 99.7 percent[67]when compared to California's reformed gasoline.

Hydrogen FCVs and hydrogen internal combustion engines (HICEs)[68] are expected to play a modest role in meeting the state's 2020 GHG emission reduction goal, but will be a significant factor in meeting the state's 2050 goal. Today, very little hydrogen is produced for use as a vehicle fuel. Before more significant amounts of hydrogen can be produced for vehicle use, high costs for vehicles and fueling infrastructure will need to be addressed. Early FCV deployments by automakers, coupled with strategic investments in hydrogen fueling infrastructure, are

[66] All data in this paragraph was taken from the Energy Commission Electric Drive Workshop, and debriefing meetings with applicants after the ARRA solicitations. All meetings hosted by the Energy Commission staff.

[67] *State Alternative Fuels Plan*, Final Adopted Report, CEC-600-2007-011-CMF, December 2007. See table 3.19.

[68] BMW, Ford, Mazda and Honda have developed HICE vehicles in the past, some of these programs are still active and some of the past vehicles are still being used.

necessary steps in supporting early commercialization. The ZEV and zero emission bus (ZEB) programs administered by the ARB will also promote the adoption of hydrogen technologies in the marketplace. These efforts will demonstrate the market readiness of the technology, and will also lead to significant cost reductions as economies of scale are developed. The use of renewable sources of hydrogen such as biomass and biomethane will further reduce the life-cycle emissions.

Senate Bill (SB) 1505 (Lowenthal, Chapter 877, Statutes of 2006) requires that, on a statewide basis, no less than 33.3 percent of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from renewable energy resources. The ARB is currently developing regulations to clarify elements of the SB 1505 mandate for a possible June 2010 adoption.

During the transition to a commercial market, government and private investments in hydrogen fueling infrastructure will be essential in order to complement the roll-out of light-duty and transit FCVs. These investments will be needed to establish strategically located hydrogen fueling stations that will fuel the early pre-commercial FCVs. In order to overcome the high capital costs of hydrogen fueling infrastructure serving a small but growing vehicle population, a balance of government incentives and regulatory approaches is essential. It is critical, though, that this be supplemented by strategic, retail-oriented placement (market development) and co-funding of these initial stations. A focused and disciplined method is needed that includes all available "tools" for leveraging funds (such as public-private partnerships, joint ventures, "anchor" stations in cluster communities,[69] co-locating of fueling with CNG/other alternative fuels.) A crucial element of this effective strategy is to combine high-volume fuel use with multiple users to create the best business case and stimulate station owners/operators to co-invest. This also enables the stations' ongoing future operation.

The ARB is currently evaluating a number of approaches to provide policy incentives to energy companies who invest in ultra-low carbon fuels including hydrogen. This includes, for example, the use of credit multipliers under the LCFS or the Clean Fuels Outlet as part of the ZEV program. On December 10, 2009, the ARB directed staff to investigate the potential for these mechanisms. Decisions on any proposed changes are expected in late 2010. These regulatory tools have the potential to create a clear business model for private investment in hydrogen infrastructure as vehicle numbers grow.[70]

Lastly, in order to establish hydrogen fuel as a commercial option in the future, a type approval for retail dispensing (and quality) of hydrogen is necessary. California is lacking standards for commercial or retail hydrogen dispensers for fueling vehicles, meaning that hydrogen cannot

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[69] Cluster areas are Santa Monica, Torrance, Irvine, Newport Beach, early-adopter areas identified by UC studies and according to the California Fuel Cell Partnership's 2009 Action Plan http://www.cafcp.org/sites/files/Action%20Plan%20FINAL.pdf.

[70] Joan Ogden et al. "Roadmap for Hydrogen and Fuel Cell Vehicles in California: A Transition Strategy through 2017". Institute of Transportation Studies, University of California, Davis. December 21, 2009.

currently be sold in California on a retail per unit basis. Under an interagency agreement with the Energy Commission, the California Department of Food and Agriculture's Division of Weights and Measurement Standards will seek to create a type approval.

Light-Duty Vehicles

The benefits of high efficiency, reduced GHG and other criteria emissions, and fuel diversity are the primary motivations for automakers pursuing fuel cell and other electric drive vehicle technologies. In addition, state policy including the ZEV mandate is driving the timing of industry investments. (See Appendix B for a detailed description of the ZEV program). While the volumes are currently low, FCVs are expected to move from the current demonstration stage to early commercial volumes within the next decade. Table 7 shows the range of numbers of vehicles that the ARB estimates could be rolled out under ZEV compliance options and under the LCFS base case scenario.

Table 7: FCV and ZEV Deployment Estimated Ranges (ZEV Mandate Requirements)

	2010-11	2012-14	2015-17
"Gold" FCVs (ZEV compliance)	0 to 250	0 to 5,357	0 to 25,000
"Gold" ZEV (Total FCV & BEV)	0	0 to 25,000	0 to 50,000
FCV (LCFS base case scenario)	0 to 1,400	0 to 9,000	0 to 45,000

Source: California Energy Commission

In early 2009, the California Fuel Cell Partnership (CaFCP) prepared their first-ever Action Plan to deploy FCVs and fueling stations in California.[71] The plan contained a survey of automakers conducted in late 2008 to determine timing and location of their deployment of FCVs in California. The first line in Table 8 shows the estimated FCV deployment according to the 2008 voluntary survey. The CaFCP is currently updating its survey for 2009.

The second line in Table 8 shows the results of a recent Energy Commission/ARB joint survey of automakers' written FCV deployment commitments. The majority of these vehicles will be deployed in the Southern California cluster communities (see Appendix C for details on these cluster communities).[72]

[71] California Fuel Cell Partnership, Hydrogen Fuel Cell Vehicle and Station Deployment Plan: A strategy for Meeting the Challenge Ahead, http://www.fuelcellpartnership.org/sites/files/Action%20Plan%20FINAL.pdf.

[72] Cluster areas are Santa Monica, Torrance, Irvine, Newport Beach, early-adopter areas identified by UC studies and according to the California Fuel Cell Partnership's 2009 Action Plan http://www.cafcp.org/sites/files/Action%20Plan%20FINAL.pdf.

Table 8: Estimates of OEM Vehicle Deployment Numbers (Cumulative for Each Year)

	2009	2010	2011	2012	2013	2014	2012-14	2015-17
CaFCP December 2008 Survey	193	370	712				4,307	53,907
Energy Commission/ARB November 2009 Survey	93	192	330	495	769	1,839	3,103	47,809

Source: California Energy Commission

The Federal Emergency Economic Stabilization Act (EESA) of 2008 included an extension of the Investment Tax Credit (ITC) for fuel cell technology through 2016. For FCVs weighing less than 8,500 pounds, the base credit amount is $8,000 if the vehicle is placed in service on or before December 31, 2009 and $4,000 if the vehicle is placed in service after that date. (It should be noted that neither $ 4,000 nor $8,000 is likely to cover the production cost differential to a conventional vehicle today).[73] Funding was offered for light-duty vehicles under the Federal ARRA program, but none of those projects were approved by DOE. Table 9 provides the FCV deployment by major metropolitan areas.

Table 9: FCV Deployment by Major Metropolitan Areas[74]

	2009	2010	2011	2012	2013	2014	2015-2017
Los Angeles Area (4 clusters)	52	105	175	257	372	849	18,349
Los Angeles Area (Other)	16	30	57	88	117	382	9,115
San Diego		4	8	8	23	33	1,100
Bay Area	9	20	34	48	91	264	11,145
Sacramento	9	17	25	38	60	117	1,942
Other	7	16	31	56	106	194	6,158
Total	93	192	330	495	769	1,839	47,809

Source: California Energy Commission

The Energy Commission is not offering any vehicle incentives at this time; however, the ARB has allocated $4.1 million for light-duty vehicle incentives in their AQIP 2009-2010 Funding Plan. Under ARB's funding criteria, a fully-functioning FCV, such as the Honda Clarity FCX,

[73] Current early testing and demonstration FCVs have only theoretical price tags, sometimes in excess of one million dollars per vehicle. However, vehicle and component manufacturers are working hard to drive down the manufacturing cost of the vehicles prior to early commercialization in order to assimilate the lower production cost associated with high volume vehicle manufacturing.

[74] According to Energy Commission/ARB November 2009 Survey.

would be eligible for a $5,000 per vehicle rebate. ARB expects the bulk of this allocation to be used for BEVs (and potentially PHEVs) since most FCVs are not marketed to retail customers yet.[75] At public workshops, ARB staff has indicated its intent to continue this Clean Vehicle Rebate Project (CVRP) as a multi-year program, though no allocations for the 2010-2011 AQIP Funding Plan have been approved.[76]

Heavy-Duty Vehicles

California has pursued the vigorous development and deployment of alternative-fueled and hydrogen fuel cell transit buses through regulations and incentives for more than 10 years. Over this time, many developments and successes have advanced the evolution of hydrogen fuel cell transit bus technologies for the benefit of the state and the nation. Hydrogen fuel cell buses can reduce GHG emissions from 26 percent to 86 percent compared to conventional diesel buses, depending on the method of hydrogen production.[77]

Since 2004, the ARB has helped co-fund fuel cell bus demonstration programs in the Bay Area and in Southern California. The HyRoad Program, led by AC Transit in Oakland/Emeryville, will roll out 12 hydrogen FC buses in mid 2010.[78] In addition, the ARB co-funded two FC buses with SunLine Transit in Twentynine Palms. The first of 12 bay area buses is expected to be operational by the end of 2009. (Please see the Introduction section of this document for details on the ZEB program.)

In a July 2009 ARB meeting, staff was permitted to delay the ZEB purchase requirement, however, ARB staff has not changed the actual regulation. A two to three year delay is likely. In addition, ARB staff has been directed by the ARB to develop cost-differential purchase metrics to re-evaluate and re-institute the schedule for purchase requirement, and to report back to the Board by July 2012. The reasons for the delay of the purchase requirement include the higher

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[75] Only a few vehicles are distributed to selected individuals and organizations by the mechanism of termed leases as very early adopter vehicles, e.g. the Daimler B-Class FCV, Honda Clarity FCX FCV and Chevrolet Equinox FCV.

[76] For the 2010-2011 Funding Plan, ARB has indicated that two FCV models may be eligible as ZEVs under the CVRP if funding is continued. The Honda Clarity and the Mercedes B-Class could be eligible if they are leased to customers in a three-year lease agreement.

[77] Based on Detailed California Modified GREET Pathway for Compressed Gaseous Hydrogen from North American Natural Gas version 2.1. California Air Resources Board http://www.arb.ca.gov/fuels/lcfs/lcfs.htm and *Full Fuel Cycle Assessment: Well-to-Wheels Energy Inputs, Emissions, and Water Impacts* Consultant Report. California Energy Commission CEC-600-2007-004-REV.

(Numbers are on Grams/mile basis, i.e., EER values included to represent the full picture). Compressed H2 from on-site grid electrolysis: 26%; Compressed H2 from on-site NG reforming: 56%; Compressed H2 from on-site 70% renewable electrolysis: 63%; Compressed H2 from on-site NG reforming using 33% landfill gas as feedstock: 66%; Compressed H2 from on-site NG reforming using 100% landfill gas as feedstock: 86%. (All values % GHG reduction compared to California reformed gasoline baseline).

[78] "AC Transit for the Environment," http://www.actransit.org/environment/hyroad_main.wu.

than expected cost differential compared to conventional diesel buses and the new alternative fuel technologies, and the reliability, durability and commercial readiness of the transit bus technologies. [79]

A company in Southern California (Vision Industries) has proposed hydrogen fuel cell heavy-duty drayage trucks to be deployed for moving goods in and around ports. This fuel cell truck (battery-dominant hybrid) looks promising, but as a prototype, has undergone very limited testing. Additional testing, validation and demonstration are needed to prepare the technology for commercial demonstration or deployment.

In addition, other related "bridging" technologies being developed for hydrogen. For example, blending up to 30 percent hydrogen with natural gas and hydrogen-compressed natural gas (H/CNG) fuels have produced positive emission and operational results in trucks, buses, and vans. Hydrogen-fueled internal combustion engines offer another bridging technology with the potential to reduce GHG and criteria emissions although the lower efficiency of combustion engines relative to fuel cells reduces their benefits. This may be a viable transition option from existing conventional vehicle technology.

Under ARRA, there is very limited funding available for heavy duty hydrogen vehicle incentive programs. The only project funded under ARRA/DOE was for hydrogen fueling infrastructure (to fuel hydrogen fuel cell buses in Connecticut). However, the Federal Transit Administration did make a significant contribution (12 fuel cell buses) to the AC Transit's HyRoad hydrogen bus program.

The Federal Investment Tax Credit for fuel cell technology provides tax credits of between $10,000 and $40,000 for heavy-duty vehicles, based on the weight of the vehicle. The credit may be claimed for vehicles placed in service after December 31, 2005, and purchased on or before December 31, 2014.

Another funding source comes from the South Coast Air Quality Management District (SCAQMD). It reserves some of its Clean Fuels Program funding (13 percent of $16.6 million) for hydrogen and fuel cells. This is mostly intended for research and development in transit and heavy-duty applications with the goal of air quality improvement. Co-funding demonstration/test fleet projects through the AQMDs is already in progress as explained in the ZEB section above. Additionally, ARB is currently reviewing, monitoring and re-assessing components of the AQIP to potentially fund and support Hydrogen fuel cell buses in future funding plans.

As stated in the previous electric drive section the Energy Commission may consider funding for hydrogen trucks in FY 2010-2011. If allotted, this will come from funds reserved for on-road medium- and heavy-duty electric drive vehicles. (See the electric drive section for more details.)

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[79] SunLine Transit Agency. K. Chandler and L. Eudy. "Hydrogen-Powered Transit Buses: Preliminary Evaluation Results". Table 7, pg.33, table 10, pg.36 and appendix. February 2007. http://www.nrel.gov/hydrogen/pdfs/41001.pdf

Non-Road Applications

A recent report for the DOE identified at least two near-term markets for non-road use of hydrogen fuel cells.[80] Forklifts in warehousing and distribution centers and airport ground support equipment (which include certain classes of forklifts). Fuel cell forklifts are considered to have near-term market potential because they provide zero emission operation, allow rapid re-fueling, and do not diminish in power during operation. The ability to rapidly refuel is especially attractive for multi-shift applications. Indoor and outdoor air quality concerns are another important reason for preferring battery electric or fuel cell forklifts over combustion engines in the work place. A number of material handling site owners have already indicated a willingness to provide co-funding for such applications. The Department of Defense, through the Defense Logistics Agency, has a large fuel cell forklift demonstration program underway at distribution depots throughout the country. Argonne National Laboratory has estimated that about 50,000 battery electric forklifts have been sold each year from 2005 to 2007 representing a large market potential for this new technology. It is possible in certain locations that infrastructure to serve forklift applications could also adequately serve vehicle applications. Finding such locations may be a challenge, but would offer opportunities for more effectively funding projects that serve more than one infrastructure purpose.

The Energy Commission does not intend to fund non-road applications in FY 2010-2011, but acknowledges their importance and potential. The ARB AQIP Funding Plan for FY 2009-2010 includes $2 million for non-road applications, for example agricultural and lawn/garden equipment, marine vessels, locomotives, and other off-road equipment.[81] The Energy Commission proposes that the ARB continue to support these activities in the coming fiscal year.

Infrastructure

In its first Investment Plan, the Energy Commission sought to provide adequate funding (up to $40 million) for the cost-shared establishment of needed hydrogen infrastructure based on the information available from public agencies, public and private organizations and stakeholders. Since that time, many developments have occurred, some that have advanced and some that have hindered these critical and strategic infrastructure establishment efforts.

The Energy Commission sought purposeful collaborations and participation with all involved entities and stakeholders. Some of those include:

- Collaborations with the CaFCP, ARB, the Institute of Transportation Studies (UC Davis), National Fuel Cell Research Center (UC Irvine), and the National Renewable Energy Laboratory (NREL)

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[80] *Full Fuel-Cycle Comparison of Forklift Propulsion System*, Argonne National Laboratory, ANL/ESD/08-3, October 2008.

[81] "Proposed AB 118 Air Quality Improvement Program Funding Allocation for Fiscal Year 2009-2010," available at: http://www.arb.ca.gov/msprog/aqip/fundplan/aqip_FY09-10_FP.pdf.

- Partnerships with air quality management districts and other public agencies, such as the Clean Air Technology Initiative[82]
- Development of an interagency agreement with the California Department of Food and Agriculture, Division of Measurement Standards for the establishment of hydrogen fuel quality standards and the certification "type approval" for a retail hydrogen dispenser for use at retail stations in California
- Discussions with industrial gas companies (IGCs) on the strategic development of hydrogen fueling infrastructure to accommodate the planned roll-out of FCVs and FCBs in California
- Discussions with OEMs and the preparation/administration, with the ARB, of a survey of expected FCV rollouts with specification of timing, location and numbers of vehicles to be deployed over the next several years

Based on these collaborations, participations and discussions, the Energy Commission has noted that the evolving landscape for hydrogen fueling infrastructure involves several important factors for success.

- Approximately 12-24 months are required to establish a hydrogen fueling station.[83] This represents a significant decrease from previous estimates. To emphasize a strong interest in reducing this time frame, the upcoming solicitation for hydrogen fueling stations will include an incentive for those proposals that manage to complete their projects closer to 12 months.
- Currently all existing stations have 350 bar dispensing pressure, with the exceptions of two stations dispensing at 700 bar (UC Irvine and Burbank). New stations will be expected to offer both 350 and 700 bar fueling options.
- The cost to build a new hydrogen station with a minimum dispensing capacity of 100kg per day ranges from $2 to $3 million.[84] These costs show signs of decreasing, as the industry develops new, innovative production, distribution and retail supply strategies that are more cost-efficient, including larger capacity stations. Refurbishing an existing station may be possible is some cases, but upgrading to a higher dispensing pressure or dispensing capacity may or may not be cost prohibitive.
- In a preliminary assessment of the existing hydrogen fueling station network in or nearby the four designated clusters in southern California, two stations lack sufficient

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[82] Participants include the U.S. EPA, U.S. DOE, ARB, South Coast Air Quality Management District, and the San Joaquin Valley Air Pollution Control District.

[83] "Hydrogen Fuel Station Building and Permitting," Presentation by Mike Mackey, P.E., General Physics Corporation, hosted by the California Fuel Cell Partnership on October, 2009.

[84] "California Hydrogen Highway Network: CaH_2Net – Summer 2009 Update," California Air Resources Board, http://www.hydrogenhighway.ca.gov/update/summer09.pdf.

operation and maintenance support to continue operation, and three stations would require capacity expansion/upgrades, and possibly operations and maintenance support, to be useful in the future (see Appendix C).

- A further assessment can determine whether three existing stations outside designated clusters could serve as 'connector' stations if capacity expansion/upgrade for open access was achieved, and whether any of the existing stations not operating now, or scheduled to cease operation, have equipment that could be utilized at other "connector" station locations. The Energy Commission is now planning such an assessment to take place.
- A focused and strategic effort is needed to include all available "tools" for leveraging funds (such as establishing public-private partnerships, or joint ventures, "anchoring" stations in cluster communities,[85] co-locating fueling with CNG/other alternative fuels, and combining high-volume fuel use with multiple users to create the best business case and to stimulate station owners/operators to co-invest, and producers to invest in renewable hydrogen production).
- There is currently no federal funding dedicated to the strategic roll-out of hydrogen fueling stations in California. However, funding from AQMDs and other local authorities, as well as private industry partners, could significantly enhance the efforts to establish infrastructure, further easing the deployment of FCVs.
- As with other alternative fuels, public funding alone is an unsustainable strategy in the long term to support the growing development of an extensive hydrogen fueling infrastructure in California as FCV deployments increase toward commercialization. ARB is currently evaluating the potential to use credit multipliers under LCFS and changes to the existing Clean Fuels Outlets regulation for ZEV enabling infrastructure development. These "Complimentary Policies" can hold substantial promise for success in the development of this needed hydrogen infrastructure, if they are approved.[86]

A recent assessment of the hydrogen fueling stations[87] established over the past several years shows that except for one Sacramento station and two in the San Francisco Bay area, all others

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[85] Cluster areas are Santa Monica, Torrance, Irvine, Newport Beach, early-adopter areas identified by UC studies and according to the California Fuel Cell Partnership's 2009 Action Plan (Available at http://www.cafcp.org/sites/files/Action%20Plan%20FINAL.pdf)

[86] At its December 10, 2009, Board meeting, members of the Air Resources Board directed ARB staff to investigate the potential for using these mechanisms and to report back to the board in December of 2010. These regulatory tools may offer an attractive and viable compliment to public incentives funding, providing needed balance to the existing vehicle-oriented ZEV mandate. Considering the exponential growth of the vehicle volumes projected in 2015-2017, this three-pronged approach of cost-shared station establishment incentives, station establishment mandates and regulatory credits for "early actions", will provide the best, most balanced chance for mid- term and long-term ZEV mandate success.

[87] CaFCP hydrogen fueling station tracking documentation. August 2009 update.

are located in the greater Los Angeles area. Of the original 25 dispensing stations, three are operated by transit agencies, five by automakers, and three by universities. Five of the stations are publicly accessible and available. Of the remaining 20 stations, some may have potential to be adaptable to public access if funding can be provided (and if they are in strategically beneficial locations). An independent assessment will be performed by an Energy Commission contractor to verify this information.

The ARB has awarded funding to seven fueling station projects over the past two years. These are expected to come online in 2010 or 2011. Most of these have 100 kg or more capacity (up to 140 kg) and all of them are equipped with 350 bar and 700 bar dispensing capability. Typically, new stations built today will need to offer a minimum of 100kg/day, and are usually equipped with both 350 bar and 700 bar fueling capabilities to allow for fueling newer and older model FCVs.

Initially, the CaFCP's Action Plan called for establishing 50 new fueling stations by 2017, about 8-10 new stations per year in order to avoid a "fueling deficit"[88] for OEM vehicles deployed. This expectation has changed based on the new, lower vehicle rollout commitment numbers from automakers shown in Table 7. Compared to CaFCP's prior (late 2008) survey for vehicle deployment, the data from the Energy Commission/ARB (late 2009) survey has determined that about half the vehicles will be placed into the market over the next three years (see Tables 7 and 8). This effectively slows the introduction of vehicles and delays the predicted "fueling deficit" by about two years. This takes into account the importance of fueling station "refresher rates,"[89] FCV traveling range, fueling network accessibility, and demand/deficit issues for calculating and ensuring an ample hydrogen supply.

In the current state of FCV demonstration, one FCV will use an average of one kg/day. Considering this, and the numbers from Table 8, focusing funding for stations in designated southern California clusters (and for other compelling and strategic locations outside those clusters) and for critical transit demonstrations is the most practical course.[90] Honda, in

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[88] Fueling Station Capacity. The peak fueling capacity is defined by the number of 7kg-capacity vehicles that can be fueled according to the Fueling Protocol per one hour period and shall be expressed in kg/hr. The average daily station capacity (kg/day) shall be the total kg of hydrogen that can be delivered to 7kg-capacity vehicles according to the Fueling Protocol over a 12 hour period" (California Fuel Cell Partnership)

[89] This includes: Ability to perform an initial 5 kg 700 bar (70 MPa) fill in 10 minutes or less; ability to perform 3 consecutive 5 Kg 700 bar (70 MPa) fills in 45 minutes (per dispenser); ability to perform 3 consecutive 5 Kg 350 bar (35 MPa) fills in 25 minutes (per dispenser); fast-fill/low refueling times with pre-cooling or similar systems

[90] Cluster areas are Santa Monica, Torrance, Irvine, Newport Beach, early-adopter areas identified by UC studies and according to the California Fuel Cell Partnership's 2009 Action Plan http://www.cafcp.org/sites/files/Action%20Plan%20FINAL.pdf.

particular, has voiced its support for such an approach by offering to place up to 25 vehicles in a particular urban area cluster to concentrate the placement of fueling stations.[91]

Table C-1 of Appendix C shows a supply and demand analysis that the Energy Commission developed using values from Table 8 and ARB estimates on fueling capacity supply for the seven new stations, five existing stations and those recommended for increased capacity/upgrade. Of these stations, seven are located in or near clusters and five could be considered "connector" station locations for fueling vehicles listed in "Other" locations on the OEM survey. The results show that aggregate required fueling capacity for the vehicle deployments in the greater Los Angeles area could be met with the existing and planned fueling stations through 2012. Beginning in 2013, there is a projected fueling deficit for the greater Los Angeles area. Some individual clusters in this area, such as Irvine and Santa Monica, will develop fueling deficits as early as this year, though not necessarily at levels requiring the addition of fueling capacity. Even if nearly 50 percent of hydrogen capacity was unavailable, hydrogen supply is projected to be sufficient to meet the demand of all regions except the Irvine and Santa Monica clusters up to 2013. It is not until 2013-2014 that there are multiple clusters in the Los Angeles area that could present significant fueling deficits.

The Energy Commission notes that deployment of light-duty FCVs is additionally expected in Sacramento, and the San Francisco Bay area. In the past, these areas have not been viewed as high a priority as the Southern California cluster areas for the installation of fueling infrastructure. However, these areas may be considered well-suited as additional locations for hydrogen fueling stations.

To address the projected fueling deficit, the Energy Commission will provide $19 million from the first Investment Plan in a solicitation to be released this spring to ensure ample hydrogen availability at publicly accessible fuel dispensing locations. The solicitation will also address fueling options for transit properties and other strategic fueling infrastructure opportunities, including off-road applications such as material handling operations. (For more information on the benefits of these applications, see the previous "Non-Road Applications" section.) These will only be considered if they can be co-located in a designated cluster area. The Energy Commission will invest its funds in a capital-efficient manner that maximizes hydrogen throughput at each station. The stations established from this solicitation are expected to be operational within two years, in advance of the projected fueling deficits presented in Table C-1.

Specifically, it is estimated that this funding could establish six to eight additional "retail" stations (either inside or outside designated clusters), expand capacity/upgrade existing and strategically useful stations, and help establish needed transit demonstration fueling capability. It may be possible to establish up to 1,000 kg/day fueling capacity, more than eliminating the fueling deficit. Additionally, the Energy Commission intends to provide $3 million in funding for hydrogen fueling infrastructure in the public transit sector.

[91] Honda comments at the Energy Commission Hydrogen Technology Workshop. September 29, 2009.

The Energy Commission recognizes, however, that there are still uncertainties associated with the permitting, design, installation, and operation of hydrogen fueling infrastructure, as well as the roll-out of FCVs, which may materialize faster or slower than anticipated. Therefore, the Energy Commission is recommending an additional $14 million in grants in this investment plan for hydrogen fueling infrastructure. This additional allocation will address these uncertainties, should they materialize, and serve the needs of future vehicle deployment. The Energy Commission will continue to closely monitor the results from its upcoming hydrogen infrastructure solicitation, and re-evaluate infrastructure needs in an ongoing and focused manner.

The Energy Commission also recognizes that the combination of establishing cost-shared infrastructure (whether through public-private partnership, joint venture or other development agreement), the Clean Fuel Outlets regulation, and the approval of credit multipliers for "early actions" will provide the most balanced and "likely to succeed" path to the focused, timely and coordinated development of necessary hydrogen fueling infrastructure for the successful commercialization of FCVs.

Table 10: Hydrogen Funding Summary

Fueling Infrastructure	$14 Million
Total	$14 Million

Source: California Energy Commission

Gasoline Substitutes

Several renewable gasoline substitute biofuels will play roles in contributing to California's low-carbon transportation fuels portfolio in 2020 and 2050. The transition to 2020 in California is driven by the LCFS and the Federal RFS ushering in specific volumes of various classes of renewable fuel.[92] Meeting these state and federal regulations will require the use of existing first generation biofuels and increasingly cellulosic and other advanced biofuels (commonly referred to as second generation biofuels). These fuels must be compatible with California's existing legacy fleet of gasoline and flexible fuel vehicles (FFVs). Some examples of second generation biofuels include methanol, ethanol, butanol, mixed alcohols, "renewable gasoline" long chain hydrocarbons, ethers, furans and biocrude, all produced through chemistry, biochemistry, synthetic biology and thermo-chemical (gasification), fuel synthesis, and fermentation

[92] The Renewable Fuel Standard mandates specific volumes of renewable fuels be blended in transportation fuels. California's "fair share" is about 11 percent of national requirement or about 3 billion gallons (as ethanol) by 2022. ARB's LCFS program expects advanced low-carbon biofuel to play the largest role among biofuels options in achieving the 10 percent carbon intensity reduction goal in 2020.

processes.[93] This portfolio of first and second generation gasoline substitute biofuels is the linchpin of the strategy to establish increasing use of low carbon renewable and alternative fuels by the 2020 to 2022 timeframe.[94] Thus, these available and emerging biofuel options will be the floor of gasoline substitute fuels and fuel blending components in use, and will serve as the springboard for additional renewable and alternative fuels and vehicle technologies needed to achieve multiple public policy goals in 2050.

Currently first generation ethanol is the predominant commercial renewable gasoline component used in blending California's Reformulated Gasoline (CaRFG) up to 10 percent by volume. E-85, a mixture of 85 percent ethanol and 15 percent gasoline hydrocarbons,[95] is a higher ethanol content biofuel for FFVs. About one billion gallons of first generation ethanol were used to make CaRFG in 2008 while less than one million were used to make E-85.

The demand for renewable fuel in California will have to triple between now and 2022 to meet the Energy Commission's current gasoline demand forecasts and the "fair share" renewable fuel use requirements of the Federal RFS. In the process, carbon reduction goals under California's LCFS will increasingly drive fuel suppliers and blenders to secure second generation biofuel supplies.[96, 97] California's "high value" gasoline market (for example,

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[93] Details of some technologies and processes can be found on multiple company websites. See examples such as Amyris, Cobalt Biofuels, Coskata, Fulcrum Bioenergy, GEVO, LanzaTech, Blue Sun Energy, SWAN Biomass and many others. Stage of development can be laboratory bench scale to small scale pilot project and demonstration.

[94] The current capacity of "first generation" corn based ethanol production in the U.S. is 13.3 billion gallons at 212 facilities. See www.ethanolproducer.com, 3/11/10 plant list. California plants while mostly idle (4 out of 5 facilities) are candidates for use of second generation biofuel processes given California's large and diverse mixture of waste biomass resources

[95] Unlike other states, California refiners and blenders use California reformulated gasoline blendstock to make E-85 fuel. CARBOB (California Renewable Blendstock for Oxygenate Blending or "unfinished" California gasoline) is the most readily available hydrocarbon(s) component at petroleum products terminals for the 15 percent "gasoline" portion of E-85.

[96] Corn based ethanol provides biofuel "floor" requirements in the early years of the national RFS program. Increasingly, cellulosic and other advanced biofuels are expected to characterize California in-state production from new facilities over the next 10 years. Staff believes that some advanced biofuels such as bio-butanol, and other bio oxygenated (such as mixed alcohols/ethers) and non-oxygenated hydrocarbons ("biogasoline") are likely to come to commercial status within this time period. Any "new" transportation fuel will need to undergo a multi-media environmental fate and transport assessment, and be approved by the California Environmental Policy Council prior to commercial introduction under the LCFS regulations.

[97] California Air Resources Board, *Proposed Regulation to Implement the Low Carbon Fuel Standard; Initial Statement of Reasons,* March 5, 2009. ARB staff projects first generation and advanced biofuels to contribute from 60 percent to 89 percent of the total carbon content (intensity) reductions in gasoline by 2020 based on scenario analyses.

consumers pay more for gasoline than in other states) enhances the effectiveness of the LCFS in particularly in driving second generation biofuels into the California market.

The RFS requires that of the total renewable fuels requirement more than 50 percent be "advanced" biofuels by the year 2022. Ethanol produced in Brazil using sugar cane already meets this definition California has an opportunity to create economic and employment benefits by promoting new in-state biofuels production of by shifting from corn to low carbon alternate in-state feedstocks in existing ethanol production plants that simultaneously meet or exceed LCFS low carbon intensity objectives and achieve "advanced" biofuel status under the RFS. Increased in-state biofuels production would also create the opportunity to produce ethanol with a much lower GHG impact through improved production efficiencies and the use of feedstocks derived from waste streams and sustainably produced low-carbon bioenergy crops. On a full fuel cycle basis, using non-food feedstocks and state-of-the-art best practice biofuel production could result in an ethanol product with 80 percent or more GHG emissions reductions relative to corn-derived ethanol from the Midwest.

California has seven ethanol production plants — five corn-based ethanol plants and two smaller food and beverage waste processing plants.[98] When fully operational, these plants have a combined production capacity of about 250 million gallons per year, representing about 25 percent of California's current ethanol demand. However, all five of the modern corn-based ethanol plants were idle for most of 2009 due to adverse market conditions. Only one is now in operation. In 2008, 86 percent of California's ethanol needs were met by imports of ethanol from corn-based plants in the Midwest while in-state plants provided 10 percent. Foreign ethanol imported via California ports provided the remaining 4 percent.[99] With the in-state production industry idled for most of 2009, jobs, tax revenue, and local income were lost.[100]

In-state ethanol production using Midwest corn brought by rail to California plants has a measurable GHG advantage over average Midwest ethanol. Given an unwavering demand for ethanol for blending into CaRFG at a rate of about 1.4 billion gallons per year, importing Midwest ethanol increases GHG emissions when California plants aren't operating. California

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[98] California's five conventional corn "dry mill" ethanol plants are located in the San Joaquin Valley, while the two smaller plants are located in southern California. The California Cheese Company ceased operations at its Corona plant and laid off all 700 workers in late 2007. Parallel Products' plant in Rancho Cucamonga continues to process brewery and beverage processing wastes as it has since 1984.

[99] Foreign ethanol usually comes to California from Caribbean, Latin, and South American nations under reduced or no tariff international agreements as well as from NAFTA partners Mexico and Canada. These agreements do not include Brazil, the world's second largest ethanol producer; however, Caribbean nations can upgrade hydrous Brazilian ethanol (minus the 54 cent per gallon U.S. tariff) for import into the U. S. under a 7 percent quota tied to corn based U.S. ethanol production in the previous calendar year. Other nations are subject to a 54 cent per gallon U.S. import tariff and ad valorem tax.

[100] Staff projects ethanol production in 2009 of 31 million gallons or 13 percent of California's installed capacity. If this projection holds, then just 3.1 percent of California's estimated one billion gallon ethanol demand in 2009 will have been provided by California plants.

plants produce ethanol that, on a full fuel cycle basis, has about 20 percent fewer GHG emissions than the average corn-based ethanol shipped in by rail from the Midwest.[101] California's ethanol producers currently use natural gas for process energy (rather than the average Midwestern mix of coal and natural gas) and distribute "wet grains" to dairies and cattle feed lots. Newer production facilities (with higher process efficiency) combined with energy savings of not drying distillers grains gives California plants an inherent lower energy use (and carbon footprint) benefit when compared to average size and age Midwest plants.[102]

Light-Duty Vehicles

Significant use of renewable fuel in accordance with the aggressive RFS timeline can be achieved primarily through the use of high renewable content first generation ethanol mixtures in light-duty vehicles over the next three to four years.[103] The Federal RFS fair share biofuel use requirements for California can be achieved over the next 13 years with significant growth in the number of FFVs, and concurrent growth in the number of retail and fleet outlets and supporting distribution infrastructure and use of E-85 and increasingly second generation biofuels likely including cellulosic and advanced alcohols and biogasoline. However, it appears that technical issues concerning manufacturer's ability to achieve new car emissions certification requirements are constraining new sales of FFVs in California in the coming years.[104]

To achieve RFS goals, California's existing fleet of 400,000 FFVs will have to increase by at least 2.8 million vehicles (and perhaps more depending on CaRFG demand) by 2022 if consumers owning FFVs use E-85 100 percent of the time. This number doubles to 5.6 million vehicles if consumers use E-85 only 50 percent of the time.[105] California's FFV growth depends on

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[101] California ARB analysis using the California version of the GREET model estimates average Midwest corn ethanol full fuel cycle pathway GHG emissions about 25 percent higher than California plants that distribute wet distillers grains locally, while selling the ethanol to California refiners and blenders.

[102] California's five dry mill ethanol plants were built in 2005, 2006 and 2008(3). These state of the art plants will have to continue to invest in efficiency upgrades just as the Midwest "baseline" plants have to keep their edge and remain competitive in the marketplace. The LCFS is a regulatory driver to increasingly move California plants to lower carbon feedstocks, advanced process technologies, and biomethane as a replacement for natural gas.

[103] Use of ethanol and methanol in heavy-duty vehicles is not currently a widespread commercial scale practice in the United States.

[104] For the 2010 model year, Chrysler is withholding two FFV models from the California market and 10 other states who have adopted California Emissions standards. GM's 2010 FFV Impala is available only on request at dealerships. If not specified FFV, dealers will sell the gasoline super ultra low emissions version of the Impala to California consumers. Personal communication by Mike McCormack with Coleman Jones of General Motors Corporation.

[105] To encourage full time use of E-85, staff believes that a California Fuel Ethanol Reserve (CFER) will provide a mechanism to encourage competitively priced E-85 (GGE pricing or better) and dampen price volatility in the initial years of a low volume E-85 market. This voluntary reserve is modeled on the

accelerated manufacturing and deployment by multiple automakers to achieve these production volumes for the California market. Currently, Detroit automakers are producing enough FFVs to meet consumer demand nationwide, and are on track to achieve 50 percent of their new car offerings as FFVs in 2012. However, these manufacturers are also beginning to withhold FFVs from the California market and other states adopting California vehicle emissions standards due to challenges in meeting California's new car and light truck PZEV emissions certification standards.[106] Each manufacturer must comply with a decreasing fleet average non-methane organic gas emission standard[107] over time that will require all vehicles to achieve the super ultra low emissions (SULEV) tailpipe standard and zero evaporative emissions standards. Other manufacturers are not positioned to adequately fill this future potential gap of FFVs, and all manufacturers must find technical solutions to overcome the PZEV emissions certification hurdle.

Achieving federal and California ambient air quality standards and reducing toxic air contaminant emissions through increased use of E-85 and emerging second generation biofuels such as biobutanol, mixed alcohols and long chain hydrocarbons (in FFVs) is a likely strategy to achieve LCFS objectives and federal RFS objectives simultaneously.[108] Despite the hurdles for FFVs in the California market, no funding is recommended for FY 2010-2011. While FFVs, including additional components, add modestly to the cost of a new vehicle, automakers are currently and have historically priced product line FFVs the same as their gasoline counterpart vehicles. Assuring continued growth of California's FFV population and access to this strategy will require additional investments by manufacturers and California AB 118 and/or PIER Transportation funding. PIER funding (to be approved in June 2010) will initiate testing of

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Energy Commission's successful California Fuel Methanol Reserve created in 1990s to market M-85 to consumers and fleets. Lacking a "Reserve" or other incentive directed to consumers, energy equivalent E-85 pricing (relative to CaRFG) is thought to command only a 50 percent share of the fuels market assuming the AFV (such as FFV) owners are assured (or perceive) that E-85 is conveniently available at retail outlets. See footnote #73, David L. Greene.

[106] Cullen, Kevin "Fuel Economy & Emissions: Ethanol Blends vs. Gasoline" General Motors Powertrain Engineering ,presented at the U.S. DOE Biomass R&D TAC Meeting – September 10, 2007 and Ambrozaitis, Giedrius "Comments of the Alliance of Automobile Manufacturers On the Florida Department of Environmental Protection Proposed Rulemaking to Adopt the California Low Emission Vehicle Program (CA LEV)," August 11, 2008.

[107] The non-methane organic gas standard is ARB's "hydrocarbon" standard adjusted for ozone reactivity of fuel molecules. For example, oxygen containing molecules (e.g. ethanol, methanol, and butanol) have lower ozone reactivities than most hydrocarbons (e.g., benzene, gasoline components). Thus, "alcohol" cars can emit more "hydrocarbons" under the ARB non-methane organic gas standards, yet have the same ozone forming effect as a gasoline car emitting fewer gasoline "hydrocarbon" emissions.

[108] The California Air Resources Board has recently initiated informal regulatory discussions on LEVIII amendments with automakers and the public. Discussion of proposed changes to the LEV regulations address several issues pertinent to the special challenges faced by the manufacturers in certifying FFVs to California Standards. See www.arb.ca.gov/msprog/levprog/leviii/leviii.htm

second generation biofuels, biobutanol, mixed alcohols and others in existing California FFVs at the University of California , Riverside, Center for Environmental Research and Technology (CE-CERT).

Fueling Infrastructure

E-85 and second generation "FFV fuel" outlets will need to grow to accommodate FFV growth and consumer's choice of E-85, presuming FFV emissions certification issues and manufacturer's concerns begin to be resolved within the next one or two years through problem solving investments made by the manufacturers and AB 118/PIER funding To provide adequate availability of E-85 for consumers and businesses operating FFVs, the 43 existing retail and fleet fueling facilities must be expanded dramatically over 13 years to comply with the RFS renewable fuel use obligations of over 3 billion gallons of ethanol in 2022. A minimum of 900 to 1,800 E-85 dispensers must be strategically located to encourage large-scale E-85 demand by consumers to serve a presumed growing FFV market.[109, 110]

E-85 dispensers are sparsely distributed within California. The current 43 dispensers represent only 0.4 percent of 10,400 retail gasoline outlets presumed to be operating today. Los Angeles and San Francisco Bay regions are notably lacking, while Sacramento region boasts the highest number of E-85 dispensers per capita.

The federal government, as part of the Energy Independence and Security Act (2007), allows an investment tax credit of up to 50 percent for alternative fuels infrastructure applicable to E-85 installations, up to $50,000.[111] Funding offerings are not expected from the ARB's AQIP or from regional air districts.

The Energy Commission estimates that up to $100,000 is sufficient Program funding to leverage a new E-85 dispenser and associated new underground equipment including fuel tank, given an estimated total cost of $250,000 per underground installation. New above-ground installations are less costly, so up to $50,000 is considered an appropriate level of state funding. An allocation of $8.5 million in grants will provide 85 additional underground dispenser installations assuming a cost-shared level of $150,000 by Program applicants. Since 43 E-85 dispensers are established and operating in California, and 55 more will be added through federal funds

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[109] Analysis of dispenser needs for E85 to achieve RFS obligation under gasoline demand scenarios provided by Fossil Fuels Office staff—900 dual hose dispensers placed at retail stations represents about 10 percent coverage; 1,800 dispensers would be 20 percent of all retail gasoline outlets assuming 9,000 operational gasoline retail stations in the 2016 to 2022 time frame. Energy Commission staff has assumed a gradual decline in the number of retail outlets from 10,500 presumed to be operating in 2009due to declining California gasoline demand forecasts (2010 IEPR).

[110] Testimony from biofuel infrastructure industry panel at the September 14-15, 2009, Investment Plan workshop, California Energy Commission.

[111] Staff has assumed that AB 118 FY 2008-2010 cost-sharing funds ($4 million) will supplant U.S. DOE ARRA funds in the event that Pearson Fuels declines federal funds or otherwise fails to execute an agreement to spend ARRA funding.

and/or FY 2008-2010 Program funding, FY 2010-2011 Program funding will contribute to the total of 183 dispensers statewide or about the first 10 percent of the 1,800 dispensers needed to achieve the upper bound of the "adequate consumer availability" goal.[112] A funding allocation of $ 8.5 million for E-85 dispensers (Table 11) therefore provides a reasonable balance between one-time ARRA funding and immediate needs to increase E-85 fuel availability to at least 400,000 FFVs operated by consumers and fleets in California. At least four business models are being employed in California to meet perceived latent demand for E-85.[113]

Fuel Production

The LCFS and the Federal RFS will drive renewable fuel production and use in California through 2022.[114, 115] California's fair share of the Total Renewable Fuel use obligation under RFS2 requires growth in ethanol demand of about 2 billion gallons by 2022. The assumption is that ethanol will be the predominant, but not the sole biofuel used to displace gasoline and lower its carbon content. When combined with the current volume of one billion gallons that is blended into CaRFG today, total demand for ethanol in 2022 will be 3.0 billion to 3.2 billion gallons per year. To comply with this requirement, California will need to add about 164

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[112] Fuel price and availability have been shown to be the two most important variables affecting consumer use of alternative fuel in bi-fuel (flexible fuel) alternative fuel vehicles. Source: David L. Greene, "Survey Evidence on the Importance of Fuel Availability to Choice of Alternative Fuels and Vehicles," Oak Ridge National Laboratory, DOE Contract # DE-AC05-96OR22464, November 11, 1997. To achieve a 1,800 dispenser installation goal (20 percent) by the end of the AB 118 Program, about 270 E-85 dispensers would need to be installed each year. To achieve the lower goal of 900 stations (10 percent), 121 stations per year would be required. Thus, future year AB 118 funding for E-85 dispensers needs to be in the range of $ 12.1 million to $ 27 million per year to achieve 10 to 20 percent E-85 fuel availability at existing stations during the remaining term of the AB 118 Program. This estimate assumes $100,000 cost share in AB 118 funds per dispenser location (i.e. underground). Appropriate alternative fuel pricing at California E-85 retail outlets is expected to positively affect FFV owner's choice of E-85 over CaRFG, market conditions permitting. Currently, favorable pricing at Sacramento area outlets indicates the lower level of annual AB 118 funding (10 percent of all retail outlets) is perhaps appropriate. Periodic evaluation of gasoline and ethanol wholesale market conditions conducted by Energy Commission staff can advise future Investment Plan decisions in this regard.

[113] In California, Propel, Pearson Fuels, Nella Oil Company, DMC Green Inc. and Interstate Oil among others have developed most of the existing E-85 stations. Some details of the business approach are available on each company website.

[114] Staff estimates of future transportation fuels supply and demand forecasts include ethanol, E-85, and biodiesel use obligations under EISA; roughly equal volumes of ethanol blend E-10 and E-85 would be needed to meet the 2022 volume targets; WebEx Western States Coordination Meeting presentation, October 29, 2009, Fossil Fuels Office, Fuels and Transportation Division, California Energy Commission.

[115] The Renewable Fuel Standard Program was authorized under the Energy Policy Act of 2005 and amended in the Energy Independence and Security Act (EISA) of 2007. Among other requirements of the RFS Program, the former "RFS1" and latter "RFS2"require mandatory biofuels use. "RFS2" fuel use obligations are much more aggressive than those of "RFS1," culminating at 36 billion gallons nationwide in 2022.

million gallons of new ethanol supply each year to satisfy the demand for gasoline and, increasingly, E-85 blending.

Between 2010 and 2012, CaRFG will shift from a 6 percent (E-6) to a 10 percent (E-10) ethanol-in-gasoline blend. The blending limit for ethanol under the Clean Air Act is 10 percent. This equates to about 1.5 billion gallons of ethanol annually. Further increases to higher blending levels (for example, E-15) are impeded by this so-called "blending wall" in federal statute.[116] Therefore, the use of E-85 is the only practical way to meet RFS requirements by 2022.[117] If this scenario becomes reality, then consumer use of E-85 must grow to about 12 percent of California's gasoline demand to meet the state's RFS2 fair share requirement.

A mix of in-state produced ethanol, Midwest ethanol, and foreign-sourced ethanol is being used in California. California is uniquely positioned, however, to use vast in-state cellulosic and other low-carbon feedstocks, and produce at least 80 percent of its fair share of RFS2 new ethanol from feedstocks other than corn. California has significant waste streams from the agricultural, municipal, and forest sectors that are available for use as feedstocks for advanced biofuels with low-carbon content.[118] This has the potential to contribute to achieving the RFS requirement of more than 50 percent of these new types of low-carbon biofuels by 2022. Specialty bioenergy crops such as "energy cane", sweet sorghum, and perennial grasses can be grown on marginal soils to produce very low-carbon ethanol (with 75 percent and higher reductions from the petroleum baseline) using some conventional, developing, and demonstration phase future commercial conversion technologies.

California's LCFS identifies a major role for biofuels that will increase the demand for low-carbon biofuels, particularly those with very low full fuel cycle carbon emissions.[119] The LCFS

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[116] The Clean Air Act Amendments of 1990 established a limit of 3.7 weight percent oxygen in gasoline as the upper limit of oxygen content. This limit corresponds to 10 percent by volume (not weight) ethanol blending in gasoline. Other oxygen containing blending components such as methanol, butanol or MTBE have different corresponding volumetric blending levels corresponding to the 3.7 weight percent limitation (for example, butanol is 16 percent by volume).

[117] The Federal Environmental Protection Agency, Department of Energy, oil and automotive manufacturers (Coordinating Research Council) and other affected industries are evaluating issues surrounding the use of ethanol blends greater than 10 percent. In addition, U.S. ethanol industry interests have petitioned EPA under Section 211 (f) of the Clean Air Act waiver process to allow an increase to 15 percent ethanol blending in gasoline.

[118] The California Biomass Collaborative projected for 2010 biomass potential of 86 million BDT/yr gross and 36 million BDT/yr technically recoverable biomass in California. Source: www.Biomass.ucdavis.edu/reports.html "An Assessment of Biomass Resources in California, 2007", Draft Report, PIER Collaborative Report, March 2008. Using an average CBC value of 82 gals of ethanol derivable from each BDT of a mix of biomass wastes and residues yields a technical potential in 2010 of 2.9 billion gallons of ethanol. CBC source "California Biofuel Goals and Production Potential,"2007.

[119] The LCFS uses the metric of "carbon intensity" to quantify measurement of and establish numerical requirements of grams carbon dioxide equivalent per Mega-Joule of energy content of all fuels on a lower heating value (LHV) basis (i.e., gCO2-eq/MJ), In-state based California ethanol produced at corn dry

requires transportation fuel providers (obligated parties) that make, buy, sell, distribute, or trade transportation fuels to decrease the carbon content of CaRFG and California diesel 10 percent by 2020. The LCFS differs from the RFS regarding biofuels in that it has no prescriptive production pathway, feedstock, or renewable fuel use volumetric requirements. Obligated parties under the LCFS can use other transportation fuels including hydrogen, electricity, and natural gas as well as other means to meet carbon reduction requirements.[120] Several compliance scenarios in the LCFS documentation illustrate different mixes of alternative fuels to meet the 10 percent GHG reduction target by 2020. In one LCFS scenario, ARB staff estimates that 18 cellulosic biorefineries, 6 corn ethanol biorefineries, and 6 new biodiesel refineries could be needed by 2020 to meet the increased demand for low-carbon content biofuels.[121]

Like all modern ethanol plants, California plants are candidates for efficiency upgrades and conversion to low-carbon feedstocks using available California biomass wastes and sustainably produced bioenergy crops. For example, if biogas were substituted for natural gas in California's ethanol plants, ethanol carbon content would be on the order of 50 percent lower than conventional Midwest ethanol. One such project is underway at Calgren Renewable Fuels Pixley ethanol plant.[122]

At the Energy Commission's *2010-2011 Investment Plan* Biofuels Workshop, several project developers described strategies to produce very low-carbon intensity biofuels (80 percent to 90 percent and greater reductions from CaRFG baseline) at competitive prices in California. These strategies include:

- Fractionation of feedstocks into multiple value-added products including ethanol, renewable diesel, green electricity, and other co-products
- Development of specialty bioenergy feedstocks such as energy cane, sweet sorghum and perennial grasses that can be grown on marginal, non-food crop soils

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mills distributing wet distillers grains to feed lots has a carbon intensity value of 80.7 CO2-eq/MJ while a corresponding Midwest corn based ethanol based on 20 percent coal/NG process heat with drying of the distillers grains has a carbon intensity of 99.4 gCO2-eq/MJ, about a 20 percent carbon reduction advantage when produced in California.

[120] "The Federal RFS would deliver only about 30% of the GHG benefits of the proposed regulation, and does little to incent fuels such as natural gas, electricity or hydrogen. California's LCFS is designed to complement the federal RFS2." Excerpt from Executive Summary, Page ES-5, *Proposed Regulation to Implement the Low Carbon Fuel Standard*, Volume I, Staff Report: Initial Statement of Reasons, California ARB, March 5, 2009.

[121] California Air Resources Board, *Proposed Regulation to Implement the Low Carbon Fuel Standard: Initial Statement of Reasons*, March 5, 2009.

[122] Testimony of Dolores Santos, AB 118 2010-2011 Investment Plan Biofuels Workshop, September 14-15, 2009, California Energy Commission, Sacramento, California.

- Capital investments to increase biorefinery production outputs to meet shifting and new market demands, similar to the production strategy used by petroleum refiners.[123]

Lack of capital and debt financing is impeding biofuel plant development and upgrades at some existing plants. If capital and debt financing were readily available, California's existing plants and planned plants now on hold could move forward to initiate use of California's biomass wastes and other alternative low carbon feedstocks such as sweet sorghum, citrus wastes, sugar cane, and sugar beets. Many in-state developers of advanced biofuels projects are positioned to provide technology specifically designed to convert agricultural, forest, and municipal waste streams to transportation fuel.

California's in-state biomass waste stream feedstocks are substantial. According to the California Biomass Collaborative, the annual, technically recoverable feedstocks include 8 million bone dry tons (BDT) of agricultural residues, 9 million BDT of municipal solid waste, and 14 million BDT of woody biomass from forest fuels management and other timber production waste streams.[124]

To meet the in-state production milestone for 2010 as identified in California's Bioenergy Action Plan (BAP), the state needs to restart the largely idle and corn based in-state production capacity of 240 MGPY. This modern infrastructure will serve as the basis for California's shift to cellulosic and other low-carbon feedstocks.[125] To achieve the BAP production goals in 2020, 20 plants with average production capacity of 47.5 MGPY would need to be built. Forty plants in the commercial range of 15 to 30 MGPY may more fairly represent the size of emerging cellulosic and other low-carbon ethanol production plants. Thus, a mix of 20 to 40 plants with capacities ranging from 24 to 47.5 MGPY is possible. The market capital required to build the first two or three plants will be at least $250 million because advanced biofuel and cellulosic ethanol production technologies are unproven at commercial scale. However, capital costs will decrease as the new plants come on line. The Energy Commission estimates capital costs to be $7 to $15 per installed gallon in 2010 and 2011, $5 to $10 per installed gallon in 2012 and 2013, and $3 to $6 per installed gallon up to 2020.[126]

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[123] Testimonies of David Rubenstein of California Ethanol and Power, Brian Pellens of Great Valley Energy, and Bob Walker of Swan Biomass, AB 118 2010-2011 Investment Plan Workshop, September 14-15, 2009, California Energy Commission, Sacramento California.

[124] *An Assessment of Biomass Resources in California, 2007,* PIER Collaborative Report from the California Biomass Collaborative, March 2008, California Energy Commission Contract No. 500-01-016.

[125] Two or more California biofuel production plants (10 MGPY and larger) are eligible for $6 million in first year Investment Plan funding cycle. Dependent on market conditions and the payout of the Biofuel Production Loan Program funding, the 2010-2011 Plan could provide an additional $6 million to support two additional conversions of existing "Destination Model" dry mill ethanol plant. Under good market conditions, the loan's program revolving account may not require any additional funding in FY 2010-2011.

[126] Energy Commission Staff estimate based on a variety of sources.

The U.S. DOE has released solicitations totaling $570.5 million in funding through the ARRA in two biofuel technology categories: Integrated Biorefinery Production and Algal/Advanced Biofuels Consortia. No U.S. DOE awards were made for California based biorefinery facilities under the former, and awards have yet to be announced under the latter. In addition to these project funds, the federal government also offers a 10 cent per gallon (first 15 million gallons) production incentive for small ethanol producers. Based on an estimate of 31 million gallons of anhydrous ethanol produced in 2009, California's producers may be eligible for additional funding depending on market conditions. Blenders will be eligible for an additional $14 million in federal incentives when making CaRFG or E-85.

The Energy Commission is also releasing solicitations for new projects totaling $23 million under the FY 2008-2010 investment plan funding cycle. The California Ethanol Production Incentive Program solicitation is intended to help the idled California corn-based biorefineries re-start production. This $6 million solicitation will include incentive provisions encouraging in-state biorefineries to begin the transition to lower-carbon feedstocks and increasingly more efficient process technologies (such as cellulosic conversion). The Biofuel Production Plant solicitation is $15 million.[127] It is intended to provide feasibility and pre-development funding for the multitude of potential advanced biorefinery production projects that have been described in the *2010-2011 Investment Plan* workshops or discussed with Energy Commission staff.

With new plant construction stalled due to the financial crisis and weak markets, development funding is essential to restart advanced feedstock ethanol production projects and prove the technical and economic feasibility of emerging feedstocks and processes for biofuels. For this reason, the Energy Commission allocates $10 million (Table 11) in grants, loans, and other funding mechanisms available through the CAEATFA and CalCAP to fund producer incentives, project feasibility, feedstock and pre-plant development activities for performance-based new and retrofitted advanced biofuel production technologies that will achieve lower carbon ethanol. Given a broad range of potential funding needs for each project, this amount could fund 10 to 20 projects.

Table 11: Gasoline Substitutes Funding Summary

Expansion of E-85 dispensers and retail outlets	$8.5 Million
Producer incentives, project feasibility, feedstock and pre-plant development activities for new and retrofit advanced ethanol production technologies	$10 Million
Total	$18.5 Million

Source: California Energy Commission

[127] In the FY 2008-2010 Investment Plan the allocation for waste feedstock pilot plants was $4 million.

Diesel Substitutes

Diesel substitutes are defined as biomass-based diesel fuels including biodiesel and renewable diesel, as well as specific feedstock—and process-based diesels such as algae-based diesel, biomass-Fischer-Tropsch diesel, and diesel from thermal depolymerization of industrial and food processing waste. Of these fuels, only biodiesel is commercially available in California and the United States today.

Biodiesel refers to a non-petroleum-based diesel made from vegetable oils or animal fats using a process called transesterification. This process is a simple, low-cost process that blends bio-oils and a catalyst to make a biodiesel fuel, which is often blended with conventional petroleum-based diesel. In 2008, California used 50 million gallons of biodiesel.[128] Today, California has the potential to expand its biodiesel use to 200 million gallons within the industry-accepted blend of 5 percent biodiesel and 95 percent conventional diesel (also known as B5) with minimal risk.

Renewable diesel can be made from feedstocks similar to those used for biodiesel, but is processed in a refining facility where the feedstocks are transformed into a diesel fuel through hydrocracking and hydrogenation. The refinery-based process produces a renewable diesel fuel that is chemically identical to diesel fuel, requiring no modifications for infrastructure or diesel engines.

Biomass Fischer-Tropsch diesel can be made from agriculture waste, green waste, food waste, or forest residue. Through a gasification process, the biomass is converted into diesel and naphtha. The final diesel product has superior fuel qualities and can be used in any blend level with conventional diesel fuel and infrastructure.

Biochemical processes for fuel production is being researched by several companies (such as, Amrys, Solazime, Jiangsu Yuehong Chemical Co., Ltd.) Biochemical processes vary considerably, and the final fuel product specifications are as varied as the processes and are in the beginning stages of development. Energy Commission staff will continue to monitor this promising technology.

Algae-derived diesel is a pre-commercial, research-phase process that involves growing algae in ponds or in containers that either reacts with sunlight and CO_2 or is fed sugar to reproduce and create oils for later separation and use in any biomass-based diesel process. Algae is an especially attractive fuel source for diesel since the process does not require arable land and results in a fuel with up to an estimated 80 percent reduction in GHG emissions compared to petroleum-based diesel.[129] Additionally, algae-derived diesel may have a significant potential to

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[128] *Renewable Fuels: Standards, Supply and Demand Projections, & Infrastructure*, Gordon Schremp, California Energy Commission presentation, October 29, 2009

[129] "The Addition of Algae and Jatropha Biodiesel to GHGenius," (S&T)^2 Consultants Inc., September 30, 2009.

replace conventional fuels due to its ability to produce up to 30 times more oil per unit of growth area than land plants.[130]

Diesel substitutes could be significant contributors to reduce GHG emissions in California's transportation sector. Depending on the feedstock, biomass-based diesel fuels reduce GHG emissions 50 percent to 88 percent compared to conventional diesel fuel.[131] Additionally, the 50 million gallons of biodiesel used in California in 2008 had the estimated emissions reductions (with the exception of nitrogen oxide [NOx], which increases) shown in Table 12.[132]

Table 12: 2008 Estimated Emission Reductions from 50 Million Gallons of Biodiesel Compared to Conventional Diesel

	Particulate Matter	**Hydrocarbons**	**Carbon Monoxide**	**NOx**	**SO2**
Percent Reductions	47%	67%	48%	-10%	100%
Emission Reductions (lbs)	252,000	282,000	2,780,000	-775,000	221,000

Source: California Energy Commission

The ARB's Research Division is investigating biodiesel NOx impacts and their staff released a draft biodiesel NOx mitigation plan. The staff draft biodiesel NOx mitigation plan relies on blending renewable diesel or a common cetane improver, to render biodiesel's NOx emissions neutral, requiring no further mitigation. An ARB hearing and regulation on this is anticipated in 2010.

Biodiesel is a near-term option but it requires bulk storage and rack modifications to expand beyond its current 20 million gallon level. Ultimately, biodiesel is expected to supply less than 10 percent of California's diesel demand. In the mid-term, renewable diesel is envisioned to become a commercial product, be comingled with petroleum diesel, flow through the existing pipelines and dispensed from petroleum storage and rack terminals. In the long term, renewable diesel can utilize the separate and dedicated storage and blending facilities established for biodiesel.

It is expected that most renewable diesel would be produced at refineries on the coast, and the fuel transported via pipeline throughout the state. Concurrently, most biodiesel is envisioned to be produced in the Central Valley or in more remote locations, and areas not served by the pipelines connected to major refineries.

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[130] NREL, Aquatic Species Project Report FY 1989-90, January 1992, pg. 3.

[131] *EPA Lifecycle Analysis of Greenhouse Gas Emissions from Renewable Fuels*, EPA-420-F-10-006, February 2010. http://www.epa.gov/otaq/renewablefuels/420f10006.htm and ARB LCFS look up tables December 14, 2009.

[132] Using the Biodiesel.org Emission Calculator Tool, http://www.biodiesel.org/tools/calculator/default.aspx

The key obstacles for biodiesel are economic viability and the lack of California bulk infrastructure. To achieve its 2020 and 2050 GHG reduction potential, California will need strategic deployment of blending and storage terminals to increase the availability of biodiesel/renewable diesel to customers. Additional progress will be needed to produce fuels from renewable feedstocks and purpose-grown crops, including the organic fraction of municipal waste sources and algae, and to demonstrate the market viability of these sources. Resuming the federal subsidy of $1 per gallon may spur biodiesel's economic viability in the short term and in the by the Federal RFS and the California LCFS in the long term. In addition, automakers and engine manufacturers will need to show widespread acceptance of higher biodiesel/renewable diesel blend concentrations for use in all diesel vehicles. California has several compelling reasons to increase in-state production and use of biomass-based diesels:

- Significant emission reductions from lower carbon intensity.
- Along with biomethane, biomass-based diesel represents one of the most effective alternative fuels for reducing GHG emissions. It also provides a significant petroleum diesel gallon displacement, thereby diminishing California's dependence on petroleum.
- In-state biodiesel production plants are needed to ensure California's "fair share" biofuel use of 60 million gallons per year by 2022 as specified in the RFS of the EISA.[133]
- The LCFS identifies a major role for biofuels, such as biomass-based diesel, in achieving the 10 percent carbon intensity reduction target. Biofuels are projected to contribute 60 percent to 89 percent of the carbon intensity reductions.[134] Up to 30 new biorefineries could be needed in California to meet the LCFS carbon intensity reduction requirements for diesel fuel.[135]
- California has biomass waste streams from agricultural, municipal, and forest sectors available for the production of biofuels with low carbon intensity. Bioenergy specialty crops such as algae, jatropha, and canola can be grown on marginal land to produce biofuels using conventional conversion technologies.
- To meet the 2010 in-state production goal in California's BAP, the state needs to restart its largely idle in-state production capacity of 68 MGPY. In-state production increases California jobs and economic benefits and reduces GHG emissions by minimizing imported fuel transport costs and impacts. California needs to add 115 million gallons of new capacity to meet the 2020 BAP goal.

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[133] Staff estimates of future transportation fuels supply and demand forecasts for biodiesel use obligations under EISA used in the Transportation Energy Forecast for the *2009 Integrated Energy Policy Report*.

[134] California Air Resources Board, *Proposed Regulation to Implement the Low Carbon Fuel Standard: Initial Statement of Reasons*, March 5, 2009.

[135] Staff finds 1.4 billion gallons of soybean biofuel is needed at 68 g GHG/MJ by 2020. Assuming 50 million gallons per plant, 28 plants would be needed. Conversely, 8 yellow grease plants would be needed; however, there is not enough yellow grease in California to fuel 8 plants. Based on staff analysis done in support of the 2009 IEPR.

Biodiesel/Renewable Diesel Fuel Use and Vehicles

In 2008, 1.1 million on-road diesel vehicles were registered in California, consuming 2.8 billion gallons of diesel. Off-road diesel demand adds an additional one billion gallons. Heavy-duty and off-road vehicle applications use over 92 percent of all diesel fuels, and therefore represent the key market for biomass-based diesel fuels.[136] Biodiesel has unique fuel properties that require a unique American Society for Testing and Materials (ASTM) D-6751 fuel specification. It also has special handling, storage, and use requirements. This fuel poses challenges with vehicles and engine durability, fuel plugging, variable fuel quality, and cold weather properties.

Renewable diesel has less variable fuel properties than biodiesel, and complies with ASTM D975 (petroleum diesel fuel) or ASTM D396 (home heating oil).[137] These characteristics are favored by engine manufacturers. Based on current ASTM specifications, renewable diesel fuels are not anticipated to require any vehicle modifications or preventative maintenance.

Today, the main barrier to expanded B20 use is the 20 cent to 40 cent per gallon higher price for biodiesel. Future renewable diesel fuels are expected to encounter the same higher price challenge as renewable diesel uses the same expensive biodiesel feed stocks. Since 1992, most diesel fleets obligated to meet federal alternative fuel use requirements use B20 as the lowest-cost compliance option.[138] Most major medium- and heavy-duty diesel engine vehicle manufacturers accept blends of up to B20 in their vehicles, which are also accepted as an alternative compliance option for the federal alternative fuel vehicle purchase requirements.[139] Federal fleets required to use an alternative fuel in medium- and heavy-duty vehicles provided sufficient market opportunity for some manufacturers to build B20 compatible vehicles in limited models. These medium- and heavy-duty engines were not subject to the aggressive emission reductions required of light-duty vehicles since the 2004 model year, but the 2010 heavy-duty diesel engine standards will be as stringent as the 2004 light-duty standard.

All light-duty diesel cars and pickup trucks can use B5 blends without voiding manufacturers' warranties. However, new light-duty diesel vehicles are susceptible to biodiesel's engine-oil-dilution, and have critical emission control needs. As a result, vehicle manufacturers are currently not recommending higher blends for use in new light-duty vehicles although some are conducting research that may enable future B20 acceptance. Since renewable diesel blends of up to 90 percent meet conventional diesel standards, light-duty diesel vehicle manufacturers

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[136] Emerging Fuels and Technologies Office, Total Fuel Use Analysis of DMV population and fuel demand. G. Yowell.

[137] http://www.biodiesel.org/pdf_files/fuelfactsheets/Co-Processing%20One%20Pager.pdf.

[138] The Energy Policy Act of 1992, EPAct 1992 regulations require that federal, state, and alternative fuel provider fleets build an inventory of alternative fuel vehicles.

[139] National Biodiesel Board, OEM statement, http://www.biodiesel.org/resources/oems/default.shtm.

are not likely to be as concerned with higher blends of renewable diesel as they are with higher blends of biodiesel.[140]

In November 2008, ASTM International adopted new biodiesel standards for B5, B20, and B100 blends to address the fuel quality problems identified in the recent past. The Energy Commission is funding additional work to develop and perform test methods for the development of national standards for biodiesel blends greater than 20 percent by volume.[141] Compliance with the recently established ASTM B5 standard would provide the opportunity to triple biodiesel use.

In 2008, 1.6 million gallons of biodiesel was sold at 39 retail stations within California. Of these 1.6 million gallons, one million gallons were sold as part of B20 blends, and 250,000 gallons were sold as B99 blends.[142] The majority of fuel was used by non-retail facilities such as commercial fleets, governmental entities, private card locks and rental companies, most of which relied on B20 blends.

Funding for vehicle demonstrations is not recommended for biodiesel vehicles. The producers of some new biomass-based diesel fuels are requesting vehicle demonstration funds. These demonstrations will allow for pre-commercial identification and correction of any deleterious engine effects that might otherwise dissuade light-duty vehicle manufacturers. While the Energy Commission will continue to monitor this opportunity, it is not currently allocating any Program funds for this purpose.

Fuel Production

California has 11 biodiesel plants with a combined annual production capacity of 87 million gallons. Due to biodiesel's inability to compete with petroleum-based diesel prices, these plants will likely produce less than 25 million gallons in 2009. Six plants, representing one-third of the state's biodiesel production capacity, are idle due to their price disparity.[143] The Biomass Action Plan requires a minimum of 20 percent of biofuels to be produced within California by 2010 and 40 percent by 2020. With an estimated diesel demand of 5.25 billion gallons by 2020, a minimum of 200 million gallons of biomass-based diesel and other biofuels are needed, requiring an in-state plant expansion of up to 115 million gallon.[144]

Biodiesel plants use recycled cooking oil (yellow grease) as their lowest-cost and lowest GHG feedstock, and use more expensive—and typically higher GHG—feedstocks such as soybean, palm, and a variety of plant and animal oils. To reach higher production volumes of lower

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[140] Renewable diesel engine testing finds that blends up to nearly 90 percent have the ability to meet ASTM 975 Standards, Preliminary Results from Neste and Conoco Phillips Testing, 2003-2007.

[141] This task is $523,000 out of $4 million agreement with Department of Food and Agriculture.

[142] Source: California Energy Commission, Petroleum Industry Information Reporting Act (PIIRA) data.

[143] Docket comments by the California Biodiesel Alliance, February 16, 2009.

[144] 5.25 million gallons x 20% for LCFS x 20% for BAP.

carbon biodiesel, second generation feed sources and plants are necessary like biomass-based cellulose, waste, and algae. Second generation plants will need assistance as they move into pilot and pre-commercial scale plant sizes. Expansion of both first and second generation fuel production is needed to reach the 2020 goals. Building biofuel plants is one of the most effective and fastest ways to reach the goals of the Bioenergy Action Plan, and directly supports California's economy.

Seven ARRA match funding requests totaling $19.5 million were received by the Energy Commission for new plants, though none have been awarded funds at this time. On November 12, 2009, U.S. DOE and the USDA announced $24 million in funding in Biomass Research and Development grants to produce biofuels. Of these funds, $1.6 million was awarded to a California firm. The ARB does not fund infrastructure and California's regional air quality management districts have not awarded funds in this area. The Energy Commission allocated $13 million for Biofuel Production Plants with FY 2008-2010 funds, and estimates an approximate cost of $.71 per new gallon of capacity. The Biofuel Production Plant solicitation eligibility includes any low carbon biofuel including "green" gasoline and renewable diesel.

A federal $1 per gallon incentive for biodiesel production began in 2002 and expired on December 31, 2009. The ARB's LCFS program has a gradual phase-in, and will not significantly impact the market demand for biodiesel for another two years. Accordingly, fuel producers will have little motivation to invest in ensuring these plants' continued operation in the short-term without the federal production incentive.[145] With the incentive's expiration, state funding is critical to fill this gap because otherwise most biodiesel plants will close. State funding is a critical short-term strategy to provide transitional support to in-state biodiesel plants until the LCFS takes effect. The LCFS should provide a 10-cent to 75-cent per gallon market price premium for biofuels providing 40 percent to 90 percent GHG reduction in a $20-$60/MT GHG market, respectively.

For FY 2010-2011, the Energy Commission is proposing $5 million dollars (Table 13) in grants and loans for diesel substitute fuel production. This level of funding could support either new biomass-based diesel plant capacity of 7 million gallons, or provide incentives to sustain existing plants' production of up to 25 million gallons.[146]

Fuel Terminal Storage and Blending

For California to reach the 2050 GHG emission reduction goals and other near-term goals, all biomass based diesel sources must have access to California's market. Biomass-based diesel use must, at a minimum, expand to half a billion gallons by 2015 and one billion gallons by 2030. Maximizing in-state and domestic supplies is the first priority but will not be sufficient to reach the goals. Consequently, bulk fuel storage investments are critical for importing both domestic and foreign feedstocks.

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[145] As of the end of March 2010 Congress has not yet reinstated the incentive.

[146] Assuming a 20-cent incentive per gallon.

The continued growth of biomass-based diesel produced and used in California depends on establishing bulk storage and terminal blending facilities for bio-oils. California imports approximately 62 percent of its transportation fuels from domestic and foreign source and this amount continues to grow for petroleum and biofuels alike.[147] Renewable diesel will require bulk terminals to receive and store the large volumes of bio-oils required to competitively produce renewable diesel. Terminal blending facilities may be needed, in areas not served by a refinery, to common carrier pipelines and storage terminals. ARB's LCFS carbon intensity and sustainability requirements will ensure that future imported renewable fuels are sustainably grown and provide lower carbon intensity.

Nearly all bulk receiving terminals are located with access to marine ports, railroads, and pipelines sufficient to move the fuel volumes into the 4 billion gallon per year diesel market. Adding biofuel capacity and modifying existing bulk terminals to accept biofuels are critical to biofuels' expanded future use.

Terminal blending racks are used to store bulk volumes of unblended fuels and dispense blended fuels for trucks to deliver to retail, fleets, and farm customers. California terminal racks are not modified to accept biodiesel fuels. Biodiesel terminal rack modifications can lead to a significant expansion of biofuel volumes due to the ease, lower-cost and time to load the fuels compared to today's method. In California, biodiesel fuels typically experience after-plant transport costs of 15 cents to 50 cents per gallon, compared to 9 to 12 cents for gasoline and diesel fuel.[148] These higher transportation costs should be eliminated with the establishment of appropriate rack terminal modifications to accept the biofuel.

Currently, financial institutions are not funding biofuel infrastructure projects, and industry has not provided funding to comply with California third-party certification expenses. Funds from non-Program government sources, such as the ARRA, ARB, or local air quality districts, have not been made available for biodiesel infrastructure investments. The Energy Commission's Program funds alone are not sufficient to finance a large part of the bulk terminal modifications. However, Program funds used as a grant or loan guarantee may be able to leverage funds from other financial institutions to minimize the risk for companies to make improvements in advance of economic necessity.

Given the current economy and with the LCFS still under development, infrastructure may be viewed as a risky investment in today's market. Once the LCFS is established, industry will have a better idea of how to comply with it and whether biodiesel/renewable diesel is the preferred path of compliance. Energy Commission funding shares the risk with the industry to build the infrastructure required to achieve state mandated goals. For FY 2008-2010, the Energy

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[147] Schremp, Gordon, Aniss Bahreinian, Malachi Weng-Gutierrez. *Transportation Energy Forecasts and Analyses for the 2009 Integrated Energy Policy Report,* Draft Staff Report. California Energy Commission CEC-600-2009-012-SD.

[148] Tellurium's comments made at the Energy Commission Workshop November 2009.

Commission allocated $4 million for blending and storage terminal projects; however, no federal funds were awarded to support this area in 2009.

California has over 100 rack-terminals requiring modifications to dispense biomass-based diesel. Modification costs are estimated to be $500,000 to $3.0 million per site. Making these modifications would reduce retail prices of biomass-based diesels and increase biodiesel throughput. An allocation of $5 million dollars could fund one quarter of the terminal modifications at 20 percent of the total conversion cost, assuming $1 million/terminal total conversion cost. In attempting to promote the dispersion of biodiesel into the market, infrastructure investments are expected to yield the greatest results. For FY 2010-2011 the Energy Commission allocates $5 million in funding, including possible loan and loan guarantee mechanisms, to expand and encourage diesel substitute infrastructure. This may include funds to increase bulk terminal and storage facility capacity at strategically-located California sites. (Table 13) At the retail level, existing diesel fueling stations can already dispense up to 5 percent biomass-based diesel blends; therefore, Program incentives may be needed to modify retail stations to accept biomass-based diesels up to 20 percent.

Table 13: Diesel Substitutes Funding Summary

Diesel Substitute Production	$5 million
Diesel Substitute Infrastructure	$5 million
Total	$10 million

Source: California Energy Commission

Natural Gas

Natural gas (methane) in compressed or liquefied form (CNG or LNG) has been used as motor fuel in California for more than 20 years. It is used in a broad range of transportation applications, from personal light-duty vehicles to freight movers. The Energy Commission forecasts California's use of natural gas in the transportation sector will increase by 150 to 180 percent by 2030 from the 2007 demand of 150.1 million therms, increasing the need for additional fueling infrastructure.[149] California has over 400 CNG and LNG stations, more than 30 percent of which provide public access.

In 2008, there were almost 35,000 natural gas vehicles (NGVs) registered in California. Approximately 28 percent of the vehicles were medium- and heavy-duty vehicles, mostly CNG-powered buses. Medium- and heavy-duty NGVs can also replace diesel vehicles in port drayage, refuse hauling, transit, delivery vehicles, and more. NGVs, along with hybrid diesel trucks, are an important recommended strategy to achieve black carbon, NOx, and GHG

[149] California Energy Commission, *2009 Integrated Energy Policy Report,* CEC-100-2009-003-CMF, December 2009, http://www.energy.ca.gov/2009_energypolicy/index.html.

reductions.[150] With regulatory requirements to reduce diesel pollution in communities next to ports and rail yards fully in effect by December 31, 2012, natural gas may be the only viable alternative fuel option in the near- to mid-term.

Natural gas is competitively priced with gasoline, typically retailing 5 percent to 20 percent lower than gasoline, which also reflects any associated infrastructure costs.[151] Natural gas typically retails for 3 percent more to 26 percent less on a diesel-energy-equivalent bias. However, the current average lower fuel economy of NGV's may offset CNG's fuel price advantage.[152] Vehicles operating on conventional CNG reduce petroleum fuel use by 99 percent, and reduce GHG emissions by 29 percent relative to gasoline and by 21 percent relative to diesel on a full fuel cycle basis (although some criteria pollutants can be higher than their new diesel vehicle counterparts).[153]

While natural gas is generally regarded as a non-renewable alternative fuel, CNG and LNG can also be derived from biomethane gas. Biomethane is produced through anaerobic digestion of organic matter and is chemically and structurally identical to natural gas. The use of biomethane in CNG and LNG vehicles has tremendous GHG reduction potential, reducing emissions by 70 percent to 88 percent.[154] More than 70 landfills, 23 wastewater treatment facilities, and more than 12 dairies in California are now capturing biomethane emissions and using them for electricity generation, heating, or alternative fuel production.[155, 156, 157] Biomethane from California waste streams may be able to produce 120 billion cubic feet of gas (bcf) or 60 bcf of pure biomethane, comparable to 0.44 billion diesel gallon equivalent.[158] The

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[150] Advanced Technology to Meet California's Climate Goals: Opportunities, Barriers & Policy Solutions, California ETAAC Advanced Technology Sub-Group, December 14, 2009.

[151] Energy Commission Staff Analysis of statewide, retail fuel prices. CNG has 10 percent-to-20 percent lower prices per gasoline gallon equivalent, last-year average and 10-year average respectively. (A 5 percent fuel economy loss is applied to the CNG price.)

[152] Energy Commission Staff Analysis of statewide, retail fuel prices. CNG has -3 percent-to-23 percent lower prices per diesel gallon equivalent, last-year average and 10-year average respectively.

[153] Staff Comparison of 2007 and 2009 MY heavy-duty engine ARB Executive Orders.

[154] The ARB's January 2009 GREET model analysis estimates biomethane feedstocks dispensed in a LNG/CNG fueling station and used in a natural gas passenger vehicle would result in GHG emissions of 11.3 to 28.5 g/MJ or approximately a 70 to 88 percent reduction compared to California gasoline. Biomethane used in medium- and heavy-duty vehicles would result in similar reductions compared to diesel.

[155] US EPA Landfill Methane Outreach Program, http://www.epa.gov/lmop/index.htm.

[156] "Opportunities for and Benefits of Combined Heat and Power and Wastewater Treatment Facilities," Eastern Research Group Inc., Energy and Environmental Analysis Inc., April 2007

[157] Personal Communication, Allen Dusault of Sustainable Conservation, December 16, 2009

[158] Biomethane Summit, Westport Innovations Presentation, June 23, 2009

capture of fugitive biomethane from landfills, dairy waste, and municipal waste streams not only displaces petroleum, but also prevents its release into the atmosphere.[159, 160]

Another use for biomethane that will likely be seen in California in the near future is as an input to the production of other alternative fuels. For example, biomethane can be used to replace natural gas in the production of ethanol, reducing the carbon intensity of ethanol by as much as 66 percent.[161] Also, technology now exists to convert natural gas or biomethane directly into hydrogen for fuel cell use. Moreover, methane (natural gas and biomethane) can be blended with hydrogen (hythane and H/CNG), further extending the potential benefits of both.

Vehicles operating on natural gas can reduce GHG emissions by as much as 30 percent compared to gasoline and diesel vehicles, on a full fuel cycle basis. However, the use of biomethane in the same vehicles has an even greater GHG reduction benefit, reducing emissions by as much as 97 percent.[162]

Given that biomethane can lead to such substantial GHG reductions and can use existing waste streams, it will not be surprising to see additional biomethane production facilities come online given California's aggressive biofuel and GHG reduction mandates and goals.

One of the biggest barriers to the penetration of natural gas in the marketplace is the lack of public access fueling infrastructure. Until this problem is addressed the use of NGVs will likely be confined to the medium- and heavy-duty class of vehicles which can use pre-determined CNG/LNG stations on a regular route.

Light-Duty Vehicles

Approximately 25,200 light-duty NGVs are on the road in California, accounting for about 12 percent of natural gas use in the transportation sector.[163] The Energy Commission estimates that an additional 6,100 light-duty OEM and retrofitted NGVs will be deployed during the

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[159] California Air Resources Board (ARB), Detailed California-Modified GREET Pathway for Compressed Natural Gas (CNG) from Landfill Gas, available at http://www.arb.ca.gov/fuels/lcfs/lcfs.htm

[160] "An Overview of Landfill Gas Energy in the United States - Presentation," U.S. Environmental Protection Agency (US-EPA) Landfill Methane Outreach Program (LMOP) June 2009

[161] Presentation by Calgren at Energy Commission's AB 118 Investment Plan Workshop for Biofuels, September 14-15, 2009.

[162] The ARB's January 2009 GREET model analysis estimates biomethane feedstocks dispensed in a LNG/CNG fueling station and used in a natural gas passenger vehicle would result in GHG emissions of 2.7 g/MJ or approximately a 97 percent reduction compared to California gasoline. Biomethane used in medium- and heavy-duty vehicles would result in similar reductions compared to diesel.

[163] Energy Commission staff estimate based on Department of Motor Vehicles data for 2008. (G. Yowell)

FY 2009-2010 period, and 2,450 during the FY 2010-2011 period.[164] Retrofitted conventional vehicles account for only 10 percent to 15 percent of the overall light-duty NGV population.[165]

Honda is the only OEM that retails a light-duty passenger NGV in the United States. However, 20 other manufacturers worldwide also make light-duty NGVs. GM has nine models available for markets outside the United States, but, along with other manufacturers, the company is taking a wait-and-see position while evaluating United States incentives and infrastructure.[166]

All light-duty NGV engines are basically converted gasoline engines, including the engines in OEM NGVs which are based on previously existing gasoline engine families that have been redesigned or simply modified for natural gas operation. California regulations prohibit the after-market conversion of emission-controlled vehicles with retrofit systems to operate on an alternative fuel, such as natural gas, unless the retrofit systems have been evaluated and certified by the ARB. Two firms (Baytech and BAF) have ARB certification to produce kits for converting light-duty conventional vehicles to light-duty NGVs.[167, 168] Baytech offers various GM light- and medium-duty vehicles on an aftermarket basis (including pickups, vans, and cutaways). BAF offers natural gas Ford Crown Victoria (used for taxis), as well as E-350 passenger/cargo vans and F-150/250/350 pickup trucks. A third firm, NaturalDrive Partners, is seeking certification from ARB for its retrofits.[169] California-based IMPCO sells approximately 13,000 natural gas and propane conversion kits per month to the world market, but none in California, primarily because of the expense required to comply with current ARB certification.[170, 171] Table 14 shows the costs of these conversions.

Nationwide, the ARRA includes multiple elements to advance alternative fuel and vehicle technologies. Ford received $5.9 billion in loans from the U.S. DOE to retool its plants to produce 13 fuel-efficient models. Other auto manufacturers received similar ARRA loans and grants. Although the primary focus of the manufacturers appears to be hybrid and electric vehicles, NGVs may be added to the mix. The Clean Cities program, as part of the ARRA, was a

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[164] CALCARS

[165] Estimate by Clean Energy December 1, 2009

[166] www.cngvc.org/pdf/CNGVC_factsheet_KeyPath.pdf, 12/23/2009

[167] Presentation by South Coast Air Quality Management District (AQMD) on September 3, 2009. Titled "Clean Fuels Program Advisory Group." http://www.aqmd.gov/TAO/ConferencesWorkshops/Retreats/9-2009_LoriBerard.pdf

[168] ARB no longer certifies conversion equipment, but they do certify converted vehicles and engines.

[169] Ibid

[170] Presentation by Tim Standke, IMPCO at the "Natural Gas and Propane Workshop" on September 18, 2009.

[171] Mike Eaves, CA NGV Coalition, presentation to the Energy Commission, March 23, 2007.

significant portion of federal activity in 2009 promoting NGVs.[172] Worldwide, 20 manufacturers including GM and Ford provide NGVs with a cumulative total of 9.8 million vehicles on the road in September of 2008.[173]

Table 14: Natural Gas Conversion Costs by Vehicle Model[174]

Vehicle Type	Conversion Cost
Ford Crown Victoria/Lincoln Town Car/Mercury Marquis with 13 gasoline gallon equivalent (GGE)	$13,500
Sierra/Silverado 1500/2500HD pick-up truck with 20 GGE	$15,500
F150/250/350 pick-up truck with 30 GGE	$18,500

Source: California Energy Commission

Although California received no ARRA funds in the light-duty natural gas sector, the funding of light-duty NGVs elsewhere in the nation will encourage the development of additional NGV models by OEMs. Since the California NGV market generally depends on the same OEMs as the rest of the nation, California's NGV market stands to benefit from a more robust nationwide market.

Federal tax credits are available for the Honda Civic GX, which is the only light-duty NGV currently produced by a major OEM in the United States market. The difference in price between the Honda Civic GX ($25,340) and a gasoline equivalent Honda Civic DX ($15,655) is $9,685.[175] A $4,000 federal tax credit is available for vehicles capable of using only CNG or LNG that partially offsets this incremental cost.

The natural gas conversion of a light-duty vehicle is given a federal tax credit of up to 80 percent of the cost gap, up to a maximum credit of $4,000.[176] Using the Ford Crown Victoria model as an example, the net cost of a converted light-duty NGV would equal the original

[172]Other federal activities in 2009 included: Formation of Congressional Natural Gas Caucus; Tax Extenders Act of 2009 (H.R. 4213) extending the natural gas fuel tax credit by one year; a $5 million budget appropriation for U.S. DOE for NGV RD&D; the Natural Gas Vehicle Research, Development, Demonstration, and Deployment Act of 2009 (H.R. 1622) for $30 million annually for 5 years.

[173] Pike Research October 19, 2009. http://www.pikeresearch.com/newsroom/17-million-natural-gas-vehicles-will-be-on-the-road-by-2015.

[174] "Frequently Asked Questions About Converting Vehicles to Operate on Natural Gas" By Stephe Yborra, Director of Communications & Marketing, NGV America; Document Created March 10, 2009 http://www.ngvc.org/pdfs/FAQs_Converting_to_NGVs.pdf.

[175] Manufacturer's Suggested Retail Price 2009.

[176] "Fact Sheet: Federal Incentive for Natural Gas Vehicles" By NGV America, March 16, 2009 http://www.ngvamerica.org/pdfs/FederalVehicleTaxCredit.pdf

vehicle cost ($18,000) plus the cost of the conversion ($13,500) minus the tax credit ($4,000), or approximately $27,500.

Federal grants and loans to encourage and expand the markets for light-duty NGVs will commence in early 2010. The result of this large influx of funds to the vehicle manufacturers will not be available until 2011 to 2013 (based on the federal three-year agreement term). Therefore, the Energy Commission is not proposing to provide incentives in the *2010-2011 Investment Plan*.

Medium- and Heavy-Duty Vehicles

Medium- and heavy-duty NGVs are an important element of the NG fleet consuming 88 percent of the natural gas used by NGVs. In 2008, 9,674 medium- and heavy-duty NGVs represented 1 percent of these vehicle classes operating in California. Transit and school buses represent 74 percent of the natural gas population (7,144) and refuse trucks represent 10 percent (1,000) of the population. Sixteen years after NGVs' first introduction into bus fleets, they make up 10 percent of these fleets. Eight years after NGVs' introduction into refuse truck fleets, NGVs make up 7 percent of these fleets.[177] Transit and school buses were the first vehicle types to make extensive use of alternative fuels and diesel particulate filters. With the 2010 emission standards to be in effect soon, zero- or near-zero emission technologies are the next step for this vehicle category and will serve as one rationale for future funding.

Kenworth and Westport both produce heavy-duty natural gas truck engines, and several other foreign and domestic trucks are being produced or considered for production. Heavy-duty NGV costs are roughly $70,000-$80,000 higher than for a Class 8 heavy-duty conventional diesel truck.

The purchase of Class 8 drayage trucks is the single greatest factor affecting the demand for medium- and heavy-duty NGVs in California for the next few years. About 500 heavy-duty Class 8 trucks use LNG for port applications within the state. Penetration is greatest in Southern California, where local air district and port policies have incentivized more activity.[178] The Clean Air Action Plan (CAAP) adopted by the Ports of Los Angeles and Long Beach is a major driver for these large purchases. As part of the CAAP the ports are implementing a Clean Trucks Program (CTP), with a goal of reducing heavy-duty drayage truck-related emissions by 80 percent by 2012. A section of the CTP requires the scheduled phase-out of trucks, and certain non-retrofitted 1994-2003 trucks, will be banned from use in the ports. About 7,500 diesel drayage trucks in the ports already meet federal emission standards, 1,500 diesel trucks that have received funding are awaiting delivery (by April 30, 2010), and an additional 500-600 of the 2004-2006 trucks will require replacement by 2012.[179] Consequently, there is opportunity to

[177] DMV vehicle registration data.

[178] Pete Price, Price Consulting, email, November 16, 2009, 3:49 PM.

[179] Energy Commission Staff conversation with Thomas Jelenic, March 24, 2010

replace 500 non-compliant diesel trucks with natural gas immediately, and many more later on for the Ports of Los Angeles and Long Beach.

Nationwide, ARRA funds were awarded for at least 325 medium- and heavy-duty NGVs.[180] Since these manufacturers would also provide vehicles for a California market, the ARRA funding may strengthen the vehicle offerings for California. Funding for medium- and heavy-duty NGVs has not been made available as part of the ARB's AQIP. The most likely future markets for medium- and heavy-duty NGVs are short and medium-haul applications, pick-up and delivery, and general freight.[181] Clean Energy, a natural gas supplier, foresees applications for the entire range of medium- to heavy-duty trucks.

Kenworth, Peterbuilt, Freightliner, and Volvo/Mack offer heavy-duty natural gas trucks for the California market, and all have an additional cost barrier as compared to diesel truck counterparts. All refuse truck manufacturers and all transit bus manufacturers (Gillig, the most recent addition) offer natural gas platforms, and an even wider variety of heavy- and medium-duty engines are under development.

A review of the projects requested in conjunction with the ARRA funding provides an insight into the areas in California where natural gas technology is used. NGV proposals fell into three regional categories: Southern California,[182] the Bay Area,[183] and Central California.[184] The Southern California region had the largest number of proposals, with two projects receiving funding. In conjunction with ARRA funding, the Energy Commission is funding a project to deploy 180 LNG drayage trucks for the Ports of Los Angeles and Long Beach. The San Bernardino Association of Governments will also receive funds for 262 heavy-duty LNG trucks. These projects will receive a combined $11.5 million of Program funds, along with $17 million of ARRA funds. Incentives were not provided for vehicles needed to address air quality issues in the San Joaquin basin, Bay Area or for additional projects identified in the Southern California port areas.

For FY 2010-2011, the Energy Commission will allocate $12 million (Table 16) in grants for medium- and heavy-duty NGVs for differential costs after all incentives are accounted for.

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[180] An additional 2,322 natural gas vehicles were identified for funding, but not identified as to vehicle class.

[181] Westport; Cummins.

[182] Southern California region comprises the entire greater Los Angeles area up to Santa Barbara and south to San Diego and the Mexican border.

[183] The Bay-Area starts at San Francisco and includes the peninsula and south to Salinas. Eastward the Bay-Area region extends to Vacaville. The central coast region can be included with either the Bay-Area or southern California.

[184] The central California area, starts at the Oregon border and comprises most of the San Joaquin Valley down to Lancaster including Fresno, Sacramento and Bakersfield.

Infrastructure

The natural gas fueling infrastructure consists of seven types of fueling facilities:

- CNG home refueling appliances
- Small-capacity CNG stations
- Medium-capacity CNG stations
- Large-capacity CNG stations
- Large-capacity LNG stations
- CNG dispensers added to existing gasoline stations
- Combined CNG and LNG station

The number of natural gas stations in California increased from approximately 375 in January 2007 to approximately 400 in September 2009.[185] Thirty percent of these stations are publicly accessible, and 30 dispense LNG. Small-, medium-, and large-capacity CNG stations (compressors and dispensers) can be added to existing gasoline stations, or built as "stand-alone" CNG stations. The former is the cheaper option, since existing land, concrete infrastructure, and canopy can be used. For example, the Galileo Nanobox is a self-contained system that can be added to fuel islands anywhere.[186] It is also possible for a single station to dispense both CNG and LNG, and in fact LNG can be gasified to CNG with conventional pumps with less energy than it takes to compress pipeline gas to CNG.[187]

CNG stations can be divided into two groups: time fill and fast fill. Time fill stations are cheaper to construct, but require several hours to fill a vehicle. Fast fill stations can refill a vehicle in minutes, but the costs associated with these stations are considerably higher. Fast fill dispensers are the only practical dispensers for use in public access natural gas stations. Table 15 presents Energy Commission estimates of current natural gas infrastructure costs.

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[185] Telephone conversation with Mike Eaves on October 23, 2009.

[186] Presentation by Michael Eaves, Clean Energy "Natural Gas Fueling Infrastructure" at the "Natural Gas and Propane Workshop" on September 18, 2009.

[187] 2008-2009 Investment Plan.

Table 15: Natural Gas Infrastructure Costs

Infrastructure Type	Estimated Costs
Small CNG Station with fast fill[188]	$400,000
Medium CNG Station with fast fill[189]	$600,000
Large CNG Station with fast fill[190]	$1.7 million
Large LNG Station[191]	$1.7 million
Combined CNG (with fast fill) & LNG Station	$2 million

Source: California Energy Commission

Nationwide, ARRA funded 133 CNG stations and 13 LNG stations. These additional stations add to, but do not substantially impact, infrastructure along vehicle corridors that would extend the range of NGVs.

In response to the Energy Commission's first solicitation, in conjunction with the ARRA funding, the Southern California region had the largest number of proposals over half of which were for the construction of natural gas fueling infrastructure.[192] The Energy Commission funded $2.4 million for five public access LNG stations, leveraging $2.4 million in ARRA funds. The Energy Commission has also issued a grant solicitation with $5.6 million available for CNG and LNG fueling stations. ARB's AQIP program does not fund natural gas infrastructure, while SCQAMD in the last fiscal year allocated $2 million for natural gas infrastructure.

For FY 2010-2011, the Energy Commission allocates $2 million (Table 16) in grants for the upgrading of existing publicly accessible fueling stations. There are over 200 natural gas fueling stations in California, representing significant investments of both public and private funds.[193] The life expectancy of the tanks and equipment varies depending on the materials used and the quality of the gas. The cost of upgrading equipment can be prohibitive, particularly for schools and local governments encouraged to convert their fleets to NGVs. State funding will relieve these public agencies of this financial burden and maximize the use of existing infrastructure.

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[188] Defined as a capacity of less than or equal to 500 standard cubic feet per minute (scfm).

[189] Defined as a capacity of 100 to 2,000 scfm.

[190] Defined as a capacity greater than 2,000 scfm.

[191] Defined as a capacity greater than 15,000 gallons of LNG.

[192] Southern California region comprises the entire greater Los Angeles area, up to the City Santa Barbara and south to San Diego and the Mexican border.

[193] http://www.afdc.energy.gov/afdc/fuels/natural_gas_locations.html, November 23, 2009.

Biomethane

When organic matter is treated with heat and bacteria over time, a biogas is produced. Once created, biogas can be converted to biomethane by removing impurities such as carbon dioxide, hydrogen sulfide, and water.

Biomethane can be used as an energy source in transportation, power generation, and combined heat and power application, including:

- Direct use as a fuel and heat source for boilers or industrial heat.
- Injection into utility-operated natural gas pipeline systems for use by residential commercial and industrial customers, and for use in powering combined cycle natural gas electricity generating stations.
- Blended or enhanced with hydrogen, further extending its GHG benefits, or used as a feedstock in hydrogen production.
- Refined into gasoline, diesel via gas-to-liquid technologies.
- Compressed into CNG, or liquefied into LNG for use in transportation applications.

The technologies needed for the production of biomethane as a transportation fuel are "off the shelf" technologies that are generally well developed, commercialized, and carry a "zero technology risk."[194] Biomethane is fully compatible with California's existing natural gas infrastructure and can be used by all vehicles equipped to operate on natural gas.

Biomethane in California will most likely be sourced from dairies, landfills, waste water treatment facilities, local or regional stand-alone anaerobic digester plants, agricultural residues, woody biomass from forest fuels management activities, and diverted organic material from municipal solid waste streams.[195] This is important because biomethane derived from waste stream feedstocks has the lowest carbon intensity value of any commercially viable alternative transportation fuel. CNG and LNG derived from dairy waste and landfill gas can have anywhere from a 70 percent to 88 percent GHG emission reduction from the petroleum diesel baseline.[196] Capturing biomethane from these sources is a particularly important GHG reduction strategy, as methane is 21 times more potent than carbon dioxide as a GHG.

The technical feasibility of deriving both CNG and LNG from landfill gas has already been commercially demonstrated. Currently more than 70 landfills in California are using captured

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[194] Investment Plan Staff Workshop on Biofuels, CalStart, September 15, 2009.

[195] Should California's existing waste streams be committed entirely to biomethane production, they could provide roughly 24 billion cubic feet of additional biogas potential annually Source: "An Assessment of Biomass Resources in California, 2007": California Biomass Collaborative, PIER Collaborative Report, Contract No 500 01 016, January 2008.

[196] Carbon Intensity value for C/LNG derived from dairy or landfill waste can range anywhere from 11.3 to 28.5 grams of CO2 equivalent / MJ. Source: Air Resources Board Low-Carbon Fuel Standard Website.

methane emissions as an energy source, and at least two of those are producing biomethane to be used as a transportation fuel. At the Frank R. Bowerman Landfill in Orange County, Prometheus has a plant that will produce 40,000 gallons of LNG from waste biogas by 2010.[197] In Livermore, the Altamont Landfill is currently the world's largest landfill gas to LNG project in the world and is producing 13,000 gallons of LNG daily to be used in Waste Managements' Refuse Trucks.[198] Other landfills working to capture biomethane include Kiefer Landfill and Puente Hills Landfill.

Dairies could utilize biomethane for off-road agricultural vehicles such as tractors, combines, and threshers, as well as on-road vehicles including pickup trucks and milk trucks. A current working example of onsite biomethane use is at the Hilarides Dairy located in Lindsey, California. The Hilarides Dairy originally collected biogas for onsite electricity generation, but has since expanded to become the first dairy in the United States to power milk trucks with manure derived biomethane. These milk trucks are Peterbuilt trucks that have been converted to CNG and drive a 300 mile round trip route from Lindsey to Hillmar, California.[199]

Biomethane can also be used as a process fuel in the production of other alternative fuels such as ethanol. For example, California ethanol production facilities could substitute the use of fossil natural gas with renewable biomethane in its production process to significantly reduce carbon emissions by as much as 66 percent when compared to California ethanol production using natural gas.[200]

Biomass from forest thinning operations, with proper environmental safeguards, represents a potential biomethane feedstock. Forest biomass residues in California are estimated to be about 14.2 million BDT per year.[201] The development of new and improved technologies for biogas production from forest biomass is accelerating.

Biomethane will be entering the natural gas market, and due to the current low price of natural gas, it will be difficult for biomethane to compete on a production cost basis.[202]

The biomethane industry is hampered by capital constraints, and a number of California biomethane projects are now stalled. These projects are having difficulties securing financing

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[197] http://www.prometheus-energy.com/whatwedo/landfillgas.php.

[198] Biomethane Summit, Linde Presentation, June 23, 2009.

[199] Biomethane Summit, Sustainable Conservation Presentation, June 23, 2009.

[200] Presentation by Calgren at Energy Commission's AB 118 Investment Plan Workshop for Biofuels, September 14-15, 2009.

[201] "An Assessment of Biomass resources in California, 2007,": California Biomass Collaborative, PIER Collaborative Report, Contract No, 500 01 016, January 2008.

[202] Last year the average retail diesel price was $2.58 per gallon, and natural gas was $1.81 per diesel gallon equivalent. Source: Energy Commission Staff Analysis of statewide, retail fuel prices.

due to the uncertainty of how the economics of a biomethane industry will play out in California.

Gas quality testing and certification is an expensive process with no certainty over who should pay for it–biogas developers, natural gas utilities, or other third parties. In order for biomethane from new feedstocks such as agricultural residues and food waste to be able to enter the natural gas pipeline, extensive gas quality testing must be performed. This testing can be very costly and the natural gas utilities have currently exhausted their gas testing funds allotted for this purpose.[203]

Biogas is the lowest carbon intensity alternative fuel readily available in California. Although the production potential for biomethane is significant, few biomethane or biogas projects are operational in California. The most common feedstock in use is landfill gas, although at least one dairy and one agricultural waste facility exist in the state. The landfill gas projects are likely to have a capacity of roughly four to seven million gallons of LNG per year and estimated capital costs in the area of $12 to $20 million. The few agricultural waste projects vary substantially in both capital cost and feedstock, making numeric estimates difficult.

At least 10 California projects, soliciting over $46 million of Program funds, were proposed under the Energy Commission's ARRA cost sharing solicitation to either produce biomethane as a transportation fuel (either as CNG or LNG) or produce biomethane as a process fuel, but none have been funded (by ARRA or the Energy Commission) to date. Consequently, Program funds have not been awarded to biomethane projects. In addition, ARB is not making biomethane investments during their first round of AQIP funding.

Biomethane production was initially allocated $10 million in the FY 2008-2010 Investment Plan. That amount was later increased to $21.5 million in response to the strong project proposals presented by energy developers at the *2010-2011 Investment Plan* workshop. To date, four biomethane projects have been identified for potential funding of $21.5 million.

Biomethane has the potential to tap the state's large forest woody biomass waste streams that will be generated as forest fuels management projects are implemented. In addition, the organic fraction of municipal solid waste, currently comprising up to 40 percent of all waste being landfilled in California, could be diverted for biomethane production.[204]

To establish biomethane for transportation fuel as an industry in California, grants and incentives must offset high capital costs. Because this is a relatively new industry in the midst of a recession, California will have to ensure supportive government policies and additional

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[203] Initial research for new biomass feedstocks will cost between $340,000 and $500,000 as a one-time expense and then each individual project will require ongoing gas sampling which is estimated at $20,000 per month. These numbers are subject to increase with more complex feedstocks. Brennan, Ken. "Re: PG&E Gas Quality Testing Cost Estimate." Private communication to Leslie Baroody. November 18, 2009.

[204]Letter from Mark Leary, Deputy Director, Department of Resources, Recycling and Recovery. Dated March 9, 2010.

financial incentives. In light of $46 million in project proposal requests and the $21.5 million in the recent solicitation, funding is still a substantial need. Consequently, the Energy Commission is allocating $10 million (Table 16) in grants and loans for FY 2010-2011 to help establish a biomethane industry in California. The allocation will focus on projects that use a variety of waste feedstocks, including but not limited to dairy, landfill, wastewater, agricultural, forest residues, and the organic fraction of municipal solid waste streams, as well as a variety of process technologies. Potential areas for funding include:

- Projects that wholly or partially produce biomethane for direct use as a transportation fuel.
- Projects that use biomethane as a process fuel in the production of another low carbon alternative fuel, such as ethanol facilities using biogas as a replacement for natural gas in the ethanol production process.
- Projects that use biomethane as a feedstock for the production of another low carbon alternative fuel, such as gas to liquid technologies.
- Biomethane feedstock and project feasibility studies for future biomethane capital projects in California; this could include feasibility studies of modifications to existing biogas facilities.
- Gas quality testing for new feedstocks.
- Gas for injection into pipelines for electricity production

Table 16: Natural Gas Funding Summary

Medium- and Heavy-Duty Vehicles	$12 Million
Upgrades to Natural Gas Fueling Stations	$2 Million
Biomethane Production Plants and Quality Testing	$10 Million
Total	$24 Million

Source: California Energy Commission

Propane

In the early 1980s, propane was the leading alternative fuel in California with more than 200,000 propane vehicles operating in the state. Despite its availability, less costly infrastructure, and price competitiveness, propane fuel use and vehicle availability declined. Nevertheless, propane continues to be an attractive motor fuel for medium-duty vehicle fleets and will likely grow as

more applications become available over the coming years, bolstering its role in achieving California's climate change goals.[205]

Propane offers significant and immediate petroleum use reductions and moderate GHG emission reductions. Propane can be produced as a byproduct of either natural gas processing or petroleum refining. Propane produced as a part of natural gas processing can reduce GHG emissions by 9 percent to 19 percent compared to gasoline—slightly better than petroleum-derived propane. In the future, propane could be produced from renewable resources. Renewable propane may provide much greater benefits, with emission reductions reaching up to 90 percent.[206]

According to the Western Propane Gas Association, California consumed approximately 491 million gasoline equivalent gallons (GGE) of odorized propane in 2008. Fifty-five to 63 million GGE of this consumption was used specifically for on- and off-road vehicles.

Propane is attractive in terms of pricing compared to both diesel and petroleum. If federal excise tax credits for propane use continue to be available in the future, propane will be a viable option for fleets. According to the U.S. DOE, the average cost for propane is $2.69 per gallon, or $3.40 per GGE.[207] The federal government also offers a fuel use tax credit of $.50 per GGE, which acts as an incentive to propane users to offset the energy loss with the use of propane in vehicles.

Additionally, case studies conducted in Canada and Texas show significant savings for propane vehicle fuel and maintenance costs. As a result, fleets have become increasingly interested in using propane fueled vehicles.[208] While the propane market will likely grow nationwide in the next few years with the increased availability of engine options and vehicles, this growth will not impact California's market without the appropriate certification from the U.S. EPA and the ARB. While fleet owners are interested in propane because of its emission and cost benefits, there are no funding opportunities available now for vehicle purchases with the exception of the federal school bus incentives. With program funding for incremental vehicle cost and the introduction of more ARB-certified vehicle options, propane can be a near-term, viable alternative fuel option for business owners.

Propane is a viable option for California in its efforts to meet GHG reduction goals for 2020. While propane has a role in attaining these goals because of its low cost and availability, it will not likely be a dominant fuel in the market in later years as new technologies and cleaner fuels begin to expand their markets and become more commercially available. Nonetheless, propane is the fuel of choice for some fleets that are beginning to transition to cleaner fuels. With the

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[205] Survey information provided by CleanFuel USA and Western Propane Gas Association.

[206] CA-GREET analysis conducted by staff.

[207] As of July 2009, according to U.S. DOE ERRE Price report. Does not include excise tax credit.

[208] http://www.propanefacts.ca/Studies/canadian/reports/fullreport/201/1362/; http://www.propane.tx.gov/commercial/index.php.

hopeful emergence of bio-propane in the coming years, propane can maintain its role in the alternative fuels market and in supporting California's long-term petroleum and GHG reduction efforts.

Light-Duty Vehicles

The Roush F-150, 250, and 350 trucks are the only three light-duty propane vehicles certified by the U.S. EPA and ARB. Roush anticipates that theE-150, 250, and 350 cutaway vans will be certified by the ARB in June of 2010, and these vans have already attracted interest from several fleet owners.[209]

The incremental cost for purchasing a light-duty propane vehicle ranges from $7,000 to $12,000 with the average incremental costs for the trucks. The average incremental costs for the trucks are approximately $9,000, while the average incremental costs for the cutaway vans are slightly higher, averaging $11,000. Roush anticipates that a $3,000 per vehicle incentive is needed to generate sales and stimulate the growth of the light-duty propane market.[210]

With the emergence of new propane vehicles in 2010, interest in using light-duty vehicles as part of delivery, airport, and utility fleets is increasing. Roush predicts that there will be approximately 150-175 light-duty propane trucks and 350-500 vans available in the California market just for the remainder of 2010, with that number continuing to grow through 2011 based on fleet interests. Given the new models, current propane fuel pricing, and reasonable buy-down costs for these vehicles, funding availability will help ensure the purchase of an alternative fueled vehicle over a gasoline or diesel vehicle.

Other states across the nation already widely use propane in their public fleets, which demonstrates the market readiness of propane vehicles. Recently Texas was awarded $25.5 million for propane vehicle and infrastructure development. Of the 882 vehicles being deployed, 645 of these vehicles will be light-duty vehicles for use by public school and business fleets. Market readiness for these vehicles will allow them to serve as an early action in reducing GHG emissions in the transportation sector. It is recommended that funding be used to support the expanded use of light-duty propane vehicles.

Medium-Duty Vehicles/Retrofits

Most propane vehicles are retrofits. Propane is viewed as an economical retrofit option for delivery trucks, shuttle buses, and school buses. Sales of the propane school buses continue to increase. Approximately 350 buses have been distributed within the past year and a half, and with continued interest, potential orders for new buses are estimated at 150. While there is still interest in purchasing these buses, given the current economic climate and budget cuts in education, many school districts are relying on funding to cover the incremental costs of these buses. Propane is especially beneficial to rural communities and school districts that may not otherwise have access to an alternative fuel.

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[209] Curtis Donaldson, CleanFuelUSA, personal conversation, September 18, 2009.

[210] Todd Mouw, Roush, e-mail, September 8, 2009.

Only three companies offer propane retrofits for gasoline engines today: Baytech, Bi-Phase Technologies, and Clean Fuel USA. All of the retrofits offered by these companies are for medium-duty GM engines (6.0 and 8.1L models). These kits can be used in various applications, but are primarily used for business fleets such as utility trucks, delivery trucks, and airport fleets.

The incremental costs for these systems depend on the application for which the system is being used. The price ranges and federal incentives are listed in Table 17. Systems in the $7,500 price range are typically for applications that include trucks, while the incremental costs for shuttle and school buses are around $20,000. Typically, these incremental costs can be quickly recovered through fuel savings and maintenance costs as shown in case studies conducted by the Texas Railroad Commission. The case studies show that several school districts in Texas have realized savings of up to $400,000 per year when they have converted their school bus fleet to propane. Not only are the fuel savings significant, but the cost of maintaining a propane school bus is less than that of its diesel counterpart, which also contributes to the savings associated with operating propane school buses.[211]

Table 17: Medium-Duty Propane Vehicle Cost Summary

Incremental Vehicle Cost	$7,500-$20,000
Federal Incentives	• 50% of cost to replace school bus meeting 2010 U.S. EPA emission standards • 25% of cost to replace school bus meeting 2007 U.S. EPA emission standards

Source: California Energy Commission

In 2009, GM halted production of the 8.1L engine. Only a limited number of these engines are currently available for sale. However, CleanFuel USA anticipates that a successor to this engine will be available in the third quarter of 2010.[212] Additionally, Cummins Engine Co. offers a propane-fueled version of its standard 5.9L engine, known as the B-LPG Plus.

The medium-duty market accounts for a majority of California's propane vehicle usage because of the variety of available applications. However, with the lack of funding incentives, businesses are hesitant to make the large upfront investment to convert their fleets to propane. Consequently, program funding for the incremental vehicle cost is essential to the overall success of propane in the transportation fuel market. The investment is expected to stimulate additional engine development and increased vehicle offerings and fuel usage while leveraging private investment in the base cost of the vehicles and infrastructure upfits.

[211] http://www.propane.tx.gov/commercial/index.php.

[212] Curtis Donaldson, CleanFuel USA, September 9, 2009.

Heavy-Duty and Non-Road Vehicles

Currently no heavy-duty propane vehicles or engines have been certified for use in the United States. A large engine (HD 7.6 L) for heavy-duty vehicles is currently being developed by CleanFuel USA and will likely be certified by the U.S. EPA and ARB by the third quarter of 2010 or early 2011.[213] Consequently, propane is not likely to enter into the heavy-duty market until 2011. The cost of this engine has not yet been determined.

Propane is already successfully used in off-road applications such as forklifts. Several thousand forklifts in California run on propane. According to the Propane Education Research Council, the cost of a propane forklift is usually between $16,000 and $24,000,[214] which is comparable to a gasoline-powered forklift and nearly $10,000 cheaper than a diesel forklift, while offering additional advantages over a diesel run forklift. For example, propane forklifts require less maintenance and are able to run for several thousand hours before they need significant service. Additionally, propane forklifts have lower emissions than gasoline or diesel forklifts so they are more suitable for use in environments with limited air circulation. Very little additional infrastructure is needed to support propane forklifts; propane suppliers can maintain on-site storage tanks for fleets or operate cylinder exchange programs. While propane forklifts may provide fewer emission benefits than hybrid or all-electric forklifts, they will continue to be successful in this off-road market, especially in rural communities, because of their practicality and cost-competitiveness with conventional forklifts.

Funding will not be considered for heavy-duty or non-road vehicles until heavy-duty propane vehicles are certified for use in California.

Fuel Production

Approximately 60 percent of propane used in California is produced in California refineries, depending on seasonal demand. California is typically a net exporter in the summer, and depending on the weather, can be a net importer in the winter. Imported propane typically comes from Texas, the Midwest, and Canada.

While not yet commercially available, renewable propane could be a good alternative fuel option in the future. Studies are being conducted on the generation of renewable propane at Mississippi State University and Massachusetts Institute of Technology. Brazil is also doing extensive research on renewable propane and its potential to serve as a viable fuel option for vehicles.

Renewable propane can be derived from algae, row crops and wood.[215] Both high-pressure and catalytic cracking have been used as processes for extracting renewable propane from various

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[213] Curtis Donaldson, CleanFuel USA, e-mail, October 9, 2009.

[214] PERC: http://www.propanecouncil.org/enginetemplate.aspx?id=6358.

[215] California Energy Commission, *2009 Integrated Energy Policy Report,* CEC-100-2009-003-CMF, December 2009, http://www.energy.ca.gov/2009_energypolicy/index.html, page 162.

feedstocks. The derivation of renewable propane requires little additional energy and results in a product that contains the same energy content as propane derived from petroleum.

The Propane and Education Research Council (PERC) is supporting work specifically for the continued development and expansion of renewable propane. According to Greg Kerr, PERC director of research and development (R&D), PERC is currently reviewing a report it commissioned from the Gas Technology Institute to study the technical and economic feasibility of different technologies and methods to generate renewable propane. For 2010, PERC has allocated at least $600,000 for the further study and development of bio-propane. If the Energy Commission had R&D funds available for the continued study of the feasibility of renewable propane, PERC would do its best to leverage its funds with the state funds. Energy Commission staff will continue to monitor the progress of renewable propane, and considers it a promising alternative fuel option in future years.

Infrastructure

Propane retail infrastructure is already widely available and can easily be expanded as demand for propane as a transportation fuel increases. Approximately 189 propane fueling stations are already in place in California, according to the U.S. DOE's alternative fuel and advanced vehicle data center. California has the second largest number of accessible propane fueling stations in the nation, which can already support an expanded vehicle market with funding for light- and medium-duty vehicles.[216]

Infrastructure for propane vehicle fueling could expand quickly, as existing propane dispensing stations can be used for vehicle fueling through the addition of fuel capacity, a tank pump, and metering equipment. With the addition of this equipment, virtually any propane tank/station in California can be retrofitted to meet a propane vehicle's needs. This will facilitate the increasing demand for propane as a transportation fuel in the years ahead.

The Energy Commission will not provide funding for propane fueling infrastructure in the *2010-2011 Investment Plan*, since sufficient federal incentives are in place to support the infrastructure needs in California. Funding for infrastructure may be considered in the future, as the propane market grows.

The Energy Commission will allocate $3 million (Table 18) in grants for light- and medium-duty propane vehicles for the *2010-2011 Investment Plan*. This funding will be used to fund the conversions of between 130 and 200 vehicles to propane, as well as for the buy-down costs of purchasing new vehicles. Based on the demand for propane vehicles, this amount of funding will not cover costs for all anticipated demand; however, this funding will likely stimulate the market demand for propane vehicles in the coming years. This funding will create opportunities for fleets to transition quickly and efficiently to alternative fuel use. Propane is readily available and affordable, and provides both immediate GHG emission benefits and energy independence because all propane used in California is domestically produced. Many

[216] http://www.afdc.energy.gov/afdc/fuels/stations_counts.html.

fleet owners already consider transitioning to propane as a viable option for their fleets. With the additional incentives provided through this Program, more public and private fleets will make the transition, especially with more vehicle options becoming available in late 2010. Additionally, if renewable propane becomes commercially available, it will provide emission benefits comparable to some of the most effective GHG emission reduction fuels. Providing funding for propane vehicles will ensure that California does not inadvertently preclude the potential market for renewable propane in the future.

Table 18: Propane Funding Summary

Light- and Medium-Duty Vehicles	$3 Million
Total	$3 Million

Source: California Energy Commission

Innovative Technologies and Advanced Fuels

The previous sections of this *2010-2011 Investment Plan* identified high-priority investments related to specific fuels and vehicles as well as analytical and outreach strategies. The statute establishing the Alternative and Renewable Fuel and Vehicle Technology Program also gives the Energy Commission authority to make public investments in opportunities not specifically identified in the annual investment plan including: projects that optimize alternative and renewable fuels for existing and developing engine technologies; control systems and vehicle/fuel integration systems; advanced internal combustion engines that result in at least 40 percent efficiency improvements; lightweight materials; energy storage; battery recycling and reuse; engine and fuel optimization, electronic and electrified components, idle management technology, and aerodynamic retrofits that decrease fuel consumption.

The Energy Commission is interested in developing a program to co-fund discrete projects that accelerate the development and commercialization of technologies and systems that might include strategies to:

- Improve the efficiency of petroleum- and nonpetroleum-fuel engines to increase fuel savings and GHG emission improvements above the current levels (20-30 percent) in electric hybrid and hydraulic hybrid vehicles.
- Improve the design of key vehicle components including high pressure fuel tank designs, compressors, electronic controllers, motors, fuel cells, batteries, and other components to increase vehicle performance and efficiency.
- Improve the design of key alternative fuel infrastructure components including above and below ground fuel storage, dispensers, and safety systems.
- Improve vehicles operations through improved controls and on-board diagnostics.
- Integrate smart grid electricity systems with electric vehicle recharging.

- Develop performance tests, instrumentation, drive cycle protocols, accelerated durability testing, and other technology applications to lower cost and shorten time required to comply with engine, fuel, and vehicle certifications.
- Develop alternative materials and production processes for advanced vehicle battery manufacturing and stimulate business practices that encourage the use of vehicle battery and other storage technology in secondary markets and recycle/re-use opportunities.
- Develop high-productivity biomass feedstocks, such as algae and perennial grasses, can offer significant GHG benefits and be used to produce "renewable crude oils" or gasoline and diesel fuel substitutes.
- Develop fuels directly from sun-light, such as those being pursued by DOE's "Fuels from Sunlight" Innovation Hub.
- Lightweight materials that have application across multiple vehicles platforms.

Projects could include feasibility studies, market research, early market demonstrations, competitions, performance and certification tests, incubator programs, x-prize awards, research consortiums such as "Centers of Excellence", recruitment of financial investors or a combination of such activities. The Energy Commission is allocating $3 million for projects involving innovative technologies and advanced fuels as previously described.

Table 19: Innovative Technologies and Advanced Fuels Summary

Innovative Technologies and Advanced Fuels	$3 Million
Total	$3 Million

Source: California Energy Commission

Market and Program Development

Additional categories for funding are specifically mentioned in statute and are important to the success of the Program. These categories are workforce development and training, sustainability studies, outreach and marketing, and program analytical and technical support.

Workforce Development and Training

On September 26, 2008, Governor Schwarzenegger signed Assembly Bill 3018 (Núñez, Chapter 312, Statutes of 2008), establishing the California Green Collar Jobs Council (Council), to develop a comprehensive approach to address California's emerging workforce needs specifically with its budding "green" economy. This Council is a collaborative effort among environmental, workforce development and educational state agencies, and California's local workforce development community, including private employers, labor unions and financial institutions. The Council is an opportunity for state agencies and other stakeholders in the workforce development community to collaborate across traditional organizational restraints

and address barriers associated with workforce development as well as program expansion to meet industry needs.

In keeping with this spirit, the Energy Commission, the California Employment Development Department (EDD), the Employment Training Panel (ETP), and the California Workforce Investment Board (CWIB), in collaboration with the Council, are leading a partnership of state agencies, educational institutions, local workforce investment boards, community and labor organizations and employers to deliver 21st century training programs for workers with all levels of experience. This collaborative effort, known as the Clean Energy Workforce Training Program (CEWTP) combines funding from the ARRA for the State Energy Program (SEP), the Alternative and Renewable Fuel and Vehicle Technology Program, Workforce Investment Act Governor's Discretionary Fund, and private and local entities to create what is believed to be the nation's largest green job workforce development program.

The CEWTP offers California opportunities to develop workforce training programs leading to long-term employment in a new, emerging, low-carbon fuels market. These programs provide education and training for people who are preparing to leave school to join the workforce, want to enter or re-enter the workforce, or just advance in their current career paths. They must be cognizant of and responsive to the needs of an industry undergoing significant change and strive to form commitments and partnerships between the environmental community, labor unions, private sector industries, workforce development programs, primary and secondary education systems, and government.

Current Workforce Training Programs

In its first Investment Plan, the Energy Commission allocated $15 million in funding for workforce training and development. These funds are being used to support the broader CEWTP initiative. Specifically, the Energy Commission has entered into the following Interagency Agreements to access existing programs and expertise necessary to develop a sustainable workforce:

- EDD Interagency Agreement: The Energy Commission provided $4.5 million to expand and develop local workforce development and training services that focus on job skills needed for alternative and renewable fuel and vehicle technologies. In addition to service delivery, EDD will also provide workforce needs assessments and reports through their Labor Market Information Division and facilitate Regional Industry Cluster development and implementation through the CWIB's Industry Clusters of Opportunity effort. EDD and CWIB are the state's lead agencies over an extensive workforce development and training system and are well positioned to assess, coordinate, and deliver the services required to meet clean transportation workforce needs. By partnering with the EDD and CWIB, the Energy Commission takes advantage of their extensive workforce training delivery network to meet the training needs of employers at the local level and their labor market data resources to develop a clear picture of future clean transportation workforce needs.
- California Community Colleges Chancellor's Office (CCCCO) Interagency Agreement:

The CCCCO system offers an accessible and affordable means of education and training. In addition, community colleges are capable of rolling out training modules quickly and can offer short-term courses and certificate programs. Approved in June of 2009, this $4.5 million interagency agreement delivers industry needs assessments and high level advanced transportation industry studies through the CCCCO's Centers of Excellence. Training module development and delivery is provided through CCCCO's Advanced Transportation Technologies and Energy Program (ATTE) directly to students at the community colleges.

These workforce training programs have only recently been initiated and over the next year will yield performance data and workforce needs assessments. This information will assist in the formulation of future workforce development and training funding recommendations.

- ETP Interagency Agreement: The Energy Commission has allocated $6 million to fund training contracts to expand workers' skills in clean fuels and vehicle technologies. The interagency agreement with ETP is in the development stage, but is anticipated to be executed within the FY 2009-2010. The performance based training contracts established through this agreement will provide training specific to California's emerging green transportation industry and meet the Program's workforce training objectives. ETP training will primarily target incumbent workers, with skills upgrade training, and training is provided in conjunction and concurrent with employer training efforts.

Future Potential Partnerships

Staff will research opportunities to support programs designed to address the needs of disenfranchised young adults as well as programs developed in conjunction with colleges and universities for continuing education. A few examples of promising programs to be evaluated are highlighted below.

One target population not addressed by the previous workforce training effort is at the high school level and specifically targets non-college-bound students interested in pursuing green careers and transportation technologies. Funding training programs that prepare students for careers in alternative fuels and advanced vehicle technologies can lead youth to pursue careers in these green industries. A few entities that have demonstrated successful and enduring programs are offered by the California Regional Occupation Centers and Programs, the CCCCO Career Advancement Academies, and the California Department of Education's Partnership Academy program. Staff recommends evaluating this area for future potential funding.

In addition, numerous California universities and colleges have developed advanced transportation and environmental sustainability certificate and degree programs. For example, the UCs at Berkeley, Davis, Irvine, and Los Angeles have developed the Institute of Transportation Studies and are considered the world's leading centers for transportation research, education and scholarship. The University of Southern California's School of Policy, Planning and Development offers a summit on ensuring the growth of California's transportation workforce with the intention of developing workers for today's challenges and

tomorrow's jobs. Staff recommends evaluating these and other areas for future potential funding.

Through these partnerships with California's education, training, workforce development, and economic development professionals the Energy Commission leverages program resources and augments workforce training programs to meet the workforce needs of California's growing clean transportation industry.

By being cognizant of and responsive to the needs of an industry undergoing significant change, the Energy Commission and its workforce development partners are leading the country in economic recovery.

Standards and Certification

It is essential that California uphold and improve upon its existing environmental standards as new alternative and renewable fuels and advanced vehicle technologies are demonstrated and deployed. These new fuels and advanced vehicle technologies will require that standards and certifications be researched and adopted for the fuels and vehicles themselves, equipment, engines, fuel storage, and fleet and retail dispensing systems. Once these standards and certifications are established, methods and protocols will be determined for responsible state and local agencies to use as they assure compliance and enforcement, while assuring straightforward, reasonable, and timely certification and approval processes. Examples of such needed support include the current Program funding of $4 million for the California Department of Food and Agriculture Division of Measurement Standards (DMS) for "type-approved" retail fuel dispensers for hydrogen and fuel quality standards for hydrogen and biodiesel blends.

The mission of DMS is to assure consumer confidence in conventional and alternative fuels for retail and commercial fuel dispensing. Typically, DMS is the lead agency (with ARB) for the development of fuel quality standards and commercial fuel measurement standards. Presently there is no approved commercial or retail hydrogen dispenser for fueling vehicles. Consequently, hydrogen cannot be sold in California on a retail per unit basis. A similar situation existed nearly 15 years ago for natural gas fueling dispensers. DMS must establish and enforce testing procedures and quality standards for commercial measurement of hydrogen for vehicle and other refueling applications. In addition, DMS has adopted California regulations which limit contaminates in hydrogen known to be harmful to fuel cells, but these quality standards for gaseous hydrogen have not yet been developed by a national standards development organization, such as American Society for Testing and Materials (ASTM) or Society of Automotive Engineers. Additionally, biodiesel fuel concentrations greater than 20 percent are not legal for sale in California unless authorized under DMS's Developmental Engine Fuel Variance Program. Biodiesel blends and pure biodiesel may be sold under controlled conditions in a fleet environment.

Under an interagency agreement with the Energy Commission, DMS will work with consensus organizations to develop national standards for hydrogen fuel, sampling procedures, testing protocols, and commercial/retail dispensers. DMS will conduct research to support the

development of standards that will allow biodiesel blends greater than 20 percent to be available for sale in California in a retail setting. The work will be conducted over three years, commencing in 2010. Additional funding will be required in 2013 to complete the hydrogen standards (currently estimated to be a five-year endeavor).

In 2008, the California State Water Resources Control Board (SWRCB) enacted a policy requiring independent third-party certification. The SWRCB certifies that the fuel stored is not contaminated or out of compliance with the established ASTM fuel specification (the alternative fuel is as labeled B5, B20, or E-85 and the fuels, or fuels with additives, meet established standards for aquatic toxicity). In addition, the SWRCB mission is to reduce the risk of an unauthorized release of fuel to the environment by ensuring that the fuels stored are the same fuels tested by Underwriters Laboratories (UL) for material compatibility (the fuels stored meet ASTM specification) and that the underground storage tank (UST) does not exhibit indications of material incompatibility (corrosion and products of elastomer degradation). Permitting of USTs for storage of biodiesel fuel in concentrations greater than 5 percent have been stymied due to a lack of UL-certified USTs. Recently, an emergency regulation was enacted to provide a 36 month variance allowing up to B20 use in California until certification is obtained.[217] During this variance period it is incumbent on the industry to immediately engage in the funding and certification of the UST's.

Due to biodiesel fuel's complexities and the lack of established testing protocols certification progress has been slow. State funding is needed to help industry further develop, negotiate and secure protocols for approval of biodiesel and biodiesel blends infrastructure (such as tanks, piping, dispensers, etc.) with the various state, federal, and industry users, and to execute the testing needed to secure the approvals for the California market. To the greatest extent possible, the testing will be done on a generic basis and made available to all interested California parties for their use. Individual companies will need to do their own testing after the protocols are established.

Most retail diesel fuel dispensers and USTs use materials that are certified to be compatible with biodiesel. In addition, terminals and storage facilities require certification for biomass based diesel fuels. However, the USTs have not received the required independent testing organizations certification of the complete system.

Depending on industry efforts to identify protocols and testing required by various regulatory agencies and individual companies, staff will assess funding needs for biomass-based diesel fuel infrastructure third-party certification for underground storage tanks, in future investment plans.

Sustainability Studies

The Energy Commission is the first major government energy agency in the country to make transportation energy project funding decisions based on specific sustainability goals and

[217] http://www.waterboards.ca.gov/ust/regulatory/biodiesel_regs.shtml.

evaluation criteria. The Energy Commission is required to "establish sustainability goals to ensure that alternative and renewable fuel and vehicle projects, on a full fuel-cycle assessment basis, will not adversely impact natural resources, especially state and federal lands." In response to this statutory directive, the Energy Commission developed the following sustainability goals to identify and promote transportation-related GHG reduction projects that are exemplary in sustainability and environmental performance, and that can serve as national and international models:

- The first sustainability goal is the substantial reduction of life-cycle GHG emissions associated with California's transportation system to help meet California's 2020 and 2050 targets as defined in Health and Safety Code Section 38550 and the Governor's Executive Order S-03-05.
- The second sustainability goal is to protect the environment, including all natural resources, from the effects of alternative and renewable fuel development and promote the superior environmental performance of alternative and renewable fuels, infrastructure and vehicle technologies.
- The third sustainability goal is to enhance market and public acceptance of sustainably produced alternative and renewable fuels by developing, promoting, and creating incentives for the production of such fuels in accordance with certified sustainable production practices and standards as established by government agencies, academic institutions, and nongovernmental organizations.

Biofuels, (referred to as renewable fuels under the Federal RFS) are projected to play a critical role in meeting the GHG reduction goals for the state's transportation sector, and the production and use of biofuels must grow substantially to meet RFS fuel use requirements. California currently consumes about one billion gallons of ethanol a year and 50 million gallons of biodiesel fuel. The demand for renewable fuel calculated as ethanol in California must triple between now and 2022 to meet California "fair share" requirements of the federal RFS. Ethanol represents the majority of transportation fuel carbon reduction requirements envisioned for California gasoline under California's LCFS. Ethanol use is projected to increase to over 3 billion gallons per year by 2022, while biodiesel use is projected to increase to over 200 million gallons per year. The Energy Commission recognizes that the transition to large volumes of alternative and renewable fuels needed to help meet the state's GHG reduction goals from the transportation sector must be managed properly to avoid environmentally and socially destructive production practices.

In response to concerns about the potential for land use change associated with the development of biofuels and bioenergy crops, the ARB's LCFS program regulations require indirect land use change GHG emissions to be added to the direct emissions calculated for fuel pathways involving bioenergy crops for feedstocks. Commodity-scale crops that can also be used for food or animal forage, such as corn and soy beans, are most likely trigger land use

changes as their production increases.[218] The Energy Commission includes the indirect land use change estimates into the fuel pathway GHG emissions estimates used during evaluation of AB 118 funding proposals.

The Energy Commission also strongly supports the development of an environmentally sustainable in-state bioenergy industry so that California can benefit economically from in-state biofuels production. Staff also identified and developed feedstocks and production technologies for use in California that fully integrate elements that will lead to the long-term development of low-carbon, sustainably produced biofuels.

For internationally-produced biofuel feedstocks, staff continues to assess the major international initiatives and sustainable certification programs that are in development. The Energy Commission is working with the ARB and other stakeholders to decide how to evaluate international certification programs to determine if they will meet California's goals and standards for sustainable production. The Energy Commission recently joined the Roundtable on Sustainable Biofuels.

In the first Investment Plan, the Energy Commission recommended that $4 million be used for sustainability research. Two million dollars from this allocation will be spent on forest biomass sustainability research to implement the sustainability work plan developed by the Energy Commission for the Interagency Agency Forestry Working Group[219] in order to develop consistent definitions and standards for sustainable woody biomass from California's 40 million acres of private and public land forests. Substantial technical and scientific field work will be needed to establish sustainability definitions and standards for the emerging woody biomass fuels industry. The remaining $2 million was shifted to technical projects. For FY 2010-2011, the Energy Commission is allocating $2.5 million (Table 20) in grants or contracts for sustainability research and technical support in the categories described below. Sustainability research funding is not available through any other California regulatory programs such as AQIP or the federal ARRA program.

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[218] The concept of "land use change" is that land contains carbon in the soil and vegetation that is released as CO2 when it is cleared and/or tilled for planting bio-energy crops. Land use change can either be 'direct' as when bio-energy crops use previously idle land or 'indirect' as when, for example, commodity crops previously used for food, such as corn, are instead used for energy production. This reduction in supply of the commodity crop will increase prices and induce further land clearing to make up for that demand resulting in GHG emissions. The ARB has developed land use change emissions estimates for corn ethanol and soy biodiesel.

[219] The Interagency Forestry Working Group was convened by the California Natural Resources Agency and California Environmental Protection Agency to develop consistent metrics for forest carbon accounting and sustainability definitions and standards for the energy and climate change programs at the California Air Resources Board and California Energy Commission.

The Energy Commission is planning to:

- Develop more precise tools to measure sustainability attributes and characteristics of projects proposed for funding.
- Create sustainability indicators for biofuel feedstocks and biorefineries, including historic land uses, soil quality, water use and waste water discharge, and biodiversity and sensitive ecosystems.
- Identify best management practices for bioenergy crops.
- Analyze the effectiveness of current sustainability regulations, goals and evaluation criteria, and to investigate existing sustainability frameworks for regulatory and non-regulatory programs.

Next, sustainability assessments need to be expanded from the project level to the regional level in order to develop a more comprehensive understanding of how increased bioenergy crop production in California could be integrated into existing cropping mixes without adversely affecting food crop or animal feed production, agricultural water use, or wastewater discharges These studies could include the assessment of the environmental performance of current crops and regional assessments of energy crop expansion (such as Imperial Valley sugarcane, San Joaquin Valley sugarbeets and sweet sorghum, or Sacramento Valley sweet sorghum). Similar regional studies for bioenergy crops such as algae and perennial grasses may also be needed as the commercial viability of these crops and their associated process technologies mature. Specific studies are also needed on water use, waste water discharge, land use, and fertilizer and pesticide inputs.

To ensure that water use reduction measures and best management practices are used in the production of biofuels, investigative studies are also needed that quantify water use for different types of biofuel production processes and for bioenergy crops. Examining water best management practices and emerging technologies that reduce water use and waste discharge could also be beneficial.

Finally, California will likely depend on imported biofuel feedstocks and finished products to help meet GHG goals for the transportation sector. Investigating international environmental issues will be critical to ensure that all fuels used in California are sustainably produced. Conducting in-country field assessments of industry practices for the harvest and production of South East Asia oil palm, cane ethanol and oil palm in Brazil and greater South America, and African oil palm are recommended to meet this goal. It is also important to field test international sustainability programs and perform third party audits of international biofuels and feedstocks subject to sustainability certification programs along with examining habitat conservation and restoration efforts for areas affected by plantation development. Performing assessments of sustainability standards, protocols and the efficacy of using sustainability certification programs in the United States and internationally could be very helpful in determining which sustainability certification programs are most relevant to California's regulations and transportation needs.

Program Marketing and Public Education and Outreach

In 2009, the Energy Commission initiated a communication plan during the first year of the program. This plan sets the stage for the 2010-2011 development of a comprehensive message and media campaign that will reach targeted audiences in the most effective and efficient manner as projects are rolled out.

So far, the most effective method of public marketing and outreach for the Program has been in reaching members of industry that are likely to seek funding assistance. Workshops held by the Energy Commission during the development of the investment plan, as well as those describing guidelines for various funding opportunities, have been generally well-attended. Additionally, there has been no shortage of requests for funding from the Energy Commission among stakeholders.

Prior to the planning, development or construction of any projects funded by the Energy Commission, many stakeholders must navigate complex local and state permitting processes. Occasionally, the processes of local governments are protracted by active citizens that may be suspicious of the installation or expansion of any projects in their vicinity. To expedite these processes, the Energy Commission must also coordinate with local governmental agencies to provide current industry, regulatory and sustainability information that will assist with the public discourse.

Much of the challenge in implementing a program such as the Alternative and Renewable Fuel and Vehicle Technology Program lies in increasing awareness of the program's existence among the varied public and private entities that can benefit from funding opportunities derived from the legislation and assist us in reaching program goals. This broad-audience challenge can be lessened by the development of an awareness campaign that is crafted to focus marketing and outreach efforts on those entities identified in the program's investment plan. The Energy Commission will further enhance this targeted campaign by leveraging contract services with utilization of the expertise and resources available within the Energy Commission. The 2010 outreach and marketing effort will consist of a coordinated internal effort primarily focused on outreach and contracted services focused on marketing and media.

Outreach Plan

In collaboration with the Energy Commission's internal Media and Public Communications Office (MPCO) and the ARB Communications Office, marketing materials such as fact sheets, brochures, and press kits will be developed. These outreach materials will offer simple, straightforward information about the program and highlight the funding priorities identified in the investment plan. The MPCO will also coordinate press releases and events highlighting funding opportunities and report on projects as they develop in the field.

A program-specific website will be developed to promote involvement in Program funding opportunities and to increase participation in funded projects. The website will also provide linkage to agencies with parallel missions, such as ARB's Drive Clean Campaign and the

Bureau of Automotive Repair's Drive Healthy information site and other government agencies offering information about complementary programs or events.

In addition, the Energy Commission will continue participation in high profile, regional alternative fuel auto shows and expositions that leverage opportunities to inform interested entities and stakeholders of the Program's existence and funding opportunities.

Marketing and Media

A targeted multi-media campaign is required to reach the businesses, fleet managers, universities, and environmental organizations targeted in the investment plan. A public awareness and marketing firm will be secured to develop audience specific print, radio, television, and cable ads and to negotiate media buys that maximize exposures to the program's targeted audience. The Energy Commission estimates that $2.5 million grants or contracts will be necessary to meet this desired level of media and marketing.

The Energy Commission received requests for almost $30 million in education and outreach related activities funding in conjunction with ARRA solicitations. Two proposals received $550,000 in funding. To support what appears to be an underserved program area, the Energy Commission allocates a total of $2.5 million (Table 20) in grants or contracts to this area.

Table 20: Market and Program Development Funding Summary

Sustainability Studies	$2.5 Million
Program Marketing and Public Education and Outreach	$2.5 Million
Technical Assistance and Environmental/Market/Technology Analyses	$6 Million
Total	$11 Million

Source: California Energy Commission

Technical Assistance and Environmental/Market/Technology Analysis

The Energy Commission will need continuous updates of the status of vehicle technology and fuels, market analyses, financing trends and other factors that impact the introduction and growth of alternative and renewable fuels in California to monitor the progress of funding decisions and develop future, annual investment plans. Ongoing refinement of analytical methodologies, such as full fuel cycle analysis models, will be needed to evaluate the potential GHG emission and other environmental impacts of new fuel and vehicle technology options. The Energy Commission has allocated $6 million (Table 20) in grants or contracts to fund this technical assistance and analytical work, which is likely to include the following:

- Technical Assistance for Full Fuel Cycle Analysis
- Full fuel cycle analysis for new fuel pathways, to assist small companies in developing and demonstrating the carbon intensity of their alternative and renewable fuels.
- On-going technical support is needed to establish the life-cycle scale GHG emissions for new and emerging alternative fuel pathways that have not yet been analyzed in the

LCFS program or through the Energy Commission's existing contract with Life Cycle Associates. The AB 118 program will need additional technical and training support with the California-GREET model as it is expanded and updated to include new climate changing gases, new fuel pathways and sustainability parameters such as water.

- Spatially and Temporally Resolved Energy and Environmental Tool (STREET) represents UC Irvine's modeling approach for identifying, analyzing and understanding the interplay between GHG, criteria pollutant emissions, water usage and energy intensity generated from displacing existing transportation fuels and technologies. The Advanced Power and Energy Program (APEP) group under Professor Scott Samuelsen at UC Irvine has developed this integrated model, software, and simulation to predict environmental and resource usage impacts of current and proposed transportation scenarios. Current and past funding sources for the APEP include U.S. DOE, Toyota, Air Products, Honda, Nissan, ARB, and the Energy Commission. Energy Commission is interested in the hydrogen infrastructure capabilities of this model and is proposing to fund this work to expand into other alternative fuels and their infrastructure aspects. $750,000 for three years ($250,000 per year) is proposed for this work to enable the Energy Commission to make decisions on Program funding allocations for alternative fuel infrastructure. For example, the model will produce vehicle rollout scenarios to aid in deciding sustainable locations of fueling stations.
- Technical assistance in the development of future investment plans to ensure the most effective use of Program funding. The Energy Commission will need technical assistance in developing research and market-transformation recommendations for future investment plans. Future funding allocations will require reliable assessments of current fuel and vehicle markets. These market assessments will then be compared against preferred market scenarios defined by policy objectives. Subsequent analyses of the gap between present markets and preferred scenarios will identify the barriers to the development and deployment of clean and efficient low-carbon technologies. This will also identify possible funding opportunities to overcome these market barriers and provide guidance on the preferred methodology for determining funding allocations.
- A possible agreement with NREL's Center for Transportation Technologies Systems to provide technical support services for the Program, in particular, market assessments of advanced vehicle fuels and technologies, fuels research, criteria, and GHG emissions characterization and improvement, biofuels production and use, hydrogen vehicle technology evaluation and infrastructure needs, and the ongoing work the laboratory is presently engaged in regarding scenario planning to achieve climate change, petroleum reduction and air quality goals in the state.

CHAPTER 4: 2010-2011 Investment Plan Funding Allocations

The allocations in the *2010-2011 Investment Plan* are based on an analysis of the potential GHG reductions, the relative contributions of each fuel and vehicle category to meeting the 2020 and 2050 GHG targets, the level of public and private funding, feedback from stakeholders, an analysis of proposals received, and the potential economic impact on the California economy of each funding category.

The *2010-2011 Investment Plan* will seek to leverage existing federal, state, and local funding as well as stakeholder investments to accelerate the introduction and use of these fuels and technologies. The Energy Commission will focus on and leverage those technologies that show the most promise and market potential while balancing the need to have a robust portfolio approach to technology development. This approach will mitigate investment risk and emphasize investments that provide immediate lower carbon and GHG and petroleum reduction benefits.

Once the funding allocation is approved, the investments and dollar amounts will be itemized under each category in Table 21 on the following page.

Table 21: Funding Allocation Summary for FY 2010-2011

	Project/Activity	Funding Allocation for FY (2010-2011)
Electric Drive	Develop and demonstrate advanced on-road and non-road medium- and heavy-duty vehicles	$14 Million
	Infrastructure and related activities	$3 Million
	Manufacturing facilities and equipment	$7.5 Million
	Subtotal	**$24.5 Million**
Hydrogen	Fueling Infrastructure	$14 Million
	Subtotal	**$14 Million**
Gasoline Substitutes	Expansion of E-85 dispensers and retail outlets	$8.5 Million
	Gasoline substitute production	$10 Million
	Subtotal	**$18.5 Million**
Diesel Substitutes	Diesel substitutes production	$5 Million
	Bulk terminal storage and blending facilities	$5 Million
	Subtotal	**$10 Million**
Natural Gas	Medium- and heavy-duty vehicles	$12 Million
	Upgrades to natural gas fueling stations	$2 Million
	Biomethane production plants and quality testing	$10 Million
	Subtotal	**$24 Million**
Propane	Light- and medium-duty vehicles	$3 Million
	Subtotal	**$3 Million**
Innovative Technologies and Advanced Fuels	Innovative technologies and advanced fuels	$3 Million
	Subtotal	$3 **Million**
Market and Program Development	Sustainability studies	$2.5 Million
	Program marketing and public education and outreach	$2.5 Million
	Technical assistance and environmental/market/ technology analyses	$6 Million
	Subtotal	**$11 Million**
	Grand Total	**$108 Million**

Source: California Energy Commission

APPENDIX A: 2050 Vision Light-Duty Vehicle GHG Emission Reduction

Relative GHG Reductions

Light-Duty Vehicles

This analysis evaluates one potential scenario where the light-duty vehicle segment[220] can reduce GHG emissions in a partially successful attempt to meet "fair share" reduction targets for 2020 and 2050. The transportation sector's "fair share" emission reduction target is not established by statute, but is the calculated emission reduction target for the transportation sector (or in this case for light-duty vehicles) based on the sector's contribution to the state's total GHG emissions. In other words, since the transportation sector is responsible for 38 percent of statewide GHG emissions, its "fair share" emission reduction is 38 percent of the total reduction needed to meet 2020 and 2050 policy goals.

The objective was to work backward from the *2050 Vision* to depict the alternative and renewable fuel and vehicle pathways that may be needed to meet the GHG emissions reduction statutory requirement of AB 32 and to be consistent with the trajectory needed to meet the 2050 target as well. Chapter 6 of the *State Alternative Fuels Plan* describes this vision.[221] The major attributes of this *2050 Vision* are that:

- Most vehicles in 2050 would achieve a fleet-average of 60 miles per gallon; electric-drive vehicles would achieve a fleet-average of 80 miles per gasoline gallon equivalent
- The 2050 fuel mix would consist of electricity and hydrogen (40 percent), biofuels (30 percent) and petroleum fuels (30 percent)
- Vehicle miles traveled of light-duty vehicles would decrease by 20 percent in 2050
- The carbon intensity for alternative fuels used in the vehicle populations in 2050 would be reduced by 50 percent relative to 2010 alternative fuels. Gasoline fuel would also be reduced by 50 percent carbon intensity relative to 2010. In addition, gasoline would be reduced from use in 99 percent of all light-duty vehicles to only 10 percent of all vehicles. The 50 percent carbon intensity reduction is consistent with the reduction methods used in the *State Alternative Fuels Plan.*
- The carbon intensity of ethanol is reduced by 80 percent in 2050 relative to today's value. This change in carbon intensity is based on updated feedstock data.

Figure A-1 shows the contribution of each of these fuel and vehicle categories toward meeting the total light-duty GHG emissions reduction target through 2050.

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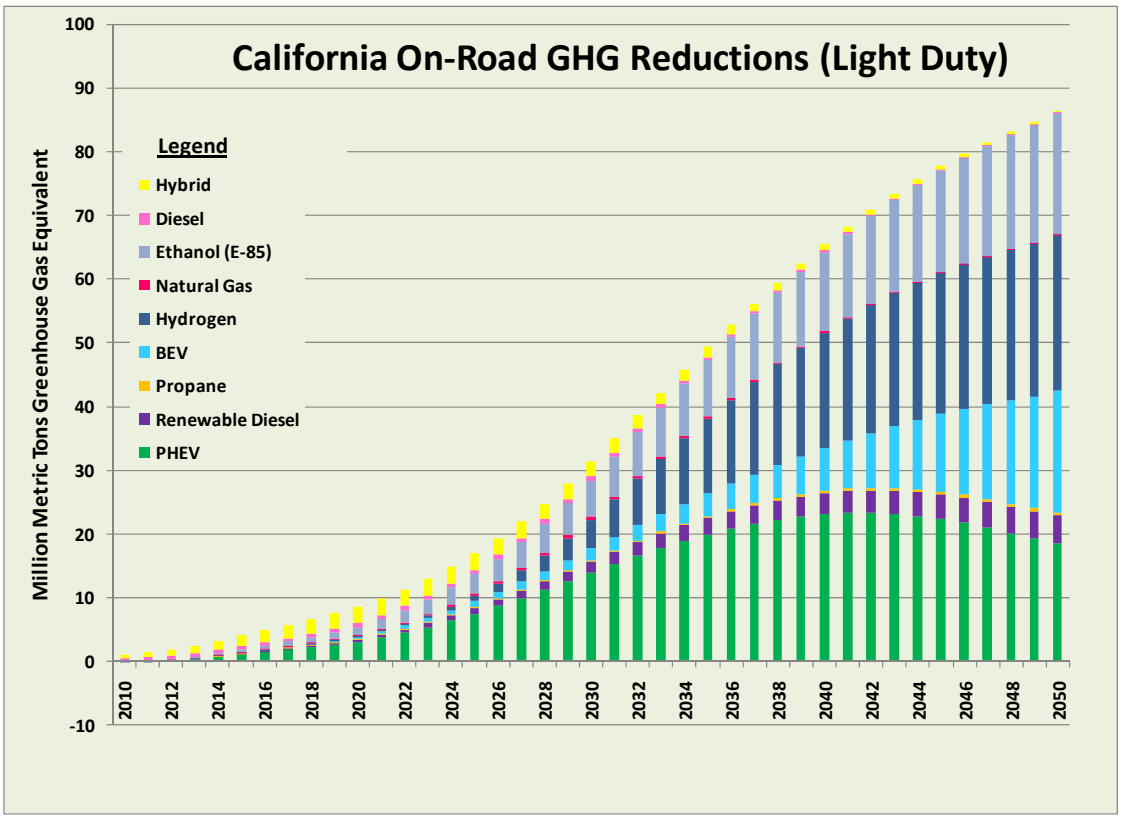
[220] The full Light-Duty Vehicle Analysis is in Appendix A.

[221] *State Alternative Fuels Plan*, Final Adopted Report CEC-600-2007-011-CMF, December 2007.

Figure A-1. 2050 Vision Light-Duty Vehicle GHG Emission Reduction[222]



Source: California Energy Commission

Conclusions for Light-Duty Vehicles

Drawing upon data shown in Figure A-1, staff calculated the percentage contribution of each fuel/vehicle type to total light-duty GHG emission reductions for this potential scenario. These percentages, shown in Table A-1 below, were calculated by adding GHG reductions for each category in 2020 and in 2050 and dividing the individual totals for each category by the total GHG reductions. Vehicle efficiency measures, such as tire pressure programs and tire tread standards, low-friction engine oils, and solar-reflective automotive paint and window glazing, were not included in the estimates below. These measures have an estimated potential reduction in 2020 of more than 4.8 million metric ton carbon dioxide equivalent ($MMTCO_2E$).[223]

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[222] Reductions are from all alternative fueled vehicles. Numbers are based on a scenario of vehicle penetrations above the 2009 CALCARS baseline. Fuel Categories from the previous investment plan have been broken down into their individual fuels to avoid confusion about actual carbon intensities of these fuels. Super Ultra Low has been broken down into hydrogen, BEV and PHEV. Ultra Low is now Ethanol and Low carbon is now CNG and Propane. Fuel economy improvements have been broken down and added to their respective fuels.

[223] Climate Change Draft Scoping Plan, Measure Documentation Supplement, California ARB, 2008.

These vehicle efficiency measures are expected to primarily affect light-duty vehicles. For the purpose of this analysis, the additional GHG reductions as a result of potential vehicle efficiency measures were not included in the calculations shown below.

Differences in assumptions between the *2010-2011 Investment Plan* analysis and the ARB's analysis are:

- ARB evaluated each fuel (and the associated vehicle technology) independently to determine no one single approach reached the 2050 goal. A portfolio approach was then evaluated. The Energy Commission analysis evaluated each fuel independently and the evaluations do not reflect interactions in a marketplace.
- The Energy Commission analysis assumes that both hydrogen vehicles and battery electric vehicles will succeed in approximately equal numbers by 2050.
- The Energy Commission analysis uses a larger number of FFVs in the future.

The results of the analysis lead to the following percentages for each of the categories evaluated.

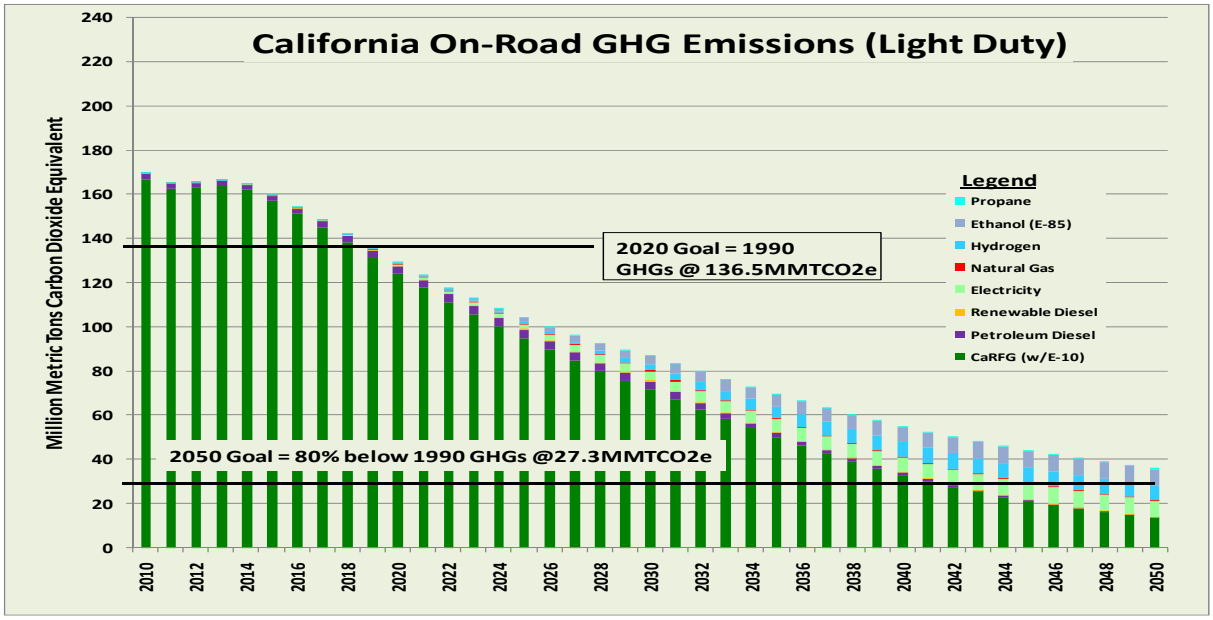
Table A-1: Light-Duty Alternative Fuel GHG Emissions Reductions (2020 & 2050)

Category	2020 GHG Emission Reduction ($MMTCO_{2e}$)	2020 GHG Emission Reduction (Percent)	2050 GHG Emission Reduction ($MMTCO_{2e}$)	2050 GHG Emission Reduction (Percent)
Hybrid	2.57	28%	0.4	0.48%
Light Duty Diesel	0.54	6%	0.07	0.08%
Biomass-Based Diesel	0.35	4%	4.36	5%
Propane	0.08	1%	0.46	1%
Ethanol (FFV)	2.17	23%	18.35	22%
Battery EV	0.35	4%	18.15	22%
PHEV	2.98	32%	17.77	21%
CNG	0.16	2%	0.1	0%
Fuel Cell Vehicle	0.1	1%	23.26	28%
Total Reductions	**9.3**	**100%**	**82.92**	**100%**

Source: California Energy Commission

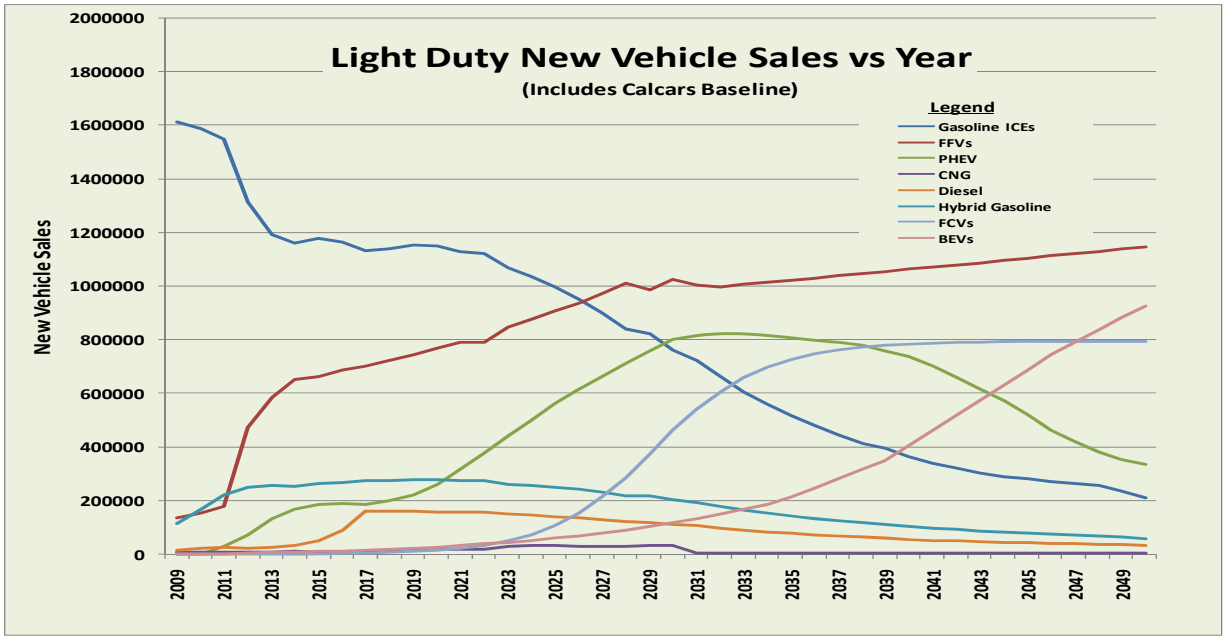
Using these estimates, Figure A-2 shows the effectiveness of this scenario in meeting the fair share 2020 and 2050 GHG reduction targets for the light-duty vehicle sector. As the figure shows, the emission reductions achieved by these measures nearly meet the 2020 goal, but are not adequate to reach the 2050 goal. Figure A-3 shows the vehicle sales trends that would generate the emissions shown in Figure A-2.

Figure A-2: California Light-Duty Vehicle GHG Emissions



Source: California Energy Commission

Figure A-3: California Light-Duty New Vehicle Sales Including Scenarios



Source: California Energy Commission

Medium- and Heavy-Duty Vehicles

This analysis extends the evaluation of the *2050 Vision* for light-duty vehicles to medium- and heavy-duty vehicles.[224] The emerging fuels and vehicle technologies included in this analysis are renewable diesel, hydraulic hybrids, battery-electric hybrids, full-electric vehicles, fuel cell vehicles, propane, compressed natural gas, and liquefied natural gas vehicles.

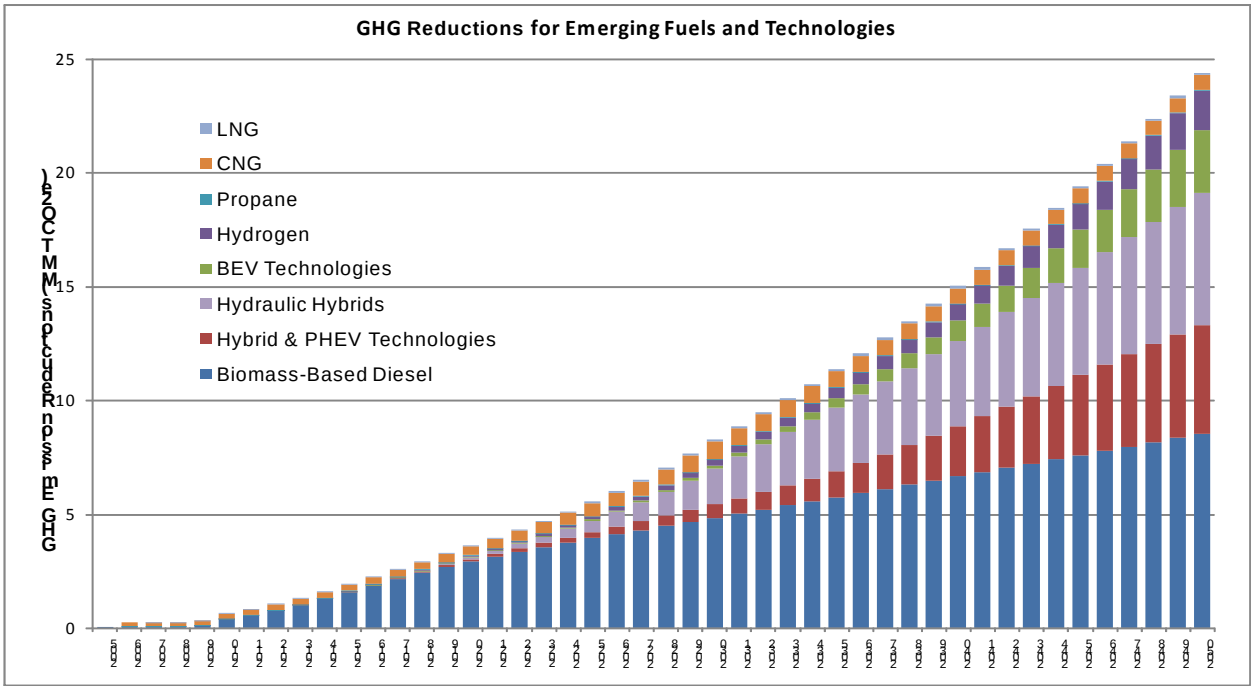
The total GHG reduction from medium- and heavy-duty vehicles is developed by adding GHG reductions for all categories over the 2009 to 2020 and 2009 to 2050 periods, and then specific percentages of the total are derived for each category eligible for program funding.

As in the light-duty assessment, the GHG emission reduction scenario presented here was "unconstrained" in that projections had no limitations for cost, fuel supply, or biomass feedstock availability placed upon them, even though the updated fuel and technology market information is influenced by costs and considers barriers to market penetration. Still, these fuels and vehicle technologies were evaluated independently and do not reflect interactions in a competitive marketplace. The Energy Commission used a simple accounting method to calculate the estimated emission reductions over a 42-year period for the medium- and heavy-duty vehicles and fuels based on market information developed in the preparation of the AB 1007 *State Alternative Fuels Plan*. The final GHG emission reduction scenario used in this evaluation assumed the moderate market development penetration estimates of the emerging fuels and vehicle technologies in the four categories.

Figure A-4 shows how each fuel/vehicle category contributes to achieving the total medium/heavy-duty GHG emission reductions through 2050.

[224] The full Medium- and Heavy-Duty Vehicle Analysis is in Appendix B.

Figure A-4: Estimated GHG Reductions from Each of the Categories



Source: California Energy Commission

Medium- and Heavy-Duty Vehicle Analysis Conclusions

The medium- and heavy-duty results displayed in Table A-2 below reflect the initial evaluation of GHG emission reductions from the different categories needed to meet the state's climate change requirements and goals for 2020 and 2050. The ARB's LCFS was not applied.

Table A-2: 2020 and 2050 Medium- and Heavy-Duty GHG Emissions Reductions

Category	2020 GHG Emission Reduction ($MMTCO_{2e}$)	2020 GHG Emission Reduction (Percent)	2050 GHG Emission Reduction ($MMTCO_{2e}$)	2050 GHG Emission Reduction (Percent)
Biomass-Based Diesel	6.3	87%	12.0	44%
Hybrids (PHEV & Hydraulics)	0.2	3%	8.6	31%
Battery Electric Vehicle	0.01	0%	2.5	9%
Fuel Cell Vehicle	0.07	1%	1.9	7%
Propane	0.03	0%	0.3	1%
CNG	0.53	7%	1.7	6%
LNG	0.11	1%	0.5	2%
Total Reductions	**7.2**	**100%**	**27.6**	**100%**

Source: California Energy Commission

Combined Results — Light-, Medium-, and Heavy-Duty Vehicles

Staff determined final, overall percentages by combining the light-duty vehicle GHG emissions reductions with those from the analysis of medium- and heavy-duty vehicles. The final GHG emission reduction percentages for meeting California's 2020 and 2050 GHG emission reduction goals, for the designated categories, are displayed in Table A-3 below.

Table A-3: Summary of GHG Emissions Reductions For Light-, Medium-, and Heavy-Duty Vehicles (2020 and 2050)

Category	2020 GHG Emission Reduction ($MMTCO_{2e}$)	2020 GHG Emission Reduction (Percent)	2050 GHG Emission Reduction ($MMTCO_{2e}$)	2050 GHG Emission Reduction (Percent)
Biomass-Based Diesel	6.7	40%	16	15%
Light-Duty Diesel	0.5	3%	0.1	0.1%
Hybrids (PHEV & Hydraulics)	5.7	35%	27	24%
Battery Electric Vehicle	0.36	2%	21	19%
Fuel Cell Vehicle	0.17	1%	25	23%
Propane	0.11	1%	0.7	1%
CNG	0.69	4%	1.8	2%
LNG	0.11	1%	0.5	0.5%
Ethanol (FFV)	2.17	13%	18	17%
Total Reductions	**16.5**	**100%**	**110.5**	**100%**

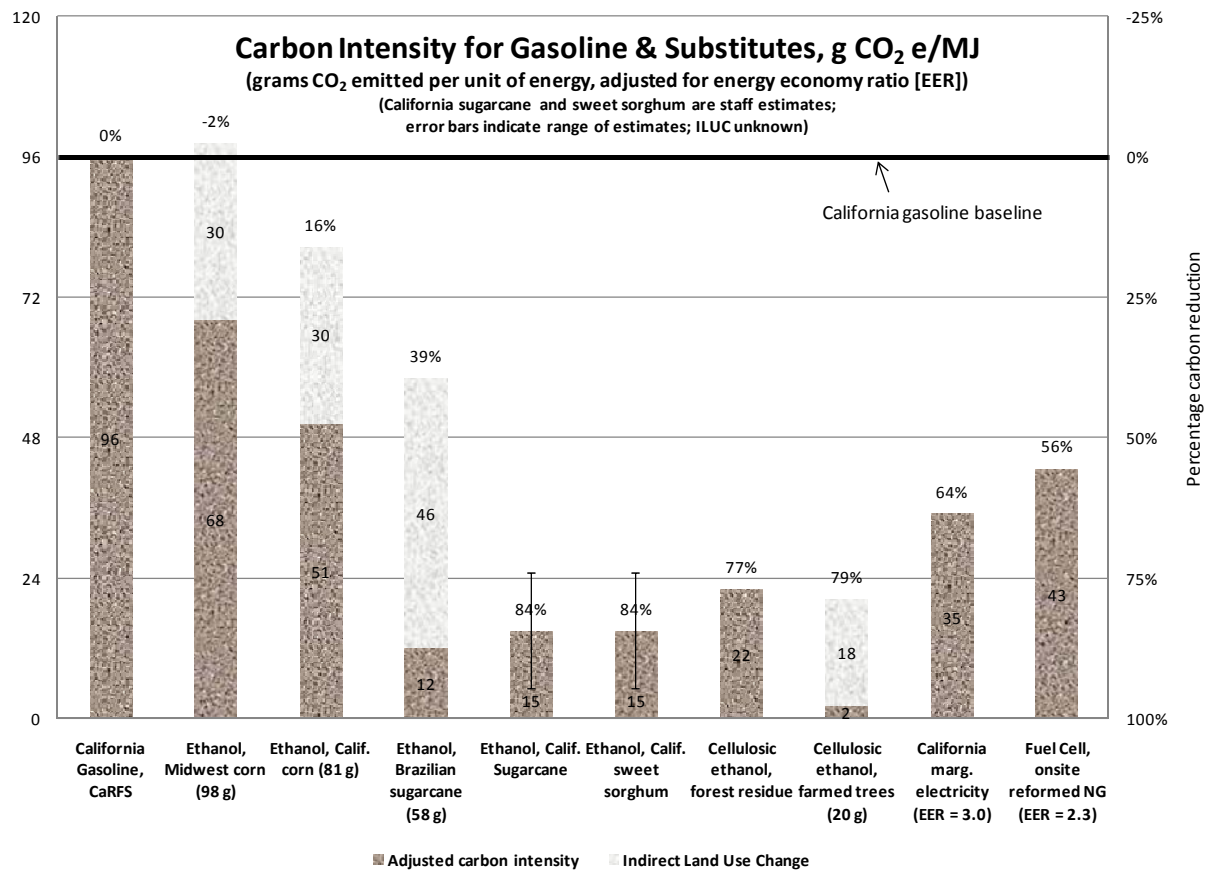
Source: California Energy Commission

With this analysis the Energy Commission reaffirmed that the 2050 GHG reduction targets were plausible. However, any combination of options could achieve similar results. This analysis did not consider cost, or consumer preferences, which if considered would materially change the technology choices.

Measurement of GHG Reduction (Carbon Intensity)

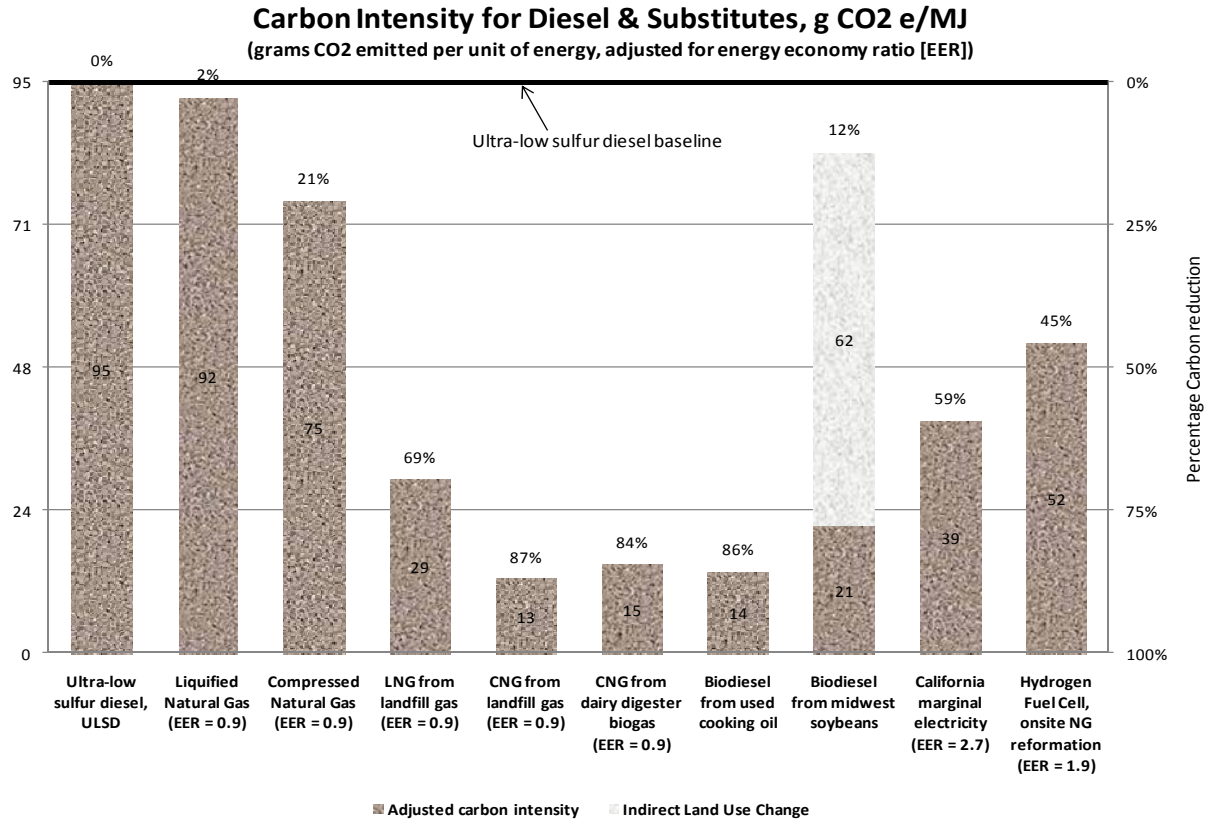
It is important to define "GHG reduction" for the various fuel pathways since GHG reduction is one of the primary objectives of AB 118. Emissions of carbon dioxide, and other GHGs, are measured by carbon intensity (or GHG intensity) in units of carbon dioxide-equivalents per mega joule of energy CO2-eq/MJ). Carbon intensity values for alternative fuels are calculated with what is known variously as a well-to-wheels, full fuel-cycle, or lifecycle analysis. Well-to-wheels measures the amount of carbon released during all phases of production and use of a vehicle fuel. It is important to remember that the production of the fuel contributes to the carbon intensity. For example, electric vehicles and hydrogen fuel cell vehicles both have significant carbon intensity because production of electricity and hydrogen releases GHGs into the atmosphere. Because of their inherently higher efficiency, electric drive fuel paths are afforded an Energy Efficiency Ratio (EER) of two to three times the internal combustion engine (ICE) efficiency baseline, thereby rendering those pathways very attractive on an overall GHG-per-mile comparison. See Figures A-5 and A-6 below for the carbon intensity for gasoline and substitute fuels.

Figure A-5: Carbon Intensity for Gasoline and Substitutes



Source: California Air Resources Board LCFS website unless otherwise indicated.

Figure A-6: Carbon Intensity for Diesel and Substitutes



Source: California Air Resources Board LCFS website.

A full fuel-cycle analysis may be performed with the "Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation" package, more commonly known as GREET. It counts the emissions and energy expended starting from the extraction point (well) and captures all direct (and later indirect) emissions as the fuel is processed, transported, sold and used by the final consumer. In California, a version known as CA-GREET is used, which includes default values and calculations particular to California. This is an Excel spreadsheet-based model that calculates carbon intensity for fuel production inputs specified by the user. For gasoline, a well-to-wheels analysis would include the carbon released during oil drilling, transportation of the oil, refining the oil into gasoline, transporting and distributing the gasoline, and combustion of the gasoline in a vehicle engine. Corn or sugarcane ethanol would include carbon released from farming; producing agricultural inputs such as pesticide, herbicide, and fertilizer; transporting the harvested crop; refining it into ethanol; and transporting and distributing the ethanol. For ethanol or other biofuels, the California GREET model does not include combusting the fuel.

The carbon in the fuel is biogenic in origin: it was in the atmosphere, but through photosynthesis became part of the plant that was then converted into ethanol, and when it is combusted in the vehicle engine the carbon returns to the atmosphere where it had been a few months earlier.

In response to concerns about the potential for land use change associated with the development of biofuels and bioenergy crops, the ARB's LCFS program regulations require indirect land use change GHG emissions to be added to the direct emissions calculated for fuel pathways involving bioenergy crops for feedstocks. Commodity scale crops that can also be used for food or animal forage, such as corn and soy beans, are most likely to trigger land use changes as their production increases. The Energy Commission includes the indirect land use change estimates into the fuel pathway GHG emissions estimates used during evaluation of AB 118 funding proposals.[225]

[225] The indirect land use change figures presented here are current as of February 2010, but are subject to revision by the ARB.

APPENDIX B: Zero Emission Vehicle Regulation

The Zero Emission Vehicle (ZEV) regulation was first adopted by the California Air Resources Board (ARB) in 1990 as part of the Low Emission Vehicle Program. Although it has been modified several times over the years, it still remains an important program for meeting California's air quality and greenhouse gas (GHG) emission reduction goals, and has spurred many new technologies that are being driven on California's roads today. The regulation's intent has consistently been to have zero emission technologies on the roads on a mass scale as soon as possible. The ARB, however, has appropriately weighed the state of technology, market factors, economic impact, and policy goals in adapting the program over time.

As part of the ZEV regulation, large automakers are required to produce a certain number of "pure" zero emission and "near-zero" emission vehicles for sale in California as a percentage of their overall sales. This percentage increases over time, from 11 percent in model years 2009-2011 to 16 percent in model years 2018 and beyond. Automakers are awarded credits toward meeting their requirements through the sale of different levels of vehicle technologies, as categorized in Table B-1.[226]

Table B-1: Types of ZEVs Included in the Regulation

Category	Vehicle Acronyms	Technologies
Gold	ZEV	Battery; hydrogen fuel cell
Silver Plus	Enhanced AT PZEV	ATPZEV using a ZEV fuel, such as electricity or hydrogen. (Examples: plug-in hybrids or hydrogen internal combustion engine vehicles)
Silver	AT PZEV	Hybrid; compressed natural gas (CNG); methanol fuel cell
Bronze	PZEV	Extremely clean conventional vehicle with extended warranty and reduced evaporative emissions

Source: California Energy Commission

Vehicles using the higher categories of technologies are worth more credits toward satisfying the ZEV requirements than those using the lower categories of technologies. Additionally, within the ZEV technology category, there are six different "types" with their own number of credits per vehicle, based on a particular vehicle's range and fueling capabilities.

The ZEV program continues to bring innovative, clean technologies to California's roads. Many of these cars, such as hybrids, have become widely accepted, like the Toyota Prius and Honda Civic Hybrid. More advanced technology vehicles have also been deployed throughout the

[226] http://o3.arb.ca.gov/msprog/zevprog/factsheets/overview.pdf

state, though these are often not yet at a commercial phase of deployment. The following table represents the number of vehicles placed between 1994 and 2008.[227]

Table B-2: Statewide Vehicle Deployments by ZEV Category, 1994-2008

ZEV Category	Technology Type	Vehicles Deployed
ZEV	Fuel cell	250
ZEV	Battery electric	4,800
ZEV	Neighborhood electric	28,000
AT PZEV	Hybrid or CNG	258,000
PZEV	Low-emission conventional	1,156,000

Source: California Energy Commission

Updates to the ZEV Regulations

In March 2008, the ARB directed its staff to reassess the ZEV regulation, keeping in mind California's long-term air quality and GHG emission reduction goals, and to return to them with an update and recommendation by the end of 2009. On December 11, 2009, the ARB convened to review these materials.[228] In its report to the ARB, the staff outlined a series of potential revisions to the ZEV regulation to take place after model year 2014, including the following:

- Closer alignment of the ZEV regulation with the state's 80 percent GHG emission reduction target for 2050
- A renewed focus on pre-commercial development vehicle technologies (such as ZEVs and Enhanced PZEVs), rather than technologies that already have demonstrated their market potential (such as PZEV and AT PZEV)
- Moving PZEV and AT PZEV vehicle technologies out of the ZEV program and into the Low Emission Vehicle (LEV) Program for criteria pollutant and GHG reductions

[227] Ibid.

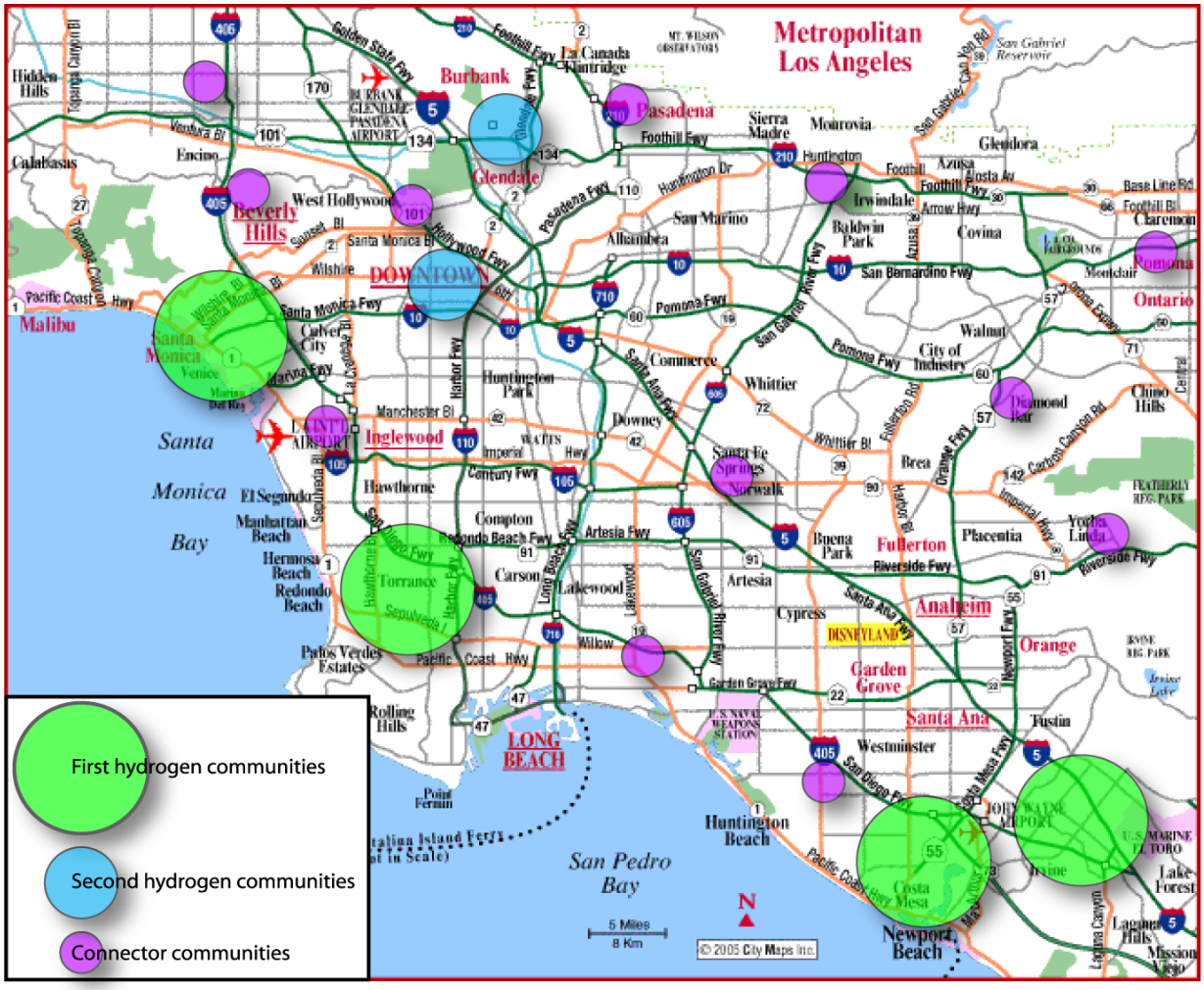
[228] A summary of the ARB staff's assessment can be found at: http://www.arb.ca.gov/msprog/zevprog/2009zevreview/zevwhitepaper.pdf

APPENDIX C: California Hydrogen Early Adopter Cluster Communities

The idea is to develop early "hydrogen communities" for passenger vehicles with clusters of retail hydrogen stations in four Southern California communities: Santa Monica, Irvine, Torrance and Newport Beach, with additional stations to support the next identified communities and a network of connector stations. (See map below).

Placing the first wave of stations will impact the locations for the second wave. Vehicles may be more popular in one community than in another. With the help of automakers (annually surveys of information about numbers and locations of their newly deployed vehicles), it will be ensured that the next wave of stations is being constructed at the most desirable and effective locations.

Figure C-1: California Hydrogen Early Adopter Cluster Communities



Source: California Energy Commission

Table C-1: Hydrogen Fuel Demand and Capacity

Year	Region[229]	Vehicle Rollouts (From Table 8)	Hydrogen Demand (Kg/day)	Hydrogen Capacity (Kg/day)	Additional Hydrogen Needed (Kg/day)
2010	Santa Monica (cluster)	25	25	12	13
	Torrance (cluster)	25	25	58	0
	Newport Beach (cluster)	23	23	0	23
	Irvine (cluster)	32	32	25	7
	Los Angeles (non-clusters)	30	30	339	0
	San Diego	4	4	0	4
	Bay Area	20	20	150	0
	Sacramento	17	17	158	0
	Other	16	16	172	0
	Total	192	192	914	47
2011	Santa Monica (cluster)	45	45	12	33
	Torrance (cluster)	45	45	108	0
	Newport Beach (cluster)	38	38	100	0
	Irvine (cluster)	47	47	25	22
	Los Angeles (non-clusters)	57	57	639	0
	San Diego	8	8	0	8
	Bay Area	34	34	330	0
	Sacramento	25	25	158	0
	Other	31	31	272	0
	Total	330	330	1,644	63
2012	Santa Monica (cluster)	73	73	12	61
	Torrance (cluster)	64	64	108	0
	Newport Beach (cluster)	53	53	100	0
	Irvine (cluster)	67	67	25	42
	Los Angeles (non-clusters)	88	88	639	0
	San Diego	8	8	0	8
	Bay Area	48	48	330	0
	Sacramento	38	38	158	0
	Other	56	56	272	0
	Total	495	495	1,644	111

[229] "Regions" are comprised of the stations listed in Table C-2

Year	Region[229]	Vehicle Rollouts (From Table 8)	Hydrogen Demand (Kg/day)	Hydrogen Capacity (Kg/day)	Additional Hydrogen Needed (Kg/day)
2013	Santa Monica (cluster)	107	107	12	95
	Torrance (cluster)	91	91	108	0
	Newport Beach (cluster)	70	70	100	0
	Irvine (cluster)	104	104	25	79
	Los Angeles (non-clusters)	117	117	639	0
	San Diego	23	23	0	23
	Bay Area	91	91	330	0
	Sacramento	60	60	158	0
	Other	106	106	272	0
	Total	769	769	1,644	197
2014	Santa Monica (cluster)	193	193	12	181
	Torrance (cluster)	180	180	108	72
	Newport Beach (cluster)	208	208	100	108
	Irvine (cluster)	268	268	25	243
	Los Angeles (non-clusters)	382	382	639	0
	San Diego	33	33	0	33
	Bay Area	264	264	330	0
	Sacramento	117	117	158	0
	Other	194	194	272	0
	Total	1,839	1,839	1,644	637

Source: California Energy Commission

Table C-2: Hydrogen Fuel Stations

Station	Region	Nominal Capacity (Kg/day)	Pressure (Mpa)	Operational Status	Funding Status
Oakland - AC Transit	Bay Area	150	35	Limited public access	Sept 2010
San Jose - Santa Clara VTA[230]	Bay Area	1000	35	Transit station only	2009
Emeryville - AC Transit	Bay Area	60	35/70	EXPECTED - 24/7 public access (for passenger FCVs)	(Opens Q3 2010)
San Francisco - SFO Airport	Bay Area	120	35/70	24/7 public access	(Opens Q3 2010)
Irvine - UCI	Cluster - Irvine	25	35/70	24/7 public access	2011
Irvine - UCI[231]	Cluster - Irvine	3	35	No public access	N/A
Newport Beach	Cluster - Newport Beach	100	35/70	24/7 public access	(Opens Q2 2010)
Santa Monica	Cluster - Santa Monica	12	35	Limited public access	2010
Torrance - Honda	Cluster - Torrance	4	35	No public access; OEM only (Honda)	N/A
Torrance - Honda	Cluster - Torrance	4	35	No public access; OEM only (Honda)	N/A
Torrance	Cluster - Torrance	50	35/70	No public access; OEM only (Toyota)	N/A
Torrance	Cluster - Torrance	50	35/70	24/7 public access	(Opens Q4 2010)
Harbor City	Cluster - Torrance	100	35/70	24/7 public access	(Opens Q2 2010)
Riverside	LA Non-Cluster	12	35	24/7 public access	2010
West LA	LA Non-Cluster	30	35	24/7 public access	2011

[230] Not included in Table C-1

[231] Ibid.

Station	Region	Nominal Capacity (Kg/day)	Pressure (Mpa)	Operational Status	Funding Status
Diamond Bar - SCAQMD	LA Non-Cluster	12	35	Limited public access	2010
Ontario	LA Non-Cluster	50	35	Limited public access	2010
Santa Ana	LA Non-Cluster	50	35	Limited public access	2010
Chino	LA Non-Cluster	9	35	No public access; OEM only (Hyundai)	2010
Culver City	LA Non-Cluster	30	70	No public access; OEM only (GM)	N/A
Los Angeles - LAX	LA Non-Cluster	30	70	No public access; OEM only (GM)	N/A
Los Angeles - CSU LA	LA Non-Cluster	60	35/70	EXPECTED - 24/7 public access	(Opens Q4 2010)
Fountain Valley - OCSD	LA Non-Cluster	100	35/70	24/7 public access	(Opens Q2 2010)
Westwood - UCLA	LA Non-Cluster	140	35/70	24/7 public access	(Opens Q1 2011)
Burbank	LA Non-Cluster	116	35/70	CURRENTLY CLOSED	2010
Thousand Palms	Other	160	35	24/7 public access	2012
Arcata - HSU	Other	12	35	Limited public access	N/A
Oceanside - Camp Pendleton	Other	30	35	Delayed opening with limited public access	(Opens TBD)
West Sacramento - CaFCP	Sacramento	150	35	Daylight hours public access	2010
Davis - UCD	Sacramento	8	35	CURRENTLY CLOSED	2009

Source: California Energy Commission