

Contract Opportunity Notice

Motor Vehicle Attributes Survey and Analysis Hearing Room B

July 30, 2012

Laura Lawson
Transportation Energy Office
Fuels and Transportation

Laura.Lawson@energy.ca.gov / 916-651-1461

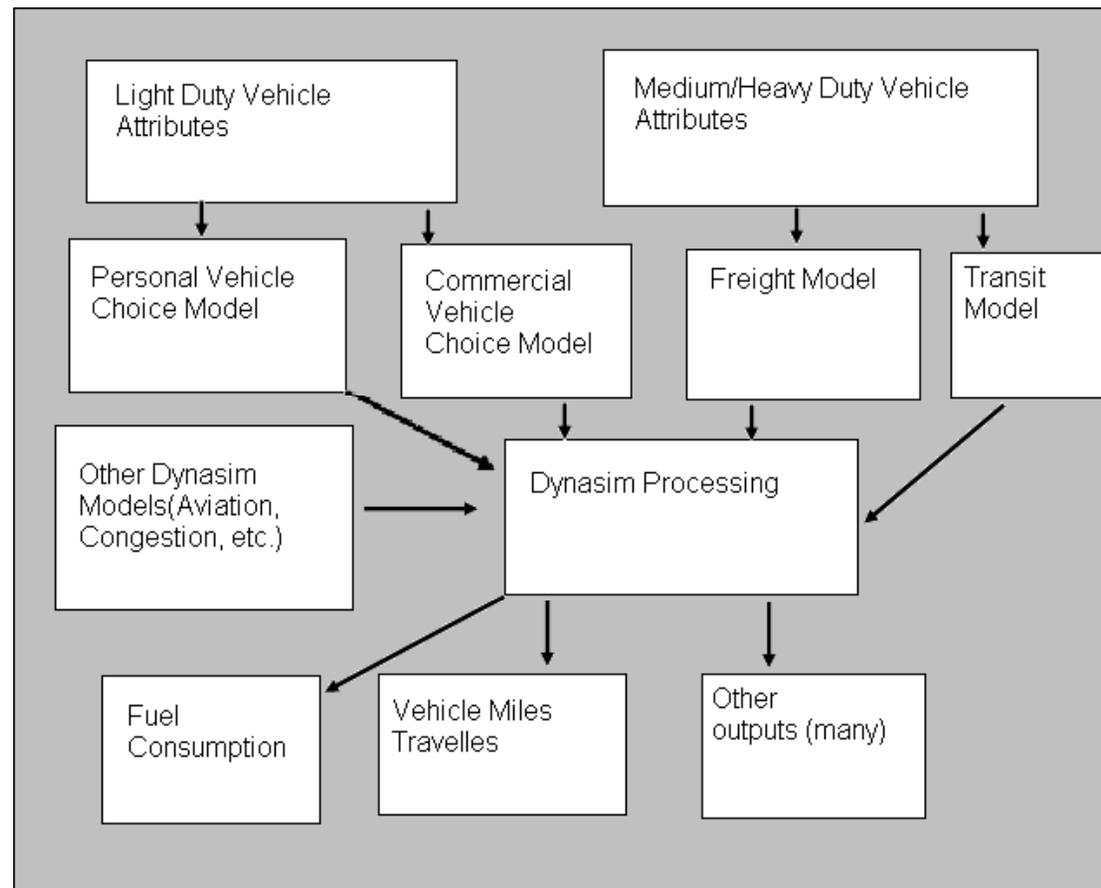


Background

- Personal Vehicle Choice and Commercial Vehicle Choice are Vehicle Demand models used by CEC
- CEC does not have a vehicle supply model; hence vehicle attribute and offering forecasts are needed
- CEC uses contractor services to provide these forecasts



Vehicle Attributes in Dynasim



Purpose of Contract

- Provide supply-side forecasts to serve as inputs into the Dynasim fuel demand models
- Critical component of the Integrated Energy Policy Reports
- Fuel price, economic, and policy scenarios over the 2013 to 2035 time period will be incorporated
- Will be used for analysis of AB 32, AB 118, and other enacted or proposed policies



Assess Progress of Achieving California Policy Objectives

Objectives	Goals and Milestones
GHG Reduction	Reduce GHG emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050
Petroleum Reduction	Reduce petroleum fuel use to 15% below 2003 levels by 2020
Alternative and Renewable Fuel Use	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	Produce in California 20% of biofuels used in state by 2010, 40% by 2020, and 75% by 2050



Recent Changes

- Contract will add medium and heavy duty vehicles to assist the freight and transit models
- Multi-year contract
- Additional alternative fuel types
- Large increase in funding, contingent upon approval
- Contractor must coordinate with Emerging Fuels Office and PIER contractors
- Contractor must train CEC staff to develop in-house model



Critical Contractor Requirements

- Tight schedule; IEPR deadlines are critical. Work begins in January/February, forecasts will be needed by late April/early May
- Consistency with all data, classifications, and formatting provided by CEC
- Analysis of multiple price, policy, and economic scenarios
- Flexibility over the course of the contract to incorporate new events, regulations, and technologies into forecasts



Critical Contractor Requirements (continued)

- California specific forecasts
- Validation of model
- Documentation and defensibility
- Ability to anticipate and respond to data gaps
- Public Presentation at 2013 and 2015 IEPR workshops
- Ability and willingness to train CEC staff in supply modeling – Process may become in-house after the end of this contract



Questions & Answers

