



ZEV Scenarios and Methods, 2019-2030

DAWG Transportation Meeting

Aniss Bahreinian

June 14, 2019

Transportation Energy Forecasting Unit

Demand Analysis Office

Energy Assessments Division



Overview

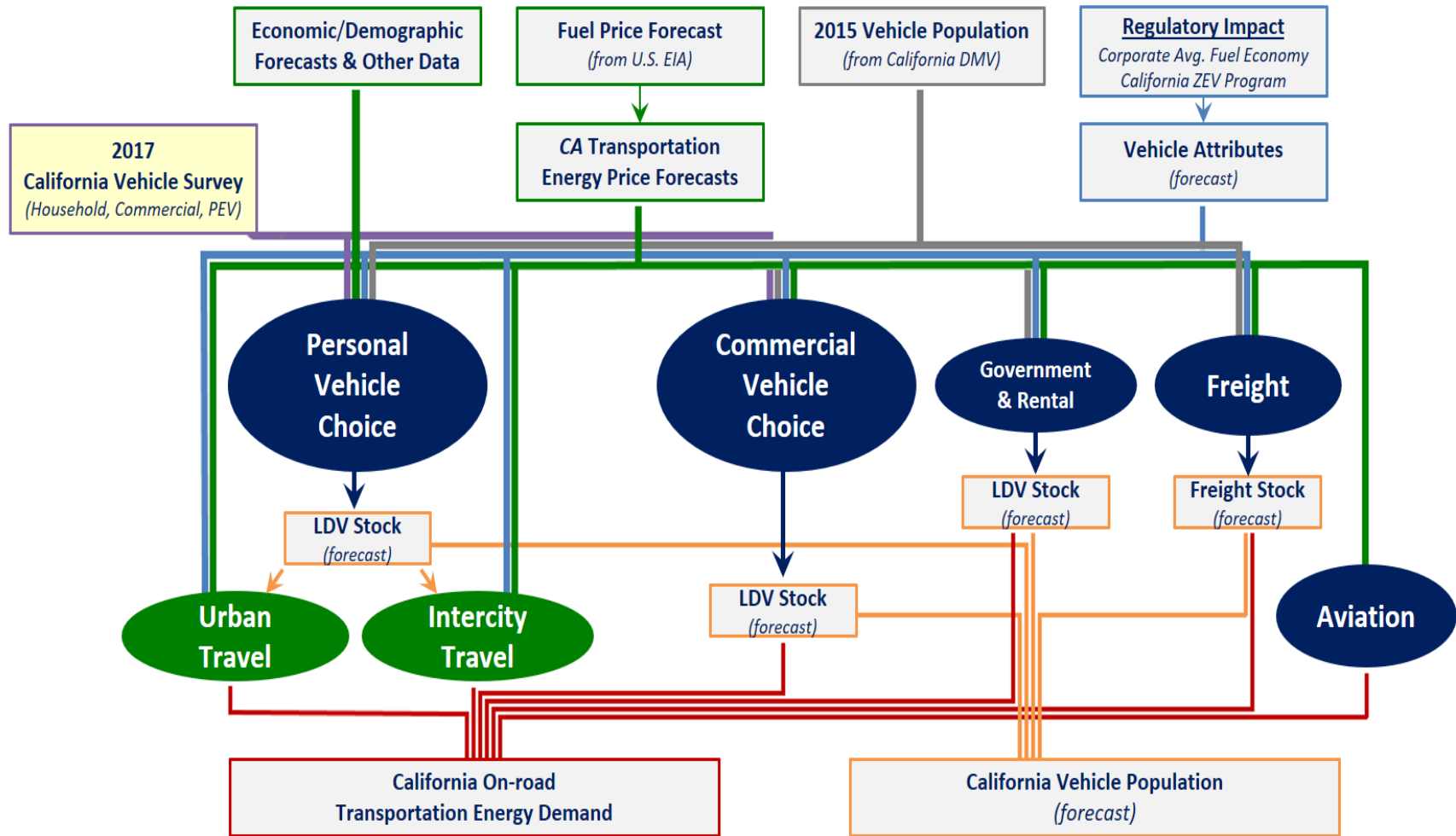
- Overview of transportation models
- *PEV scenarios*
- *Hydrogen Question*

Next:

Transportation Energy Demand Forecast Workshop, July 22

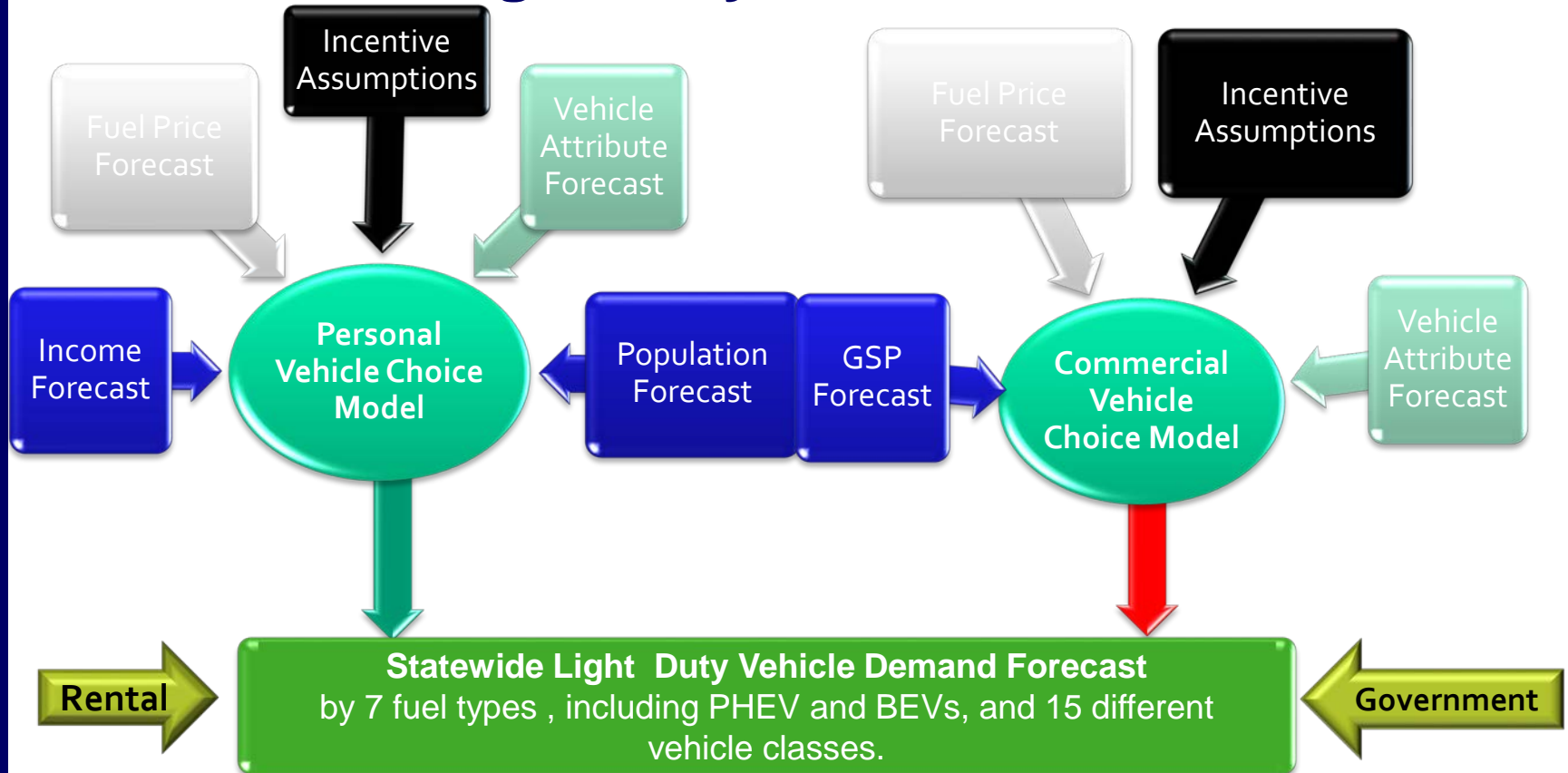


Transportation Forecasting Models



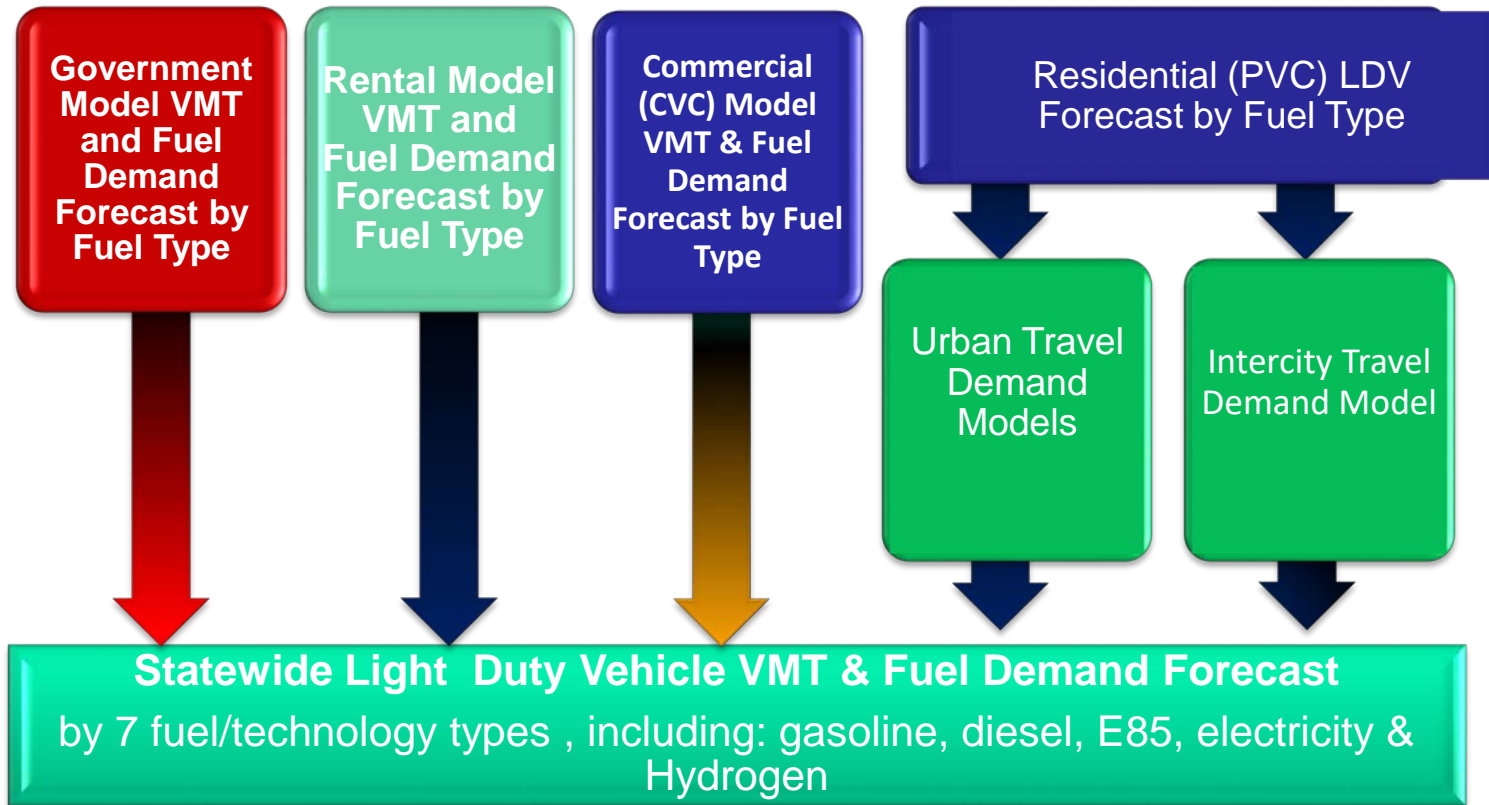


Behavioral Light Duty Vehicle Choice Models



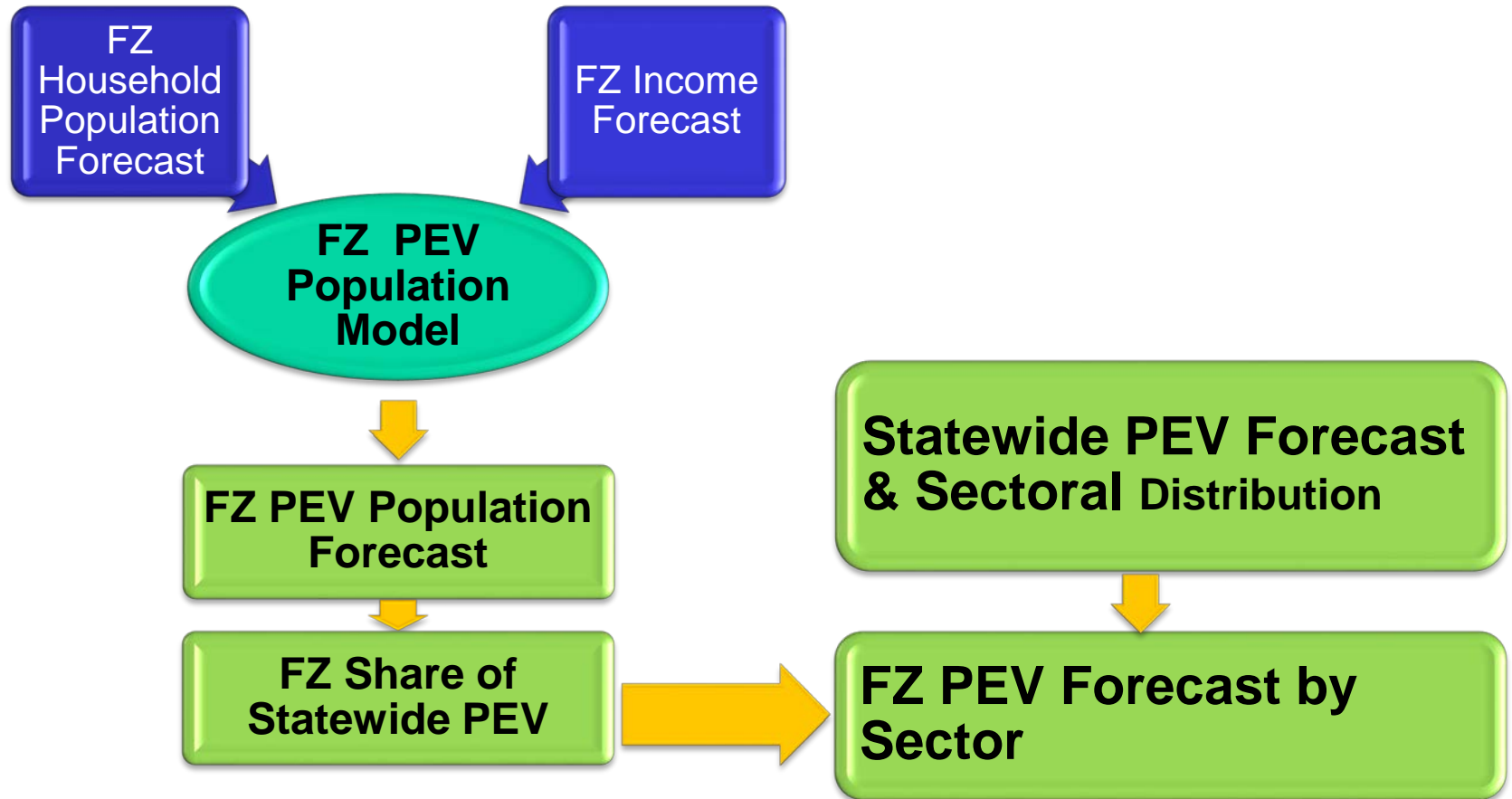


Statewide Light Duty VMT & Energy Demand Forecasting Models





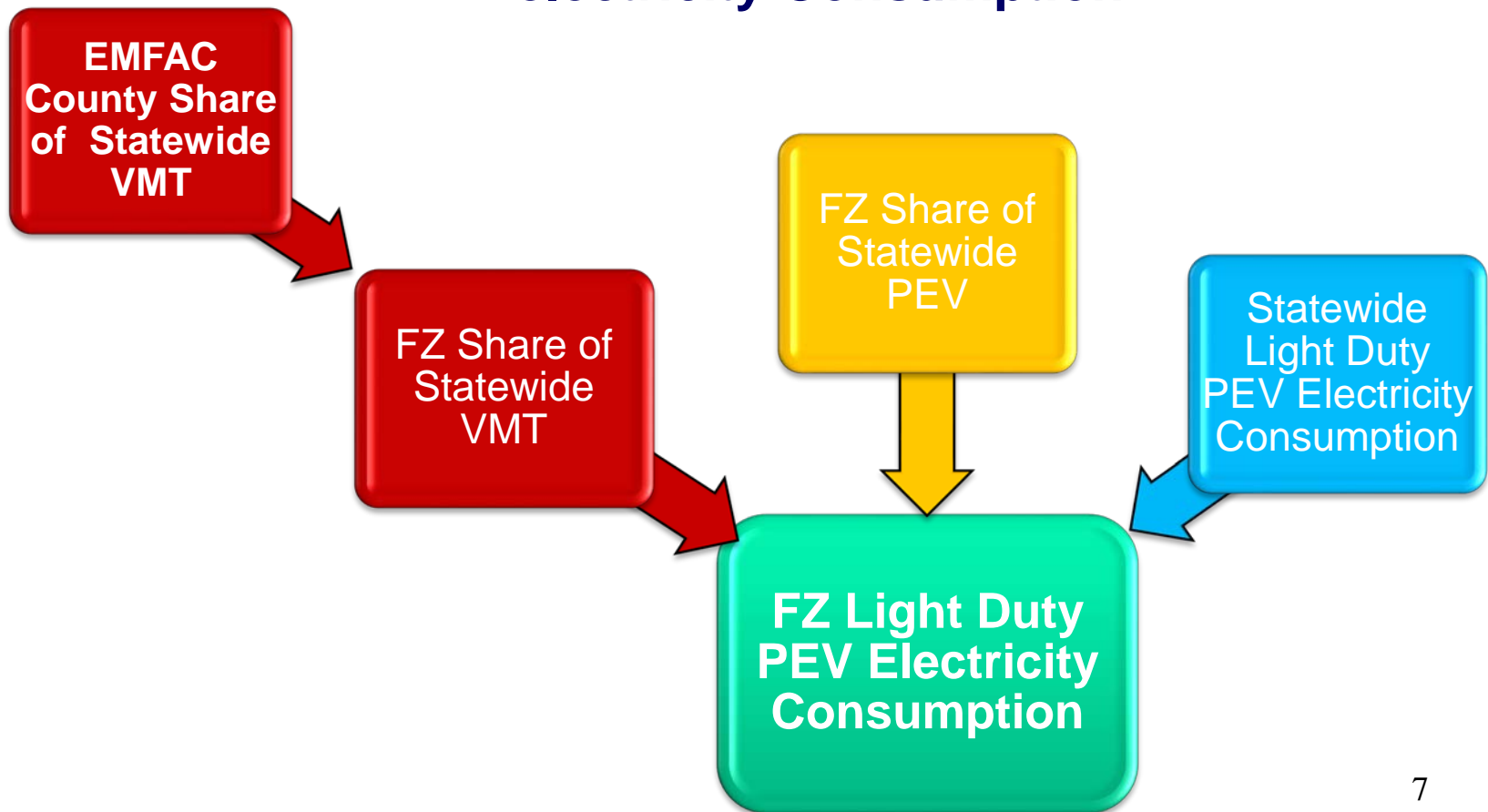
Forecasting Zone (FZ) Distribution of Statewide PEV Population Forecast, by Sector





California Energy Commission

Forecasting Zone (FZ) Distribution of Light duty PEV electricity Consumption





PEV Scenarios



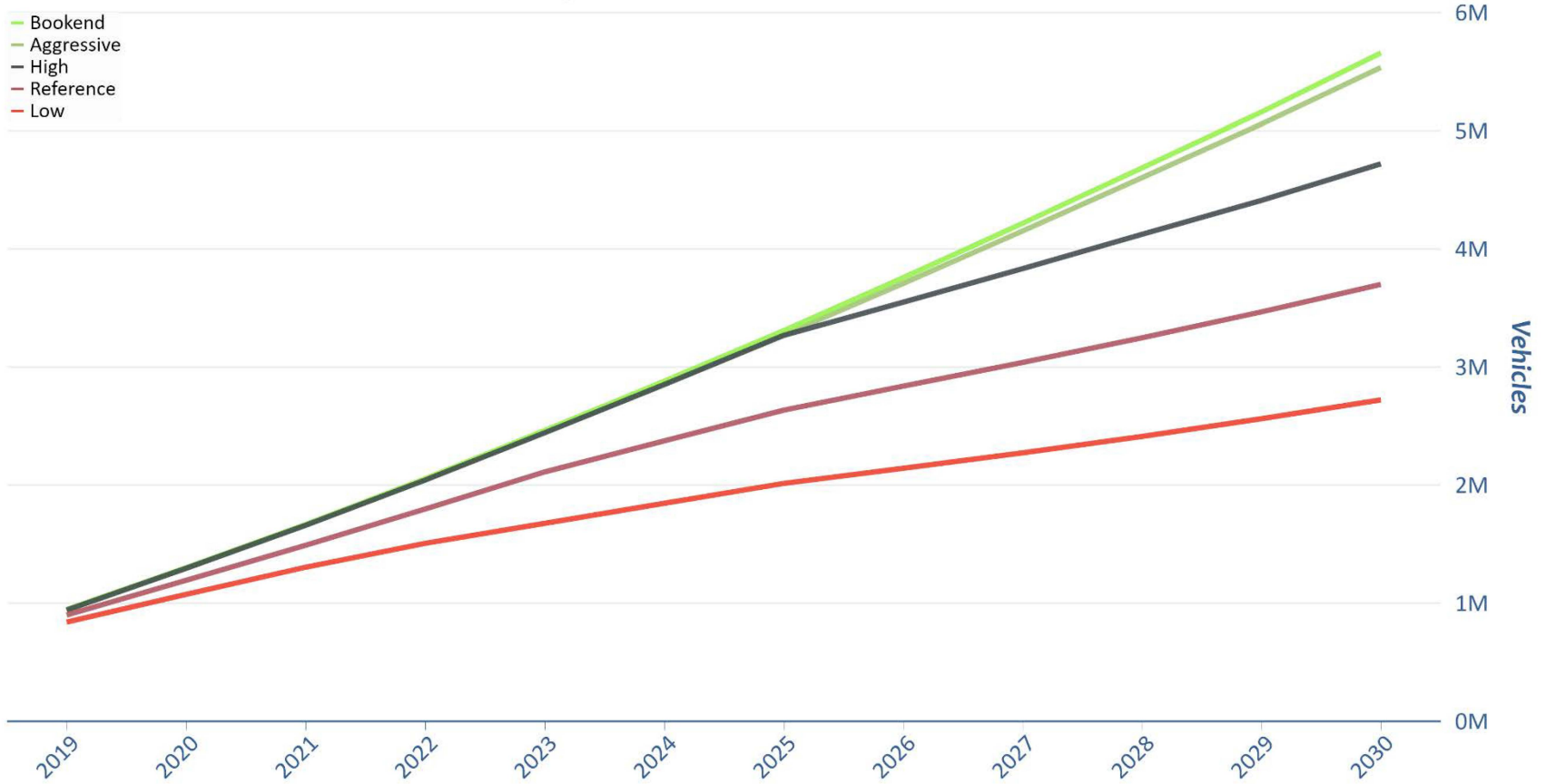
2019 IEPR PEV Scenarios

	PEV SCENARIOS, 2018 UPDATE				
INPUTS	Low	Mid	High	Aggressive	Bookend
PREFERENCES					
Consumers' PEV Preference	Constant at 2017 Level	Increase with PEV market growth	Increase with PEV market growth	Increase with PEV market growth	Increase with PEV market growth
INCENTIVES					
Federal Tax Credit	Eliminated after 2019	Decreasing starting 2019	Decreasing starting 2019	Decreasing starting 2019	Decreasing starting 2019
State Rebate	To 2025	To 2025	To 2025	To 2030	To 2030
HOV Lane Access	To 2021	To 2023	To 2025	To 2030	To 2030
ATTRIBUTES					
Number of Models Available in 2030	PEV models available in 14 of 15 CEC LDV classes	PEV models available in 14 of 15 CEC LDV classes	PEV models available in 15 of 15 CEC LDV classes	PEV models available in 15 CEC LDV classes	Models available: BEV in 15 , PHEV in 13 , FCV in 8 , PHFCV in 7 CEC LDV classes
Vehicle / Battery Price (by 2030)	PEV prices based on battery price declining to ~\$120/kWh	PEV prices based on battery price declining to ~\$100/kWh	PEV prices based on battery price declining to ~\$80/kWh	PEV prices based on battery price declining to ~\$70/kWh	PEV prices based on battery price declining to ~\$70/kWh
Max EV Range (2030)	~333 miles	~341 miles	~341 miles	~341 miles	~341 miles
Refuel Time (2030)	15 -21 min	15 -21 min	10-16 min	10-16 min	10-16 min
Time to Station (2030)	7-8 min	Same as gasoline	Same as gasoline	Same as gasoline by 2025	Same as gasoline by 2025
Forecast					
ZEV Stock (2030)	2.7	3.7	4.7	5.5	5.7
Cumulative Adjusted Rebate Expenditure (2030)	2.3	2.9	3.4	5.8	5.9



California Energy Commission

Preliminary ZEV Stock Forecast: Statewide



Source: California Energy Commission.



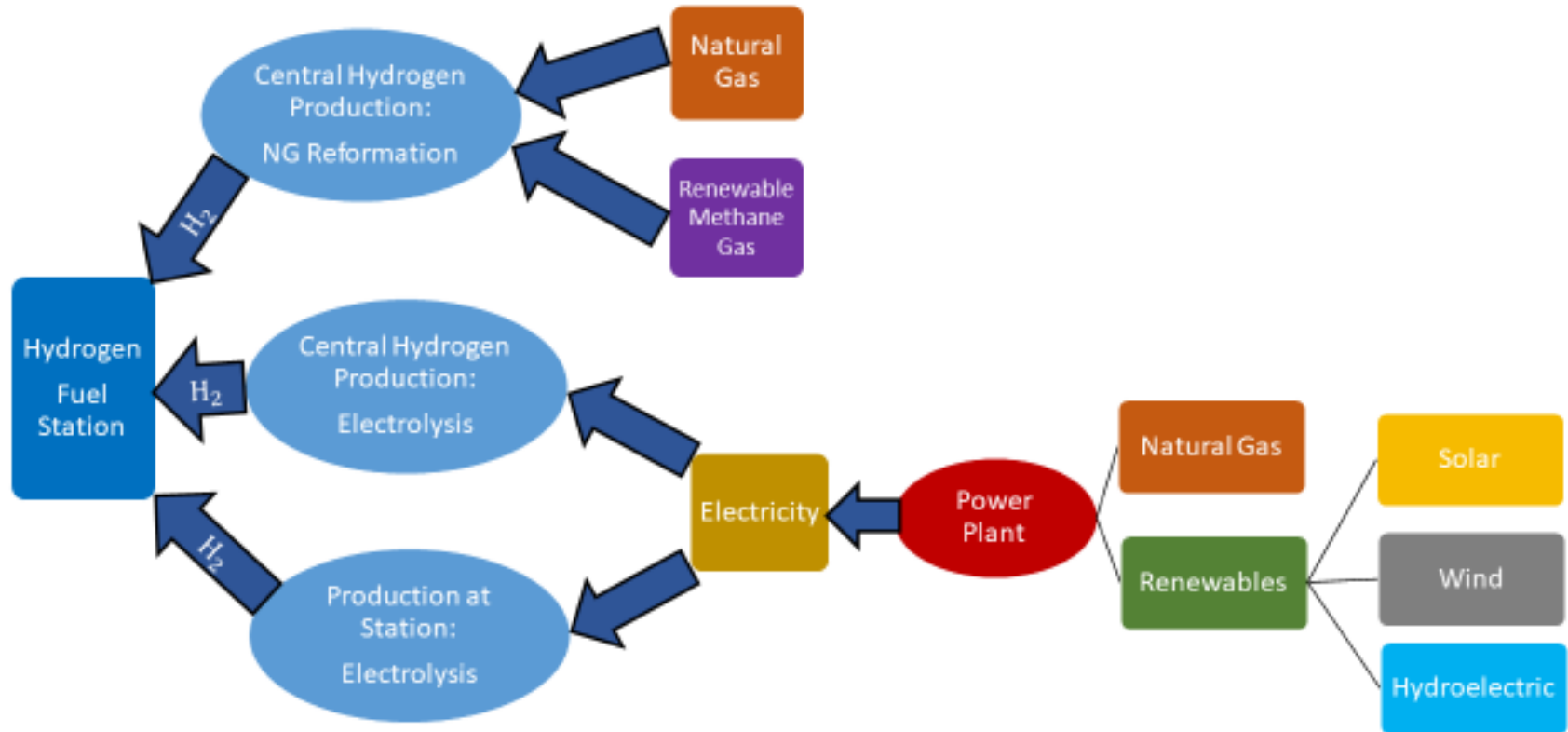
Hydrogen Question



Hydrogen & Electricity Demand

- So far our transportation electricity demand forecasts have focused on light duty PEVs as well as MD/HD electric vehicles.
- But, hydrogen produced for transportation can use different production processes including:
 - Natural gas reformation, currently the dominant process
 - Electrolysis
 - Processed at the station (5 stations currently funded)
 - Processed at a central production facility (2 projects under consideration)

Main Hydrogen Production Options



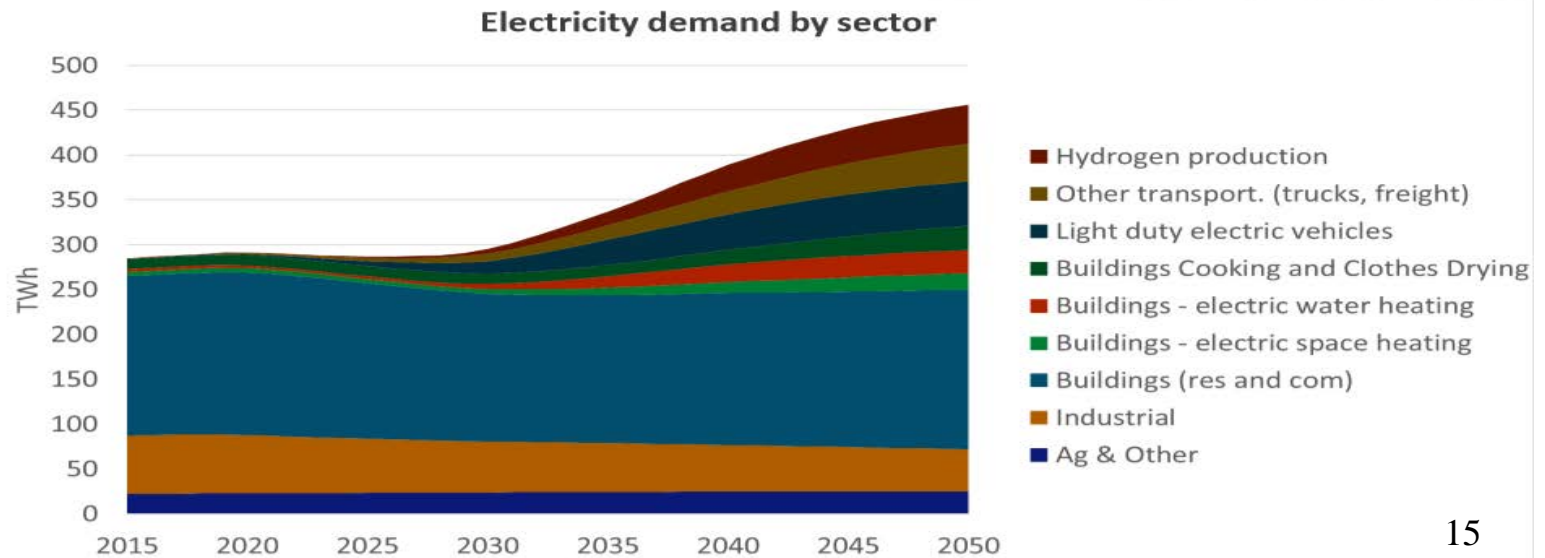


How Many FCEVs?

- Hydrogen can be used for both LDVs as well as MD/HDVs, with a more advantageous range for long distance travel.
- E3's 2018 decarbonization pathways included one with a large share of the transportation electricity, in the high electrification scenario, originating from production of enough hydrogen to supply 800,000 FCEVs in 2030.
- Our current high demand forecast is less than 150,000 light duty FCEVs in 2030



Electricity Demand by Sector, E3 Pathway

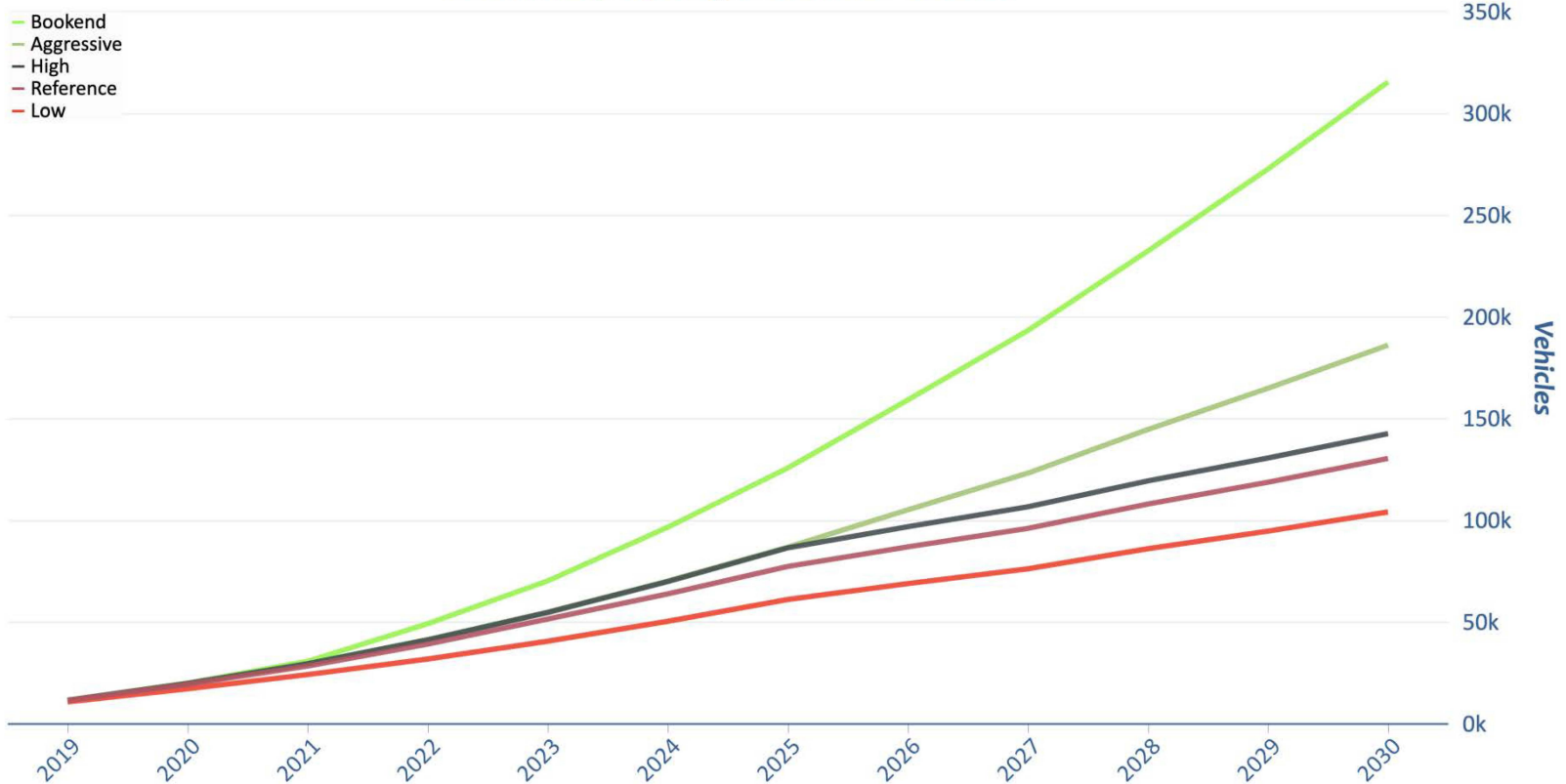


Source: E3 Deep Decarbonization in a High Renewables Future - Implications for Renewable Integration and Electric System Flexibility, June 20, 2018
Energy Commission Workshop



California Energy Commission

Preliminary Hydrogen Vehicle Forecast



Source: California Energy Commission.



Green Hydrogen

- Prior legislation requires 1/3 of hydrogen produced by state-funded station to be made from renewables.
- SB 662 (Archuleta) requires the CPUC and the Energy Commission to consider opportunities to increase grid-responsive production of green electrolytic hydrogen for use in transportation sector, and incorporate “green electrolytic hydrogen” into various transportation electrification definitions.



Your Thoughts?