The CPUC regulates the role IOUs serve in meeting CA’s Transportation Electrification (TE) goals

**IOUs as fuel providers**
Design rates that ensure electricity is a lower-cost option than conventional fuels

**IOUs as grid managers**
Ensure additional load from EVs is integrated in a manner that provides grid benefits

**IOUs as infrastructure providers**
Ensure sites are ready for customers to install charging infrastructure and provide some support for EVSE installation
Rates designed encourage low-cost EV fueling and provide grid benefits

Each of the IOUs offer optional EV rates for residential customers
  • Rates can be applied to EV-only load or a customer's whole-house load
  • Simple TOU-based rates
SDG&E Vehicle-Grid Integration rate for Power Your Drive
  • Hourly day-ahead energy pricing
  • Adders for grid-constrained hours system-wide and distribution-level
SCE Commercial EV rate approved in May 2018 (D.18-05-040)
  • Energy-only volumetric rates in years 1-5
  • Demand charges phased back in during years 6-10
  • Anticipated to be available for enrollment starting March 2019
PG&E's proposed Commerical EV rate class (A.18-11-003)
  • Subscription-based rate with time-variant volumetric energy rates
  • Subscription considered more consistent than demand charges
Interagency efforts on vehicle-grid integration moving forward this year

**VGI Roadmap**
- Updating 2014 VGI Roadmap by CAISO and CPUC
- Building off learning from 2017 VGI Communication Protocols Working Group

**Rule 21 Working Group**
- Issue 23 focused on streamlining EVSE connection to IOU systems

**New OIR directive for CPUC-led VGI Working Group**
- R.18-12-006 directs Energy Division to launch a new working group by July 2019
- Will build off VGI Roadmap update, Issue 23 findings, and other VGI developments
- Identify business cases and value of VGI for IOUs, automakers, EVSE providers, and EV drivers
California’s IOUs are spending ~$1 billion on EV infrastructure over the next 3-5 years

- Make-ready infrastructure for light-duty and medium- and heavy-duty vehicles
  - Commercial customers
  - Focus on multi-unit dwellings (MUD) and workplaces for light-duty investments
  - Focus on disadvantage communities (DAC) for all programs

- EVSE rebates available in some programs and key sectors
  - DACs and MUDs
    - DC Fast Chargers and Level 2
  - "Beach head sectors"
    - School and transit buses
The CPUC is reviewing applications for ~$900M in additional IOU EV infrastructure investments

<table>
<thead>
<tr>
<th>Proceeding #</th>
<th>IOU</th>
<th>Short Title</th>
<th>Requested Budget</th>
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<tbody>
<tr>
<td>A.18-01-012</td>
<td>SDG&amp;E</td>
<td>Install Medium/Heavy-Duty Infrastructure to support 3,000-6,000 incremental EVs over 5 years</td>
<td>$115M</td>
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<td>A.18-06-015</td>
<td>SCE</td>
<td>Charge Ready Phase 2 Proposal to install up to 48,000 new light-duty EV charging ports by 2023</td>
<td>$760.1M</td>
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<td>A.18-07-020+</td>
<td>PG&amp;E, SCE, SDG&amp;E, Liberty</td>
<td>1-2 year Pilot programs at schools at state parks and state beaches under AB 1082/1083</td>
<td>$54.5M</td>
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<tr>
<td>A.18-07-021</td>
<td>PG&amp;E</td>
<td>Empower EV Charge Network to provide rebates to low/moderate income residential customers that install EV charging stations (~2,000 rebates over 2 years)</td>
<td>$4.13M</td>
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<td>A.18-11-003</td>
<td>PG&amp;E</td>
<td>Subscription-Based Commercial EV Charging Rate</td>
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<td>A.17-01-020, et al.</td>
<td>PG&amp;E, SCE, SDG&amp;E</td>
<td>SB 350 Programs – D.18-05-040 re-opened on a request for reconsideration of cost recovery allocation</td>
<td></td>
</tr>
</tbody>
</table>
New Order Instituting Rulemaking to Continue the Development of Rates & Infrastructure for Vehicle Electrification (R.18-12-006)

- Directs Energy Division staff to prepare a proposal that includes a comprehensive Transportation Electrification Framework (TEF) to guide the Commission’s role in the electrification of California’s transportation sector
  - Align internal CPUC planning processes and better coordinate with sister agency planning processes
  - Identify sectors/programs where IOU investments can complement existing state efforts, for example the new Clean Miles Standard and Incentive Program
  - Collaborate on data collection, reporting, and program evaluation efforts across agencies to support CEC efforts on AB 2127

- Convenes a VGI Working Group in July 2019 to advance the state’s efforts to strategically integrate EV load by identifying the value of flexible, managed charging

- Directs the IOUs to file a joint rate design proposal that addresses demand charge issues and accommodates the electrification of transit fleets (as directed in SB 1000)

- Continues the issue of submetering as it relates to EVs and to better evaluate its applicability to other DERs
Please email me with any questions

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http://www.cpuc.ca.gov/zev
http://www.cpuc.ca.gov/sb350te
http://www.cpuc.ca.gov/vqi