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<td><strong>Document Title:</strong></td>
<td>Presentation - CPUC Transportation Electrification Efforts &amp; Alignment with AB 2127</td>
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<tr>
<td><strong>Description:</strong></td>
<td>CPUC Presentation at March 11 IEPR Staff Workshop</td>
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<td><strong>Filer:</strong></td>
<td>Denise Costa</td>
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Existing IOU TE Programs focus on increasing access to charging stations

- $1 billion in authorized IOU TE infrastructure spending through 2023
  - 13,500 light-duty charge ports at workplaces and apartment buildings (SCE, PG&E, and SDG&E)
  - Pilot programs designed to address identified barriers to ZEV adoption (all 6 IOUs)
  - Medium- and heavy-duty infrastructure programs required to electrify ~15,000 vehicles (SCE and PG&E)
  - Public DC fast charging program to provide up to 234 new fast-charging ports (PG&E)
- $1 billion in pending IOU TE infrastructure spending proposals under CPUC review
  - Program to electrify between 3,000 and 6,000 MD/HD vehicles (SDG&E)
  - Extension of SCE's light-duty program to provide another ~48,000 charge ports
  - Pilot programs to install light-duty infrastructure at schools and state parks and beaches (SCE, PG&E, SDG&E, and Liberty Utilities)
New rulemaking to provide clear guidance for future IOU TE investment programs

• DRIVE OIR (R.18-12-006) directs the CPUC to identify a clear “role” for IOUs in meeting statewide TE goals
  • To be informed in part by AB 2127 needs assessment
  • Improve access to charging for all ratepayers
  • Align investments across state and local agencies
  • Design programs that encourage third-party investments
  • Explore emerging issues such as micromobility, car- and ride-sharing services, and autonomous vehicles

• CPUC Energy Division to propose Transportation Electrification Framework that guides future IOU investments
  • Prioritize program types needed to meet state goals
  • Streamline application review process
Now

Future

Business as Usual
• Data collection and reporting on IOU TE infrastructure investments can provide some of the needed inputs

• IOU rate design and load management programs can identify mechanisms to increase EVSE utilization and encourage charging behavior that provides grid benefits

• Assessment of TE infrastructure needs can highlight priority areas to direct IOU investments

• Bi-annual updates can align with TEF evaluations and result in re-alignment of IOU investment framework with state needs
Data collection and reporting requirements were adopted last year for all SB 350-related IOU TE investments.

- IOUs must complete and submit the data collection template for all programs annually, once operational.
- IOUs must hire a joint third-party evaluator to conduct a broader review of all programs.
- Pilot programs are just starting to be energized.
  - Interim reports filed January 31, 2019 with minimum data available.
  - Large IOUs anticipate submitting initial data collection templates in Q2 2019.

CPUC welcomes feedback on additional data categories that would facilitate other agencies’ forecasting and modeling efforts.
Initial reporting results confirm some successes

• MUD targets encourage IOU investments in hard-to-reach sector
• Additional DAC incentives help support investments in targeted regions
• VGI/EV-TOU rate/Demand Response programs encourage off-peak charging behavior
  • Early results from SCE’s Charge Ready demand-response program suggest load can be shifted to absorb midday excess renewable generation that may otherwise be curtailed
  • Early results from SDG&E’s dynamic, hourly VGI rate suggest customers reduce charging during system and circuit peak hours to avoid high cost fueling
    • SDG&E estimates more than 85% of fueling at its Power Your Drive charging stations occurs during off-peak hours
    • Average rate for fueling as of late 2018 was $0.21/kWh compared to a system average cost of $0.24/kWh
Please contact me with questions or feedback

Carrie Sisto

cs8@cpuc.ca.gov

415-703-2872