

**DOCKETED**

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# CPUC Transportation Electrification Efforts & Alignment with AB 2127

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CEC AB 2127 Workshop  
March 11, 2019



# 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)

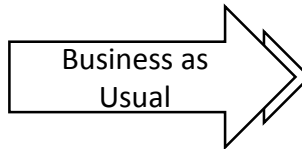
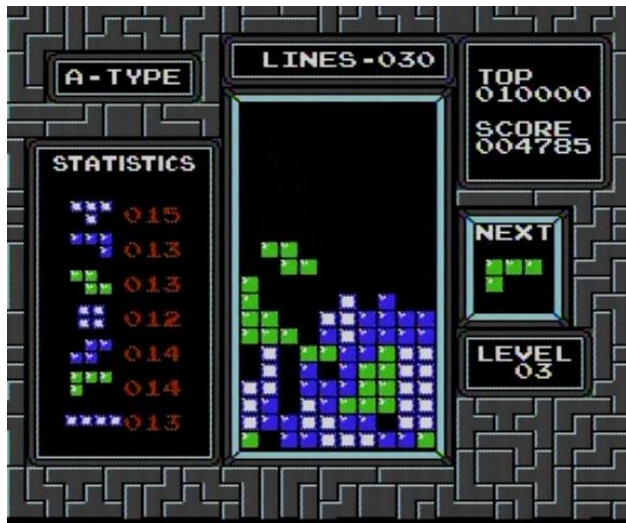


# New rulemaking to provide clear guidance for future IOU TE investment programs

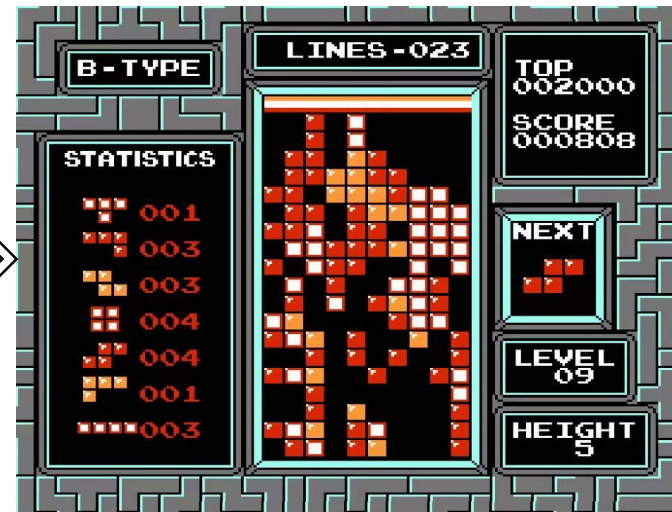
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- DRIVE OIR ([R.18-12-006](#)) directs the CPUC to identify a clear “role” for IOUs in meeting statewide TE goals
  - To be informed in part by AB 2127 needs assessment
  - Improve access to charging for all ratepayers
  - Align investments across 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





# AB 2127 can leverage & inform CPUC programs

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- 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



# CPUC-adopted EV data collection requirements

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- 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 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

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- 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

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