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ITEM 6

Transportation Electrification Framework

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PROPOSED DECISION ON NEAR TERM TRANSPORTATION ELECTRIFICATION PRIORITIES



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As of July 2021, the CPUC has approved over \$1.5 billion in ratepayer funded TE investments

- \$720 million on light-duty charging to install 52,000 EV chargers
- \$780 million on medium- and heavy-duty charging infrastructure
- As of May 2021:
 - IOUs spent \$275.3 million
 - Electrified 12,300 ports
- The CPUC recently approved \$480M for SCE's Charge Ready 2 and SDG&E's Power Your Drive Extension
- No outstanding infrastructure applications pending CPUC review.



In February 2020, Energy Division staff released a draft Transportation Electrification Framework

- TEF sets the stage for IOU participation in an efficient and strategically integrated technology transformation
- Enhances efficiency and accountability of IOU TE programs
 - Biennial program application process
 - Pilot program advice letter process
 - Scorecard to set targets and track metrics
 - Process for a holistic TE evaluation plan
- Frames critical policy conversations
 - IOU role in TE, investment priorities, equity, cost recovery, EV rates
 - Series of workshops on outstanding questions to be held following release of staff proposal
- Following TEF adoption, IOUs will submit long term strategic TE Plans (TEPs)



The PD recognizes it is prudent to provide guidance for near-term TE investments while the CPUC continues to consider issuing future guidance for the IOUs to work on TEPs

- California has established several TE policy goals:
 - **EO B-16-12:** 1 million ZEVs on road by 2025
 - **SB 350:** acceleration of widespread TE is needed
 - **EO B-48-18:** 5 million ZEVs on road by 2030, and 250,000 public EV chargers installed by 2025
 - **EO N-79-20:** 100% LD ZEV sales by 2025, 100% MD/HD by 2035 and 2045.
 - **SB 1014:** Clean Miles Standard
 - **SB 676:** widespread implementation of VGI strategies



In June 2021, the CEC adopted the Assembly Bill 2127 Electric Vehicle Charging Infrastructure Assessment, which quantifies the gap in current and needed EV charging infrastructure

- 57,000 additional EV chargers are needed to meet the state's 2025 goal of 250,000 public and shared chargers for LD ZEVs.
 - Currently more than 70,000 installed EV chargers (as of Jan. 2021)
 - An additional 123,000 EV charger installations planned through IOU investments, state grants, and settlement agreements.
- At least 141,000 50 kW chargers and 16,000 350 kW chargers are needed to meet the state's 2030 MD/HD vehicle deployment projections.



The proposed decision would adopt five Near Term Priority areas eligible for a priority review advice letter process

- Near-Term Priorities are intended to offer “no-regrets investments” in areas that face significant barriers and face state regulatory deadlines.
- The proposed decision would adopt an accelerated Advice Letter review process to streamline review of the IOUs’ proposals
 - Each IOU NTP proposals limited to \$20M per program, and \$80M total.
 - Limit IOU ownership of customer-side infrastructure to no more than 50% per proposal.
 - Limited implementation duration to no longer than 3-years.
- IOUs may file Advice Letters to address barriers and state regulations for:
 - TE and Resiliency
 - Customers without access to home charging
 - Medium and heavy-duty EV adoption
 - New building construction
 - L2 panel upgrades for low-income SFH owners



The proposed decision would establish criteria for the IOUs to incorporate in a proposal for accelerated review of an extension to an existing TE program

- A number of previously approved TE programs have or will be completed within the next two years.
- The CPUC wants to avoid gaps in TE infrastructure offerings and offer the opportunity to receive expedited review under the CPUC's Rule 2.9
- For consideration of expedited review, the IOUs' proposals must:
 - Demonstrate outstanding demand for expiring program
 - Proposal complies with VGI load management guidance
 - Must comply with cost per port requirements
 - IOU will own no more than 50% of EVSE and BTM infrastructure and offers competitive options for site-host ownership of this infrastructure
 - Collect and report comprehensive data requirements.



The proposed decision would adopt minimum Equity and Environmental Justice Requirements that the IOUs must include in all future TE proposals.

- The proposed decision holds that as a matter of law, TE in California **must** be equitable.
- The IOUs must integrate the following equity and environmental justice requirements for any future TE proposal – whether it be advice letters or applications:
 - Must meet a minimum 50% underserved communities target
 - Provide higher subsidies/rebates to customers located in underserved communities
 - Ensure incentives reach customers in counties with high poverty rates or underserved community rates.
 - Demonstrate coordination with more than one CBO and local/regional/tribal governments to develop proposal and throughout implementation of program
 - Ensure EV charging infrastructure is safely installed and addresses community needs (ADA, language needs, visibility, etc.)
 - At least 25% of ME&O budget allocated to CBOs and regional/local/tribal governments for outreach to community residents.
 - Details on how the proposals will address barriers to equity identified in the CPUC’s ESJ Action Plan, Tribal Consultation Policy, and CARB’s Low-Income Barriers Study.
 - Furthers the principles of economic equity and promotion of access to high quality jobs for residents of underserved communities.



Next Steps

- PD was approved during the July 15 voting meeting
- Energy Division will finalize and distribute an Advice Letter template for the IOUs' advice letter proposals



Please reach out if you have any questions

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