

June 19, 2014

California Energy Commission
Dockets Office, MS-4
1516 Ninth Street
Sacramento, CA 95814-5512

California Energy Commission DOCKETED 14-IEP-1B
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RE: June 5, 2014 Statewide Plug-in Electric Vehicle (PEV) Infrastructure Workshop

Dear Commissioners:

San Diego Gas & Electric Company (SDG&E) appreciates this opportunity to provide to the California Energy Commission (Commission) its comments on the 2014 IEPR Update Lead Commissioner Workshop on the *California Statewide Plug-in Vehicle (PEV) Infrastructure Assessment*. The workshop presented the *Assessment* prepared by the National Renewable Energy Laboratory under the guidance of the Commission in accordance with the action item specified in the *2013 ZEV Action Plan: A Roadmap Toward 1.5 Million Zero-Emission Vehicles on California Roadways by 2025*. The goal of the workshop was to identify actions and strategies for the planning and deployment of electric vehicle chargers to support the rapid market growth and consumer acceptance of zero emission vehicles in California.

In light of the Commission's goal of planning for and deploying electric vehicle charging infrastructure, on April 11, 2014 SDG&E filed an application with the California Public Utilities Commission (CPUC) to implement an Electric Vehicle Grid Integration (VGI) Pilot¹. The VGI Pilot proposes hourly pricing to PEV customers based on a day-ahead projection that reflects the changing costs and availability of energy throughout the day, as well as overall system and circuit conditions. With the assistance of grid-integrating PEV charging equipment, PEV loads will be efficiently integrated with the grid, while the PEV customer can benefit from the VGI rate that reflects a reduced price for periods when energy and capacity are plentiful. The VGI Pilot will allow SDG&E to study the influence of dynamic pricing on PEV customer charging decisions, as well as the benefits of grid-integrated charging. The VGI Pilot proposes to install VGI-enabling PEV charging infrastructure at 550 workplaces and multi-family communities, with 10 chargers per VGI facility, over a 5-year period. The VGI charging facilities will be installed and maintained by third parties to SDG&E's specifications.

SDG&E requested a CPUC decision on the VGI Pilot by the end of 2014 so that the experimental dynamic rates and associated infrastructure can be available to PEV owners in 2015. The findings from the VGI Pilot, which will be made available to the public, will be helpful in informing future grid-integrated vehicle charging Commission policies, including the actions and strategies under consideration by the Commission to support the rapid market growth and consumer acceptance of zero emission vehicles in California.

Thank you for the opportunity to provide these comments.

Sincerely,



¹ See A.14-01-014 before the CPUC. <http://www.sdge.com/regulatory-filing/10676/sdge%E2%80%99s-electric-vehicle-grid-integration-pilot-program>