

**PACIFIC GAS AND ELECTRIC COMPANY**  
**Electric Vehicle Infrastructure OIR**  
**Rulemaking 18-12-006**  
**Data Response**

PG&E Data Request No.:	ED_031		
PG&E File Name:	ElectricVehicleInfrastructure_DR_ED_031		
Request Date:	November 12, 2021	Requester DR No.:	
Date Sent:	November 18, 2021	Requesting Party:	Energy Division
PG&E Witness:		Requester:	Ed Pike

**QUESTION 01 (REQUESTED VIA MEETING ON 11/4/21 AND EMAIL ON 11/12/21)**

Which of the following are necessary for residential customers and otherwise are they an effective use of ratepayer funding?

“Installers must be fully licensed electricians and EVITP certified and provide proof of a performance of a full site assessment. The EVSE installation must have overcurrent protection, bollard equipment protection and concrete parking stops.”

**ANSWER 01**

Per AB 841, any [EVSE installation] work performed on or after January 1, 2022, including residential, where an existing 208/204 volt outlet cannot be used for the installation, must comply with Public Utilities Code (PUC) section 740.20. Section 740.20(a)(1) of the PUC reads:

The commission, the Energy Commission, and the State Air Resources Board shall require that all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter that is funded or authorized, in whole or in part, by those state entities shall be installed by a contractor with the appropriate license classification, as determined by the Contractors’ State License Board, and at least one electrician on each crew, at any given time, who holds an Electric Vehicle Infrastructure Training Program certification.

Therefore, in compliance with AB 841, PG&E will require each contractor to have at least one EVITP-certified electrician on each crew.

For safety considerations, PG&E is proposing to follow the safety standards as set in the Transportation Electrification Safety Requirements Checklist, adopted in the SB 350 TE Programs proceedings’ Decisions 18-01-024 and 18-05-040. These safety standards will require installers to be fully licensed electricians, conduct full site assessment and ensure the installation has overcurrent protection in compliance with the Transportation Electrification Safety Requirements Checklist. We acknowledge that these standards may not apply to SB 676-centric TE projects, but wanted to abide by the Checklist as it provides the highest level of safety standards established to date.

Additionally, due to the differences in residential and commercial installations, PG&E would like to modify its statement on page 29 of Advice Letter 6259-E. PG&E will not

require bollard equipment protection and concrete parking stops for residential installations, as those do not apply.

**QUESTION 02 (REQUESTED VIA MEETING ON 11/4/21 AND EMAIL ON 11/12/21)**

Provide a justification specific to the application of a digital platform for PG&E V2X pilot #4, if PG&E wishes to request approval for this expense.

**ANSWER 02**

The digital platform is conceived as a set of modules, some of which will be shared across the multiple VGI pilot programs. Pilot 4 will utilize the following modules: PG&E system interface, CAISO interface, incentives, use case scheduling, use case execution, database, protocol translation and the OEM/EVSE/cloud interface module.

In total, eight out of nine modules envisioned for our pilots will be used by Pilot 4, with one module, focused on Customer Enrollment, unlikely to be needed. In contrast, pilots 1 and 2 are expected to also use eight out of nine including the Customer Enrollment module and leaving out the CAISO interface.

**QUESTION 03 (REQUESTED VIA EMAIL ON 11/12/21)**

One more question-can you confirm whether you intend to create a final report for pilot #3 by December 2023 (pdf p69 of the AL)? I see that the deadline for the others is 2024. I am not saying that you need to change the deadline for #3, I just want to make sure that you intend to set a different date.

**ANSWER 03**

PG&E would like to amend the final report schedule for pilot #3 to coincide with the 2024 date specified for the other pilots.

**QUESTION 04 (REQUESTED VIA EMAIL ON 11/16/21)**

I spotted one more issue or potential issue re: pilot #3.

D.20-12-029 requires that PG&E show a potential pathway(s) to scale implementation of a pilot through existing or potential new large electrical corporation programs that would further the goals of SB 676. The Advice Letter 6259-E at PDF p72 discusses scaling the pilot itself from phase I to phase II but I did not see any specific discussion of scaling from a pilot to widespread commercialization. Please let me know if I overlooked any discuss of this topic. Thanks.

**ANSWER 04**

PG&E intends to implement the capabilities to integrate BTM resources into microgrids (CMEP, temp gen, etc.). PG&E is interested in the potential of these resources to meet such needs and expects that, following a successful pilot, these resources would be implemented at a larger scale. We do not have a specific date and scope at this time for how broad and by when each microgrid would support this capability, but we plan to have further guidance by the start of 2023.

**QUESTION 05 (REQUESTED VIA EMAIL ON 11/12/21)**

I would also note that PG&E staff have said verbally that PG&E decided to not use funding generated from LCFS credits but I do not think that is on the record, so if you send additional information I would suggest that you also address this topic.

**ANSWER 05**

Funding revenue from PG&E's LCFS credits is fully allocated to other programs for calendar year 2022. The PG&E program team will work closely with other program teams to determine if funding from LCFS credit revenue is available for use on PG&E's VGI pilots in future calendar years, such as 2023 and 2024. However, PG&E cannot confirm at this time whether funding from LCFS credit revenue will be allocated for use on PG&E's VGI pilots.