



Summary of Decision on Transportation Electrification Program Proposals from the Investor-Owned Utilities May 31, 2018

This Decision approves, with modifications, four transportation electrification (TE) projects and two rate designs proposed by California's three largest electric utilities and authorizes budgets totaling approximately \$738 million, with a further set aside of \$29.5 million for evaluation of the projects. This Decision is the second CPUC decision authorizing utility investments in TE pursuant to Senate Bill 350 (de León, Chapter 547, 2015).

More than a dozen hearings and public meetings were held on these proposals including eleven days of evidentiary hearings, 4 Commissioner-led community workshops throughout the state, and an All-Party meeting on May 16, 2018. Almost 30 entities actively participated as parties in this proceeding including: ratepayer advocacy groups; automobile manufactures; environmental and environmental justice organizations; utilities; equipment manufactures; electric vehicle service providers; transit agencies; fleet operators and labor representatives. CPUC also consulted with the California Energy Commission and California Air Resources Board throughout its review process.

The Decision approves the utilities programs as modified below:

For SDG&E's Residential Charging Program (RCP) and Residential Rate Proposal:

- Authorizes \$137 million for SDG&E to install up to 60,000 Level 2 chargers at single-family or small multi-unit residences for customers who have recently purchased an electric vehicle (EV), with at least 25% deployed to customers in disadvantaged communities (DACs).
- Maintains a turn-key offering to the customer by providing an up-front rebate for the charger and charger installation, facilitated through SDG&E's existing Marketplace website.
- Disallows utility ownership of any customer-side charging infrastructure.
- Requires SDG&E to meet minimum hardware requirements for charging equipment if directed pursuant to the Vehicle-Grid Integration working group proposal.
- Approves SDG&E's Residential Grid Integration Rate as an EV-only rate option for RCP participants along with SDG&E's existing EV-TOU rates.

For PG&E's Direct Current Fast Charging (DCFC) Make-Ready Program:

- Authorizes \$22.4 million for PG&E to install the make-ready infrastructure at approximately 52 sites that will support around 234 DCFC stations with at least 25% of sites in DACs.
- Allows sites located in DACs to receive a \$25,000 rebate, not to exceed the full costs, for the charging equipment.
- Requires all DCFC stations to be publicly accessible, to support equipment of 150kW or larger, and to provide both CHAdeMo and CCS charging connectors.

For PG&E's FleetReady Program:

- Authorizes \$236 million for PG&E to support make-ready installations at a minimum of 700 sites, supporting the electrification of at least 6,500 medium- and heavy-duty fleet vehicles.
- Requires a minimum of 15% of the infrastructure budget to serve transit agencies.
- Requires a maximum of 10% of the infrastructure budget to serve forklifts.



- Requires PG&E to spend a minimum of 25% of its program budget in DACs.
- Requires PG&E to offer rebates of up to 50% of the cost of the electric vehicle service equipment (EVSE) for sites in DACs and sites that will support electric transit and school buses.

For SCE’s Medium- and Heavy-Duty Make-Ready Program:

- Authorizes \$343 million for SCE to support make-ready installations at a minimum of 870 sites to support the electrification of at least 8,490 medium- or heavy-duty fleet vehicles.
- Requires a minimum of 15% of the infrastructure budget to serve transit agencies.
- Requires a maximum of 10% of the infrastructure budget to serve forklifts.
- Requires a minimum of 25% of the infrastructure budget to serve vehicles operating at ports and warehouses.
- Requires SCE to spend a minimum of 40% of its program budget in DACs.
- Requires SCE to offer rebates of up to 50% of the cost of the EVSE for sites in DACs and sites that support electric transit and school buses.

For SCE’s Commercial Rate Proposal:

- Authorizes SCE to establish three new, time-of-use rates for commercial customers with electric vehicles under which, for the first five years the rates are available, they would not include a demand charge, and costs would instead be recovered through a volumetric energy charge.
- Allows SCE to update its definition of “electric vehicle” for the purposes of rate eligibility to include all forms of transportation electrification described in SB 350.
- No incremental funding will be incurred associated with this rate.

Across all programs, the Decision maintains the utilities’ Program Advisory Councils which are consulted throughout program implementation. Furthermore, all utilities are directed to meet specific data collection and reporting requirements and must set aside 4% of the budget costs for an independent evaluation of the programs to begin in 2021.

Table 1: Summary of Proposed Funding Approval for Authorized Standard Review Projects

Standard Review Project	Capital	Expense	Total
San Diego Gas & Electric Company			
Residential Charging Program	\$16,230,000	\$120,675,000	\$136,905,000
Evaluation	---	\$5,476,200	\$5,476,200
Total	\$16,230,000	\$126,151,200	\$142,381,200
Southern California Edison Company			
Med/Heavy Duty Infrastructure Program	\$241,610,552	\$101,045,670	\$342,656,222
New Commercial EV Rate Design	---	---	---
Evaluation	---	\$13,706,249	\$13,706,249
Total	\$241,610,552	\$114,751,919	\$356,362,471
Pacific Gas and Electric Company			
FleetReady Program	\$177,859,849	\$58,464,812	\$236,324,660
Fast Charge Program	\$20,070,177	\$2,323,864	\$22,394,041
Evaluation	---	\$10,348,748	\$10,348,748
Total	\$197,930,026	\$71,137,424	\$269,067,449