

**Summary of Approved SB 350 Transportation Electrification Priority Review Projects for
SDG&E, SCE, and PG&E**

On January 11, 2018, the Commission approved decision (D.) [18-01-024](#) authorizing San Diego Gas & Electric, Southern California Edison, and Pacific Gas and Electric to collectively spend up to \$42.8 million on 15 pilot projects aimed at helping the state meet its goals to accelerate transportation electrification, improve air quality, and reduce greenhouse gas emissions. Summaries of individual projects are provided below.

Table 1: Funding Approved for SDG&E, SCE, and PG&E Priority Review Projects

Priority Review Project	Capital	Expense	Total
San Diego Gas & Electric Company			
Airport Ground Support Equipment	\$2,405,598	\$434,140	\$2,839,738
Electrify Local Highways	\$3,309,212	\$690,788	\$4,000,000
Port Electrification	\$1,840,575	\$565,000	\$2,405,575
Fleet Delivery Services	\$3,231,963	\$458,786	\$3,690,749
Green Shuttle Priority Review Project	\$2,338,887	\$818,918	\$3,157,805
Dealership Incentives		\$1,790,000	\$1,790,000
Evaluation		\$715,355	\$715,355
Total	\$13,126,235	\$5,472,987	\$18,599,222
Southern California Edison Company			
Residential Make-Ready Rebate Pilot	\$79,000	\$3,920,000	\$3,999,000
Urban DCFC Clusters Pilot	\$3,788,000	\$192,000	\$3,980,000
Electric Transit Bus Make-Ready Program	\$2,731,000	\$1,247,000	\$3,978,000
Port of Long Beach Rubber Tire Gantry Crane	\$3,038,000		\$3,038,000
Port of Long Beach Terminal Yard Tractor	\$450,000		\$450,000
Evaluation		\$617,800	\$617,800
Total	\$10,086,000	\$5,976,800	\$16,062,800
Pacific Gas and Electric Company			
Medium/Heavy Duty Fleet Customer Demonstration	\$1,730,000	\$1,625,000	\$3,355,000
Electric School Bus Renewables Integration	\$507,200	\$1,702,300	\$2,209,500
Idle Reduction Technology	\$874,400	\$845,000	\$1,719,400
Home EV Charger Information Resource Project		\$500,000	\$500,000
Evaluation		\$311,356	\$311,356
Total	\$3,111,600	\$4,983,656	\$8,095,256

San Diego Gas & Electric

Airport Ground Support Equipment. SDG&E will support the expansion of electric ground support equipment at the San Diego Airport, which is adjacent to a disadvantaged community. In the first phase of the pilot, SDG&E will upgrade and own any existing EVSE that needs retrofitting and assess the existing fleet's charging behavior and duty cycles. SDG&E will use this data to develop a load management plan for the existing fleet that better aligns with grid conditions, integrates the onsite solar power, and assesses opportunities for further electrification of equipment at the airport. SDG&E will work with the airport to identify tenants that are willing to own and operate any new EVSE. If, based on the first phase results a need for additional charging infrastructure at the airport is identified, then SDG&E may file a plan for phase 2 of the pilot.

Electrify Local Highways. SDG&E will partner with the California Department of Transportation (Caltrans) to install, own, and maintain 20 Level 2 charging stations and two DC Fast Chargers at each of four Park-and-Ride locations. The 88 charging stations will provide time-of-use rates. The locations are in or adjacent to disadvantaged communities.

Port Electrification. SDG&E will install and own approximately 30 EVSE and supporting infrastructure at the San Diego Unified Port to support charging for medium- and heavy-duty vehicles and forklifts. The majority of this project is located in a disadvantaged community.

Fleet Delivery Services. SDG&E will partner with local delivery service businesses to support the electrification of their fleet delivery vehicles by installing, owning, operating, and maintaining the electric charging infrastructure for up to 90 new medium-duty electric delivery vehicles. One fleet will likely be UPS, and the other fleet(s) will be diverse or locally-owned businesses.

Green Shuttle. SDG&E will work with one or more shuttle companies to help electrify their fleets. SDG&E will install, own, operate, and maintain Level 2 and/or DC fast charging stations in a configuration that is appropriate for the charging needs of the shuttle companies. SDG&E may also install solar and storage at one project location. SDG&E will work with the participating shuttle companies to determine if additional EV drivers, such as taxi, vanpool, or transportation network company drivers, can utilize the same charging infrastructure. SDG&E may offer its new Public Grid-Integrated Rate at the charging stations it owns.

Dealership Incentives. SDG&E's will provide education and training to car dealerships and their sales teams. Once a salesperson passes the training, they can begin receiving incentives for the sale of EVs. For each new EV leased or sold where the driver signs up for one of SDG&E's electric vehicle rates, the dealership and salesperson will each receive \$250.

Southern California Edison

Residential Make-Ready Rebate. Up to 5,000 residential customers will receive a rebate to help offset the cost of hiring a licensed electrician to install make-ready infrastructure and permitting fees to support Level 2 charging at home. SCE will establish a set rebate amount for two tiers: (1) customers that enroll in a whole house time-of-use tariff, and (2) customers that separately meter their EV usage and enroll in SCE's separately-metered EV tariff. The rebate is limited to customers who purchased or

leased an EV within 6 months of applying and remain on the tariff for at least 2 years. SCE will reserve 50% of the rebate funds for customers living in disadvantaged communities.

Urban DCFC Clusters. SCE will deploy the make-ready infrastructure for five DCFC sites in urban areas in or adjacent to disadvantaged communities. Each site will have up to five dual-port charging stations, resulting in a total of up to 50 new DCFC ports that could serve residential customers who do not have access to charging at home. The site hosts will own the EVSE, take service on an SCE time-of-use rate, and participate in any applicable demand response programs. SCE will work with the site host to develop a load management plan and ensure charging rates are not cost-prohibitive.

Electric Transit Bus Make-Ready. SCE will deploy make-ready infrastructure at bus depots and along bus routes to serve electric commuter buses operating in SCE's service territory. SCE will also provide a rebate to participating customers to cover the cost of the charging equipment and installation. SCE will maximize the electric transit bus routes it supports in disadvantaged communities.

Port of Long Beach Gantry Crane. SCE will deploy make-ready infrastructure to serve nine cranes at the Port of Long Beach. The cranes will be grid-tied and do not require EVSE. Communities surrounding the port are disadvantaged communities.

Port of Long Beach ITS Terminal Yard Tractor. SCE will deploy make-ready infrastructure to support 24 EVSE for electric yard tractors at Port of Long Beach. Communities surrounding the port are disadvantaged communities. The two SCE projects at the Port of Long Beach are part of the port's broader electrification plans, which it has received additional sources of funding to support.

Pacific Gas and Electric

Medium- or Heavy-Duty Fleet Customer Demonstration. PG&E will partner with one fleet customer to demonstrate a lower total cost of ownership for an electric fleet and produce a handbook of lessons learned. PG&E will deploy make-ready infrastructure, offer a rebate for the EVSE, and provide technical assistance to one fleet. The fleet should be located in a disadvantaged community.

Electric School Bus Renewables Integration. PG&E will deploy make-ready infrastructure to serve two to five school buses. PG&E will explore opportunities to manage the charging of the buses so they charge during times with excess renewable energy mid-day. Charging incentives could include participation in a demand response program, or some other mechanism. This project will be deployed in a school district that primarily serves one or more disadvantaged communities.

Idle Reduction Technology. PG&E will demonstrate idle-reduction technologies for truck stop electrification or transport refrigeration units in a disadvantaged community. PG&E must first develop a more detailed implementation plan for this project and submit it to the CPUC for approval. The plan should identify truck stops and fleet operators that PG&E intends to work with, discuss data collection efforts that will help with rate design for idle reduction technologies, and provide more information and analysis regarding which idle reduction technologies PG&E will support.

Home EV Charger Information Resource. PG&E will enhance the EV information it provides on its website, including checklists to help customers know what to look for when searching for charging stations or contractors to install them. Information should also be translated into other languages PG&E customers speak.