ZERO EMISSION VEHICLES – FACT SHEET

CPUC Actions to Support Adoption

2018

What are the CPUC's Zero Emission Vehicle Activities?

The CPUC supports the state's transition to zero emission vehicles (ZEVs)[1] within our purview as regulators of the state's electric investor-owned utilities (IOUs) – Pacific Gas and Electric (PG&E), Southern California Edison (SCE), San Diego Gas & Electric (SDG&E), Liberty Utilities, PacifiCorp, and Bear Valley Electric Service. CPUC's activities fall into several categories, with many programs targeting Disadvantaged Communities (DAC).

Key Program and Policy Details

The CPUC has approved more than $970 million in programs supporting the deployment of deploy infrastructure to support electric vehicle (EV) charging, and is currently reviewing proposals for more than $780 million more in similar programs.

The passage of SB 350 (de Leon, 2015) directed the CPUC to work with the Energy Commission and the Air Resources Board to direct the electric IOUs to develop proposals to accelerate widespread transportation electrification (TE). Much of the CPUC's current ZEV work is focused around SB 350 implementation. SB 350 includes a legislative finding that "widespread transportation electrification requires increased access for disadvantaged communities" and that the utilities TE programs should "promote overall benefits" to those communities.

- PG&E, SCE, and SDG&E are currently implementing pilot programs to install infrastructure to support EV charging at multi-unit dwellings, workplaces, and public interest destinations. The three utility pilots will install the infrastructure to support up to 12,500 charging stations with a total combined budget of $197 million. At least 10 percent of the funding in each program is allocated to charging stations located in DACs.

[1] Zero-emission vehicles include hydrogen fuel cell electric vehicles and plug-in electric vehicles, which include both pure battery electric vehicles and plug-in hybrid electric vehicles.

- PG&E, SCE, and SDG&E are currently implementing pilot programs aimed at evaluating the effectiveness of utility investments in a variety of transportation sectors. The IOUs were directed to spend a majority of the $42 million investment in these pilot programs at sites in DACs, and many of the programs are focused on electrifying medium- and heavy-duty vehicles, which often drive through DACs.
- PG&E and SCE are implementing programs to support the widespread electrification of the medium- and heavy-duty vehicle sectors operating in their service territories. SCE is required to spend at least 40 percent of its $343 million budget in DACs and PG&E is required to spend at least 25 percent of its $236 million budget in DACs.
- The CPUC is also considering proposals from the smaller IOUs related to EV infrastructure deployment, a secondary application from SDG&E to support medium- and heavy-duty transportation electrification, an application from SCE to expand its light-duty pilot program, and applications from PG&E, SCE, SDG&E, and Liberty for pilot programs at school facilities and state parks and state beaches filed under AB 1082 and AB 1083[2].

Rates

The CPUC has approved time-of-use energy rates for residential customers of PG&E, SCE, SDG&E and Liberty Utilities that drive EVs and charge at home, and SCE and Liberty have commercial EV rates. The rates encourage drivers to charge during periods that are most beneficial to the grid, and are designed to lower the cost of fueling if customers charge during off-peak hours.

Rebates

PG&E, SCE, and SDG&E provide rebates to EV drivers through the state's Low Carbon Fuel Standard (LCFS).[3] EV drivers generate LCFS credits by using low-carbon fuel (electricity), and the utilities receive credits on behalf of their customers. The utilities sell the credits and use the revenues to provide rebates to their residential customers that drive an EV, effectively lowering a driver's cost to purchase the EV.

[2] AB 1082 (Burke, 2017) authorized IOUs to propose pilot programs to install EV charging infrastructure at school facilities. AB 1083 (Burke, 2017) authorized the IOUs to propose pilot programs to install, own, and operate EV charging infrastructure at California state parks and state beaches.

[3] Additional information on the CPUC's implementation of Low Carbon Fuel Standard rebates is available here: http://www.cpuc.ca.gov/zev/#Rebates.