

California Public Utilities Commission (CPUC)

Vehicles	Infrastr.	End Users	Workforce	Objectives
				Transportation Electrification Framework (TEF). Provide strategic guidance and direction for investor-owned utility transportation electrification (TE) investments
				Infrastructure Deployment. Ensure equitable deployment of TE charging infrastructure, at just and reasonable rates for IOU ratepayers.
				AB 841 Implementation. Adopt process to comply with AB 841 common costs rules / EVITP requirement / underserved communities requirement
				Vehicle to Grid Integration (VGI): Develop strategy to enable VGI
				Low Carbon Fuel Standard (LCFS) Holdback Funds. Oversee implementation of LCFS Holdback fund programs
				PEV Submetering Protocol. Adopt a PEV Submetering Protocol.
				EV Electric Rates. Develop EV charging rates that facilitate widespread access to transportation electrification for IOU ratepayers.

1. **Transportation Electrification Framework (TEF).** Provide strategic guidance and direction for investor-owned utility transportation electrification (TE) investments

Key collaborators: all stakeholders.

Key results & actions:

- a. By June 30, 2021, issue first decision directing the utilities to file near-term priority programs to in part, focus on bridging the EV charging infrastructure equity gap. [Decision \(D.\) 21-07-028](#) was approved on July 15, 2021. The Decision identified five near-term transportation electrification priorities that the electric utilities should prioritize while the CPUC continues to develop a framework for the utilities long-term TE planning process. The Decision created a process to streamline the review of program proposals that will target the near-term priority areas. Finally, Decision adopted Equity, Environmental Justice, and Workforce Development requirements that the utilities must address in their near-term priority program proposals.

- b. By December 31, 2021, issue a subsequent decision or decisions adopting a framework for determining and evaluating electric utility TE investment strategies.
Energy Division staff is still developing the subsequent decision(s) and is aiming for an update in Q2 2022.
- c. By December 31, 2021, finalize a Transportation Electrification Scorecard to include in a TEF decision that will identify metrics and targets each electric utility will work towards achieving.
N/A. This is pending further guidance within a larger TEF decision.
- d. On an ongoing basis, coordinate with electric utilities to initiate the development of their long-term Transportation Electrification Plans (TEP).
N/A. This is pending the development and approval of a larger TEF decision.

2. **Infrastructure Deployment.** Ensure the equitable deployment of TE charging infrastructure , at just and reasonable rates for IOU ratepayers.

Key collaborators: Electric Utilities, CARB, CEC, CWDB.

Key results & actions:

- a. Issue a final decision on San Diego Gas & Electric's Power Your Drive Extension by March 13, 2021. Program approved via [D.21-04-014](#) on April 15, 2021
 - b. Review electric utility compliance filings to finalize implementation of Southern California Edison's Charge Ready 2 and San Diego Gas & Electric's Power Your Drive Extension start up efforts. (Ongoing) Ongoing.
 - c. Oversee the implementation of authorized electric utility TE programs to ensure they meet the authorized cost, infrastructure deployment, and equity targets, throughout 2021. Ongoing
 - d. Review program and pilot evaluation reports. Ongoing
3. **AB 841 Implementation.** Adopt processes to comply with AB 841 common costs rules / EVITP requirement / underserved communities requirement

Key collaborators: Electric Utilities, CARB, CEC, CWDB,

Key results & actions:

- a. Approve new electric utility rules/tariffs for utility-side costs associated with EV charging, which are required to prioritize equity communities, by June 30, 2021; [Resolutions E-5167](#) and [E-5168](#) approved on October 7, 2021. Resolutions approved the electric utilities' new EV Infrastructure Rules.
- b. Direct electric utilities to make permanent the Common Treatment for Excess Charging policy, the residential customer cost exemption for Electric Rules 15 and 16, by August, 2021. Decision approved via [D.21-12-033](#) on December 21, 2021.
- c. Co-host a public workshop with the CEC to discuss the EVITP curriculum by May 1, 2021. Ensure electric utility TE programs comply with EVITP requirements by December 31, 2021. Workshop held on April 16, 2021.

- d. Ensure all new electric utility TE efforts have a minimum of 35% of investments underserved communities (*Ongoing*) *Near Term Priorities Decision (D.21-07-028), approved on July 15, 2021, requires all future utility applications to install EV charging infrastructure cite at least 50% of the investments in underserved communities.*
4. **Vehicle-to-Grid (VGI):** Oversee the implementation of SB 676 (Bradford, 2019) and the utilities' implementation for near-term VGI policy actions and other VGI strategies.

Key collaborators: Electric Utilities, CARB, CEC, CAISO, CCAs, non-Government Organizations, Local and Regional Governments

Key results & actions:

- a. The IOUs may request approval to access funds to implement VGI pilots by July 2021. Energy Division will review compliance filing and finalize a resolution approving, approving with modifications, or rejecting the utilities' proposals by December 2021. *Request under review*
 - b. The IOUs will request approval to access funding for VGI emerging technology programs by May 2021. Energy Division will draft a resolution or resolutions approving, approving with modifications, or rejecting the IOUs' proposals by December 2021. *Request under review*
 - c. Review the utilities proposed template for reporting VGI-related metrics by April 2021. *VGI reporting template completed. First interim VGI reports filed by IOUs are available on the R.18-12-006 docket ([PG&E's report](#); [SCE's Report](#); [SDG&E's report](#)). IOUs are expected to file the first full VGI report in March 2022.*
 - d. Oversee the utilities preparation of a stocktake of VGI pilots by February 2021. *IOUs filed VGI pilot stocktake by February deadline.*
 - e. Host a workshop to discuss how to develop criteria for when ALM could provide benefits to ratepayers by January 2021. Coordinate with utilities to develop workshops discussing VGI pilots, VGI reporting, and EV participation in Demand Response programs by March 2021. *Workshops completed by March 2021 deadline.*
5. **Low Carbon Fuel Standard (LCFS) Holdback Funds.** Oversee implementation of electric utilities' LCFS Holdback fund programs.

Key collaborators: CARB, electric utilities

Key results & actions:

- a. Review and issue a resolution approving, modifying and approving, or denying the electric utility LCFS Holdback Fund program proposals focused on TE equity and TE resiliency by September 2021. *ED staff expects to complete review of the utilities LCFS Holdback Fund proposals by January 2022.*

6. **PEV Submetering Protocol.** Adopt a PEV Submetering Protocol to allow EV drivers access to EV specific TOU rates without installing a separate utility revenue-grade meter.

Key collaborators: Electric Utilities, CEC, CAISO, California Dept. of Food and Agriculture, Division of Measurement Standards,

- a. Issue a decision to adopt a PEV Submetering Protocol by August 2021. **Decision expected Q1 2022.**
 - b. Coordinate with the electric utilities to start the develop of PEV Submetering programs by December 31, 2021 **Pending Decision adoption.**
7. **EV Electric Rates:** Develop EV charging rates that facilitate widespread access to transportation electrification for IOU ratepayers.

Key collaborators: Grid Operators, Electricity Providers, and Vehicle Manufacturers and Supply Chain

Key results & actions:

- a. Issue a decision for PG&E's Commercial EV dynamic rate proposal by October 2021. **Rate approved via [D.21-11-017](#) on November 18, 2021.**
- b. Review SDG&E's Commercial EV rate compliance filings. **Ongoing**
- c. Continue overseeing the implementation of PG&E's and SCE's EV commercial rates. **Ongoing**

Stakeholder tables included for reference:

California ZEV Market Development - Stakeholders/Partners	
California Legislature and Governor's Office	California State Agencies (see Table 2)
Local and Regional Government <ul style="list-style-type: none"> • Air Districts • City/County Government • Metropolitan Planning Organizations • Regional Transportation Planning Agencies 	Federal and Tribal Governments <ul style="list-style-type: none"> • Federal Government Agencies and National Labs • Tribal Governments
Vehicle Manufacturers and Supply Chain <ul style="list-style-type: none"> • Dealerships (and dealership groups; direct sales) • Light-Duty Manufacturers • Medium- and Heavy-Duty Manufacturers • New Market Entrants • Off-Road Vehicles and Equipment Manufacturers • Suppliers 	Grid Operators, Electricity and Hydrogen Providers <ul style="list-style-type: none"> • Balancing Authorities • Community Choice Aggregators • Electric Utilities, Load-Serving Entities • Electric Vehicle Charging Station Providers and Installers • Gas Utilities • Hydrogen Producers • Hydrogen Station Developers and Operators • Registered Service Agencies
Fleets (public and private)	Non-Governmental Organizations <ul style="list-style-type: none"> • Codes and Standards Bodies • Collaboratives • Community-Based NGOs • Environmental NGOs • Equity NGOs • Trade Associations
Investors/Financing Institutions	Organized Labor
Academia <ul style="list-style-type: none"> • Community Colleges • Universities 	International Relationships