

California Public Utilities Commission (CPUC)

CPUC oversees investor-owned utility investments in ZEV infrastructure and the development and affordability of rates, rebates, and other ZEV customer-facing programs with a focus on accelerating the ZEV market and maximizing ratepayer benefits.

Equity: Investment in and incentives for priority communities, encourage broad employment opportunities, pursue affordable rates for fueling, minimize and equitably distribute costs for ZEV infrastructure.

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 electric utility transportation electrification (TE) investments

Key collaborators: all stakeholders.

Key results & actions:

- a. Issue decision adopting a framework for directing electric utility TE investments by end of Q1, 2022.

- b. Continue coordination with electric utilities and other state agencies to integrate TE into electrical system planning.
2. **Infrastructure Deployment.** Equitably deploy TE charging infrastructure, while ensuring just and reasonable rates for electric utility ratepayers.

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

Key results & actions:

- a. Issue a final decision on Pacific Gas & Electric's Electric Vehicle Charge 2 application¹ by December 31, 2022.
 - b. Review and approve electric utility Near-Term Transportation Electrification Priority Advice Letters² by Q3 2022. Near Term Priority proposal are required to prioritize equity communities.
 - c. 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*)
 - d. Oversee the implementation of authorized electric utility TE programs to ensure they meet the authorized cost, infrastructure deployment, and equity targets, throughout 2022.
 - e. 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. Review and approve the electric utilities' advice letters to modify their EV Infrastructure Rules³ by Q1 2022.
 - b. Oversee the implementation of the electric utilities EV Infrastructure Rules, which are expected to launch by April, 2022;
 - c. Co-host a public workshop with the electric utilities to discuss service energization timing for EV charging by April, 2022.
 - d. Ensure electric utility TE programs comply with EVITP requirements (*Ongoing*).
 - e. Ensure all new electric utility TE efforts have a minimum of 35%⁴ of investments underserved communities (*Ongoing*)
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.

¹ A.21-10-010

² Electric utilities expected to file Near-Term Priority Advice Letters in Q1 2022.

³ Approved in Resolutions E-5167 and E-5168

⁴ D.21-07-045 requires all electric utility transportation electrification programs have a 50% minimum underserved communities investment target.

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

Key results & actions:

- a. PG&E and SCE have requested approval for funding to implement a total of seven VGI pilots. Energy Division will issue for public comment draft resolutions the utilities' proposals by Q2 2022.
- b. The IOUs requested approval to fund a VGI emerging technology program. Energy Division will draft a resolution on the IOUs' proposals by Q3 2022.
- c. CPUC Energy Division staff will review the electric utility and CCA first annual VGI-related reports due March 2022.
- d. CPUC Energy Division staff is considering additional guidance on automatic load management in IOU transportation electrification programs.

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 approve the electric utility LCFS Holdback Fund program proposals focused on TE equity and TE resiliency by Q1 2022.

6. **PEV Submetering Protocol.** Adopt a PEV Submetering Protocol to allow EV drivers access to access 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, CPUC's TE proceeding stakeholders

- a. Issue a decision to adopt a PEV Submetering Protocol by Q3 2022.
- b. Coordinate with the electric utilities to start offering PEV Submetering options to customers (*Ongoing*)

7. **EV Electric Rates:** Develop EV charging rates that facilitate widespread access to transportation electrification for IOU ratepayers.

Key collaborators: Grid Operators, Electricity Providers, Vehicle Manufacturers and Supply Chain, CPUC's TE proceeding stakeholders

Key results & actions:

- a. Review PG&E's and SDG&E's Commercial EV dynamic rate proposal. (*Ongoing through 2022*)

2022

- b. Continue overseeing the implementation of PG&E's, SCE's, and SDG&E'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