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BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

In the Matter of the Application of Pacific Gas and Electric Company for Approval of its Electric Vehicle Infrastructure and Education Program (U39E).

Application No. 15-02-009
(Filed February 9, 2015)

NOTICE OF EX PARTE COMMUNICATION

Pursuant to Rule 8.4 of the Commission's Rules of Practice and Procedure, The Utility Reform Network (TURN) hereby gives notice of the following *ex parte* communication.

On June 27, 2016, at approximately 3:15 p.m., Elise Torres, staff attorney with TURN, and Eric Borden, energy analyst with TURN, met with Jennifer Kalafut, advisor to Commissioner Peterman. Marcel Hawiger, staff attorney with TURN, participated in the meeting by telephone. The *ex parte* communication was initiated by request of Ms. Torres. The meeting lasted approximately 30 minutes and took place at the Commission offices in San Francisco. Ms. Torres and Mr. Borden discussed TURN's concerns with the proposed settlement and Ms. Torres distributed a handout and discussed the points in the handout. The handout is included as an attachment to this *ex parte* notice.

To obtain a copy of this notice, please contact Richard Perez at (415) 929-8876 ex. 305.

June 29, 2016

THE UTILITY REFORM NETWORK

By: _____ /s/
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A.15-02-009

PG&E ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM

The Commission Should Adopt the Compliant Proposal with the Following Modifications

1. Utilize dual port L2 charging stations proposed in the settlement: 4000-5000 L2 ports
2. Include L1 as an option for customers to choose from:
 - L1 works well for long-dwell time/overnight charging
 - Infrastructure is less costly than L2
 - Less risk of adverse grid impacts
3. Reduce the number of DCFC to 10
 - Sufficient for data collection needs and to test PG&E's infrastructure and installation assumptions
 - CEC (recently issued two \$10 million grants for DCFCs) and NRG, pursuant to CPUC settlement, is deploying many DCFCs in the service territory (200 total in CA)
4. Adopt a meaningful participation payment: 20% of EVSE cost is too low for workplaces, results in ~97% ratepayer subsidy (under Settlement, site hosts pay approx. \$300 per port vs. total cost of approx. \$11,000/ port)
 - Use increasing participation payments as program roll out continues or if the Commission adopts a make-ready stub approach, then utilize declining rebates
 - Encourages early adoption
 - Enables a test of participants willingness to pay
 - Reject the Settlement's proposed broad and ambiguous participation payment waiver categories - school districts, government agencies, or non-profits
5. Adopt a 50% multi-unit dwelling minimum deployment requirement
6. Reject PG&E's bridge funding request
 - TURN's testimony and the settlement indicate that PG&E can do the compliant program for less than \$87 million but TURN is comfortable with the proposed compliant budget if leftover funds are used for the bridge year
7. Modify the Disadvantaged Communities Proposal: Eliminate participation payment waiver for workplaces
 - Adopt TURN's proposal to use LCFS funds for a \$3,000 upfront rebate

- Addresses primary barrier to low-income EV adoption & does not increase ratepayer costs. Unique to the pilot proposals.
- 2016 funds for the Clean Vehicle Rebate Project are currently exhausted