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CPUC APPROVAL OF UTILITY PROJECTS KEEPS CALIFORNIA AT FOREFRONT OF TRANSPORTATION ELECTRIFICATION

SAN FRANCISCO, May 31, 2018 – The California Public Utilities Commission (CPUC) today continued its work to help ensure California meets its clean air and greenhouse gas reduction goals for 2030 and beyond by approving \$738 million in transportation electrification projects for the state’s electric utilities. This decision keeps California at the forefront of the nation in investment in transportation electrification infrastructure.

In order to help speed the transition to electrified transportation for consumers, reduce greenhouse gas emissions, and meet clean air goals, the CPUC authorized the state’s utilities to implement the following over approximately five-years:

- San Diego Gas & Electric’s (SDG&E) Residential Charging Program (\$137 million): SDG&E will provide rebates to residential customers to install up to 60,000 Level 2 charging stations at home.
- SDG&E’s Residential Grid Integrated Rate (no incremental costs): SDG&E will offer customers participating in the Residential Charging Program the option to enroll in an EV-only rate that varies hourly based on day-ahead forecasts of grid conditions.
- Pacific Gas and Electric Company’s (PG&E) Direct Current Fast Charging Make-Ready Program (\$22 million): PG&E will install the make-ready infrastructure at approximately 52 sites that will support approximately 234 fast charging stations.
- PG&E’s FleetReady Program (\$236 million): PG&E will install the make-ready infrastructure at a minimum of 700 sites to support the electrification of at least 6,500 medium- or heavy-duty vehicles.



- Southern California Edison’s (SCE) Medium- and Heavy-Duty Infrastructure Program (\$343 million): SCE will install the make-ready infrastructure at a minimum of 870 sites to support the electrification of at least 8,490 medium- or heavy-duty vehicles.
- SCE’s Commercial Electric Vehicle Rate Design (no incremental costs): SCE will establish three new time-of-use rates for commercial customers with electric vehicles.

“The only way to get to a largely carbon-free California is by substantially electrifying the state’s vast transportation system,” said Commissioner Carla J. Peterman, who is assigned to the transportation electrification proceeding. “The decision made today aims to balance costs with benefits for all ratepayers, considers impacts on competition, and directs significant portions of the utility programs to disadvantaged communities often hit hardest by traffic and air pollution. If we’re successful with this and other electrification efforts already underway, much of the nation will likely follow California’s lead, and together we will make a difference in the fight against climate change.”

The budget for these projects is approximately \$738 million, with a further \$29.5 million for program evaluation. Each of the four investment programs has a requirement to target a certain percentage of its investment in disadvantaged communities.

Said Commissioner Martha Guzman Aceves, “We will work hard to ensure that the \$738 million in ratepayer investments benefit California’s most polluted communities and energizes the transformation of our transportation systems.”

“This action by the CPUC makes California’s investor-owned utilities full partners in accelerating the drive to a zero emission transportation future,” said California Air Resources Board Chair Mary D. Nichols. “As the network of residential, workplace, and public electric vehicle charging stations expands, more communities will be able to enjoy the pleasures of driving plug-in electric vehicles.”

In 2016, the CPUC directed the investor-owned utilities to submit applications proposing projects aimed at accelerating transportation electrification across all sectors, from light-duty passenger cars to medium- and heavy-duty fleet, transit, and freight vehicles. PG&E, SCE, and SDG&E proposed the large-scale programs approved today, initially requesting approximately \$1 billion to implement. Today’s decision modifies some aspects of each approved program, including the budgets. The



decision was based on a robust public process that included 11 days of Evidentiary Hearings and four Commissioner-led community workshops throughout the state.

Senate Bill 350 sets forth 2030 greenhouse gas reduction targets to be achieved through a variety of measures, including widespread transportation electrification.

The proposal voted on is available at

<http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M215/K380/215380424.PDF>.

The CPUC regulates services and utilities, safeguards the environment, and assures Californians' access to safe and reliable utility infrastructure and services. For more information on the CPUC, please visit www.cpuc.ca.gov.

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