

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

ENERGY DIVISION

AGENDA ID: 16994
RESOLUTION E-4966
November 29, 2018

R E S O L U T I O N

Resolution E -4966. Summary of Pacific Gas and Electric Company's SB 350 Standard Review Medium- and Heavy-Duty Vehicle Charging Infrastructure Program Budget Authorized Pursuant to Decision 18-05-040.

PROPOSED OUTCOME:

- This Resolution approves Pacific Gas and Electric Company's (PG&E) Tier 3 Advice Letter 5369-E which provides a summary aligning its "FleetReady" medium- and heavy-duty electric vehicle charging infrastructure program with the budget authorized in D.18-05-040.

SAFETY CONSIDERATIONS:

- There is no impact on Safety associated with this resolution.

ESTIMATED COST:

- This resolution does not authorize any new costs. PG&E will recover the full program cost of \$269,067,449 authorized in D.18-05-040 through distribution rates.

By Advice Letter 5369-E, Filed on August 31, 2018.

SUMMARY

This Resolution approves PG&E's implementation plan and budget for its medium- and heavy-duty electric vehicle charging infrastructure program, "FleetReady," as described in AL 5369-E, which aligns with the authorized program budget approved in D.18-05-040.

BACKGROUND

On January 20, 2017, PG&E filed Application (A.)17-01-022 seeking approval of several proposed transportation electrification infrastructure programs, including its FleetReady program which aims to support the electrification of medium- and heavy-duty vehicles. As proposed, PG&E estimated its FleetReady program would cost \$210.8 million to install charging infrastructure at approximately 700 sites.¹

On June 6, 2018, the Commission issued Decision (D.)18-05-040 approving PG&E's FleetReady program with modifications that included a \$25.5 million adjustment to the program budget. PG&E's spending of the \$236.3 million in FleetReady program costs authorized by D.18-05-040 will be considered per se reasonable if PG&E meets the criteria adopted in the Ordering Paragraph (OP) 31 of the Decision:

1. A minimum of 700 sites must be fully contracted by 2024 supporting a minimum of 6,500 medium- and heavy-duty electric vehicles directly attributable to the program achieved by site hosts adopting at least two electric vehicles
2. A minimum of 15 percent of the infrastructure budget must be spend on sites that support electric transit buses
3. No more than 10 percent of the infrastructure budget may be spent on sites that support electric forklifts
4. At least 25 percent of the program infrastructure budget must be spent at sites in Disadvantaged Communities.²

On August 31, 2018, PG&E filed AL 5369-E describing its implementation plan for its FleetReady program in alignment with the program budget authorized in D.18-05-040, pursuant to OP 30 with the modifications prescribed in OP 31. OP 35 authorizes PG&E to spend up to \$31 million on rebates for electric vehicle charging stations. The rebate amounts should be developed in cooperation with PG&E's Program Advisory Council³ and should be made available for sites in disadvantaged communities and sites that support transit or school buses.

¹ Exhibit PG&E-1 in A.17-01-020 et al., at page 3-45.

² Disadvantaged communities are defined as those that are within the top quartile of the state's census tracts as defined by the CalEnviroScreen criteria. More information about CalEnviroScreen is available at <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>.

³ The program advisory council was created to provide PG&E with stakeholder guidance during its implementation of its EV Charge Network Program authorized in D.16-12-065, and was expanded in D.18-01-024 and D.18-05-040 to provide ongoing implementation guidance to PG&E regarding all of its transportation electrification programs.

PG&E’s proposed FleetReady program budget included a 35 percent contingency and more than \$39 million in program management costs. D.18-05-040 reduced PG&E’s contingency and program management budgets to 10 percent of the program’s authorized infrastructure budget of \$148.5 million.

D.18-05-040 also set the marketing, education, and outreach budget for FleetReady at 4 percent of the program’s authorized infrastructure budget. Table 2 (replicated below) in AL 5369-E accurately reflects the budget modifications adopted by the Commission in D.18-05-040.

Table 2. Summary of Budget Modifications for PG&E's FleetReady Program

Category	Proposed budget	Approved budget modifications	Final Amount
Infrastructure	\$112,018,530	Allocated 15% of infrastructure budget for transit agencies; Allocated maximum of 10% of infrastructure budget for forklifts. 25% of infrastructure budget will serve sites in Disadvantaged Communities.	\$148,546,450
Program Management	\$33,542,757	Set to 10% of infrastructure budget	\$14,854,645
Other Costs	\$179,694	Removed budget for site host application portal enhancements	
Contingency	\$39,206,485	Set to 10% of infrastructure budget	\$14,854,645
Education	\$9,881,663	Set to 4% of infrastructure budget	\$5,941,858
Rebates	\$16,000,000	Increase of 326% to serve transit and school bus customers and sites in disadvantaged communities.	\$52,127,063
Total	\$210,829,130	Overall increase of 12%	\$236,324,660

PG&E states that it will begin formal program implementation in 2019, and ramp down program operations at the end of the five-year period authorized in D.18-05-040.

The costs associated with PG&E’s FleetReady program will be recorded in its Transportation Electrification Balancing Account (TEBA) as created in

compliance with OP 30 of D.18-01-024. PG&E modified the TEBA to record its FleetReady program costs in compliance with D.18-05-040 OP 48 through AL 5309-E, which was approved on June 15, 2018.

NOTICE

PG&E states that a copy of the Advice Letter was mailed and distributed in accordance with Section 4 of General Order 96-B. Notice of AL 5369-E was made electronically and by US Mail to the service lists of A.17-01-022 and R.13-11-007.

PROTESTS

Advice Letter 5369-E was not protested.

DISCUSSION

Energy Division has reviewed PG&E's proposed budget and implementation plan described in AL 5369-E and finds it meets the requirements established in D.18-05-040 OP 30 and aligns with the FleetReady program modifications adopted by the Commission.

COMMENTS

This is an uncontested matter in which the resolution grants the relief requested. Accordingly, pursuant to PU Code 311(g)(2), the otherwise applicable 30-day period for public review and comment is being waived.

FINDINGS

1. Ordering Paragraph 30 of D.18-05-040 directed Pacific Gas and Electric Company to file an implementation Advice Letter aligning its FleetReady program with the budget parameters and program modifications adopted by the Commission.
2. On August 31, 2018, Pacific Gas and Electric Company filed AL 5369-E describing its implementation plan to align its FleetReady program budget with the modifications adopted in Ordering Paragraphs 31 and 35 of D.18-05-040.
3. The budget modifications described in Table 2 of AL 5369-E meet the requirements established in Ordering Paragraph 30 of D.18-05-040.

THEREFORE IT IS ORDERED THAT:

1. The request of the Pacific Gas and Electric Company to implement its FleetReady program with the modified budget authorized in D.18-05-040 as requested in Advice Letter 5369-E is approved.

This Resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed and adopted at a conference of the Public Utilities Commission of the State of California held on November 29, 2018; the following Commissioners voting favorably thereon:

ALICE STEBBINS
Executive Director