

Pacific Gas and Electric Company Vehicle Grid Integration (VGI) Pilot 2- Commercial Program Rules

a. Program Background

The California Public Utilities Commission (CPUC)¹ is charged with determining strategies to maximize the use of feasible and cost-effective electric vehicle grid integration (VGI). CPUC Decision 20-12-029 found that VGI pilots would help advance understanding of these strategies and scale technology necessary to advance VGI and authorized Pacific Gas and Electric Company (PG&E) to propose pilots that would “address practical barriers to VGI-enabling technologies that have already been demonstrated and develop pathways to scale implementation through existing or potential new large electrical corporation programs.”²

PG&E proposed four VGI Pilots in Advice Letter 6259-E (filed on July 15, 2021). The CPUC approved three of the VGI Pilots, with modifications, in Resolution (Res.) E-5192 and E-5358. These VGI Pilot Program Rules, as may be updated from time to time, provide the Terms and Conditions of the approved commercial pilot, incorporating the modifications and additional guidance provided in Resolution E-5192 and subsequent mandates. Participants will be provided updated documentation via email and may access an updated copy at any time on the program website at www.pge.com/vgi.

b. Vehicle-to-Everything (V2X) Commercial Pilot Description

PG&E will provide upfront and participation-based incentives to commercial customers that have leased or purchased an Eligible Electric Vehicle (Eligible EV) and installed an Eligible Bidirectional Charger (Eligible Electric Vehicle Service Equipment (EVSE)) able to submit data to PG&E to study 1) the technical capability of achieving vehicle-to-building (V2B) resiliency during grid outages and 2) customer behavior and preferences for V2B and vehicle-to-grid (V2G) participation. The data obtained from this pilot will assist PG&E in designing future programs.

c. Customer Eligibility

To be eligible for the V2X Commercial Pilot (Pilot), the Participant must:

- (1) Be a commercial customer located in PG&E’s electric service territory. Bundled service customers and unbundled service customers (i.e., commercial customers taking service from a Community Choice Aggregator) are eligible.
- (2) Have standard 3-phase electrical service.

¹ Initially capitalized terms used but not defined in these VGI Pilot Program Rules shall have the respective meanings given to them in the Participation Agreement.

² Decision 20-12-029

d. Customer Enrollment Process

Participant must:

1. Follow the steps in the [V2X Pilot Checklist](#).³
 - i. Purchase or lease (for the duration of the pilot) an EV that is on the [Eligible Products List](#) for the program.
 - ii. Purchase and install an EVSE, and any other required equipment, that is on the [Eligible Products List](#) and compatible with the participant's Eligible EV. The installation must be completed by an electrician who has been certified through the Electric Vehicle Infrastructure Training Program (EVITP).⁴
 - iii. Enroll in the Emergency Load Reduction Program (ELRP) through an Aggregator as selected by the customer.
2. Complete the [online application](#) and submit all of the following documents:
 - i. EVSE purchase receipt(s) or invoice(s)
 - ii. Receipt or paid invoice from EVSE installer
 - iii. Permit/Plan-set⁵ for EVSE installation
 - iv. [EVITP Affidavit](#) signed by the installing electrician
3. Sign the Commercial Customer Participation Agreement (Participation Agreement) and submit the online application.
4. Receive confirmation of eligibility and enrollment from PG&E.

e. Upfront Infrastructure Incentive

After successfully enrolling in the Pilot, Participant will receive a one-time incentive for each eligible charger included as installed infrastructure (Eligible EVSE)⁶ as follows:

- For Participants with 3-phase bidirectional charger(s) rated less than 50 kW, \$2,500 (or \$3,000 for customers in Disadvantaged Communities⁷).
- For Participants with 3-phase bidirectional charger(s) rated greater than or equal to 50 kW, \$4,500 (or \$5,000 for customers in Disadvantaged Communities).

Process:

- The upfront infrastructure rebate will be issued via check or ACH to the Customer of Record enrolled in the Pilot pursuant to the Participation Agreement.
- Participants will receive their rebate within 4-6 weeks of successfully enrolling in the Pilot.

f. Backup Power

Pilot will test the emergency backup use case, in which the EV and EVSE provide power to the Participant's premises during a PG&E outage. (Note: This section only applies to installations in

³ PG&E strongly recommends having an electrician assess the electrical service of the premises as a first step. This will help determine if the Participant will need additional electrical upgrades to support the installation of the selected Eligible EVSE.

⁴ A list of certified electricians is available at evitp.org.

⁵ A plan-set is the collection of drawings and documentation that details the project installation plan for local permitting requirements. This should be provided by the installer.

⁶ Customers of Record who have received an incentive from another utility or non-utility program for the total cost of their EVSE and its installation are not eligible for the Upfront Infrastructure Incentive.

⁷ As defined in AB 841. PG&E will validate this based on the Participant's address.

which the EVSE(s) installed has an integrated microgrid controller or in which a separate microgrid is part of the installation.)

1. Testing

- In the event of an *unplanned grid outage* at the Participant's premises during the pilot:
 - If the Participant's EV is plugged into the EVSE and backup is supported, then PG&E will collect data from the technology providers and the Participant's meter to assess the functionality of the V2B system.
 - PG&E will send a survey to the Participant following the outage to assess the customer experience.
- In the event that there is no *unplanned grid outage* for more than 3 months, PG&E will work with the customer to schedule an *outage test event*. All communications and *outage test events* will occur during normal business hours unless otherwise agreed upon between the Participant and PG&E.
 - PG&E will disconnect power to the Participant's meter during the scheduled window for up to 4 hours and then will restore power.
 - PG&E will collect data from the technology providers and the Participant's meter to assess the functionality of the V2B system.
 - PG&E will send a survey to the Participant following the outage to assess the customer experience.
- PG&E will conduct a maximum of 2 *outage test events* for each Participant during the course of the Pilot.

2. Backup Power Testing Incentive

Participants are eligible to receive \$500 per *outage test event* for which they complete the post-outage survey within 10 days.

Process:

- The Backup Power Testing Incentive will be issued via check or ACH to the Customer of Record enrolled in the Pilot pursuant to the Participation Agreement.
- Participants will receive the incentive(s) within 6 months of a Participant's second Backup Power Testing outage event.

g. Hourly Flex Pricing

Hourly Flex Pricing (HFP) launched on October 1, 2024. HFP is anticipated to be available for a minimum of twelve months after launch and may be extended if there continue to be available funds.

1. Hourly Flex Pricing Overview

Hourly Flex Pricing (HFP) provides day-ahead hourly price signals based on the market price of energy, and participants are encouraged to plan ahead and coordinate their energy use with times when prices are lower to save money.

- Hourly rates will be available daily by 4 p.m. Pacific time for the next day's 24-hour time period. When there is a Flex Alert, the hourly rates will be refreshed at 6 p.m. Pacific

time. These rates will include the dynamic generation and dynamic distribution specific to each customer's assigned circuit group.

- Hourly prices for the day of, and day ahead, as well as historical dates, are available at <http://www.pge.com/hfprates>. HFP is also available via API <https://api-calculate-docs.gridx.com/acgd/> for aggregators and vendors, as well as tech-savvy customers.
- Participants will continue to receive and pay their regular monthly PG&E energy statement, with energy charges based on their current rate plan and will also receive a monthly supplemental HFP statement that tracks their Pilot performance.
- If - after 12 months on HFP - the customer performs better in total on HFP than on their current rate plan, the customer will receive a credit for the difference (adjusted for received ELRP incentives). CCA customers will receive a credit for the generation component of the HFP from their CCA, PG&E will cover the distribution component of the HFP credit.

2. HFP Eligibility Requirements

To enroll in HFP, Participants will need to:

- Be a bundled service customer or taking service from a participating Community Choice Aggregator, as listed on the [website](#).
- Be participating with EV and EVSE Products capable of operating in parallel with the utility grid, according to the [Eligible Products List](#).
- Obtain an Interconnection Agreement for their system from PG&E. This will require completing a Rule 21 Interconnection Application via PG&E's YourProjects portal: <https://yourprojects-pge.com>. Participants are strongly encouraged to complete their Interconnection Application as soon as possible, as completing the interconnection process can take an extended period of time.
 - If the Participant prefers their contractor complete this process on their behalf, [Form 79-1095](#) will allow the Participant to grant this authorization, and the contractor will submit a copy as part of the Interconnection Application.
 - Participant should follow the [Applications User Guide](#) for V2G:
 - Select the following options:
 - Connect Solar Panels, Wind Turbines, or Other Generating Equipment
 - Complex Self Generation
 - Non-Export
 - In the Project Name field, Participant must include "VGI Pilot" to flag Participant's application for processing.
 - On the Equipment screen, Participant must select the Uncompensated Export option in the Operating Mode drop down list.
 - [Form 79-1070](#) will be added to qualifying Interconnection Agreements to allow for uncompensated export. HFP, as part of the V2X Pilots, provides compensation opportunities for export, as does ELRP.

3. Interconnection Incentive

Participants with Eligible EV/EVSE combinations capable of grid-tied operations and who have submitted a complete Rule 21 Interconnection Application (through the [YourProjects Portal](#)) are eligible to receive a rebate for the \$800 Initial Review Fee. Participants who are also required to go through Supplemental Review are eligible to receive a rebate for the associated \$2,500 fee. Participants should receive the incentive(s) within 4-6 weeks of successful study completion.⁸

h. End of Pilot Incentives

1. Exit Survey Incentive

Customers who complete an exit survey at the end of the pilot are eligible for a \$50 incentive.

2. Bonus Participation Incentive

Customers who remain enrolled through the end of the Pilot are eligible for an additional \$250 incentive.

i. Unenrollment

Customers who wish to unenroll from the V2X Commercial Pilot may do so by emailing vgipilotcommunications@pge.com.

⁸ Note that these incentives are not predicated on obtaining an Interconnection Agreement, but on successfully completing the Interconnection Application and the Review associated with the fee being rebated.