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.  

A.15-02-009  
(Filed February 9, 2015)  

PACIFIC GAS AND ELECTRIC COMPANY’S (U 39 E)  
ELECTRIC VEHICLE CHARGE NETWORK  
QUARTERLY REPORT, FIRST QUARTER, 2021

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Attorney for  
PACIFIC GAS AND ELECTRIC COMPANY

Dated: July 7, 2021
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(PACIFIC GAS AND ELECTRIC COMPANY’S (U 39 E) ELECTRIC VEHICLE CHARGE NETWORK QUARTERLY REPORT, FIRST QUARTER, 2021)

Pursuant to Ordering Paragraph 20 of D.16-12-065, Pacific Gas and Electric Company (PG&E) hereby submits the attached EV Charge Network Quarterly Report for First Quarter, 2021. Per D.16-12-065, the Report is being served on the service list for A.15-02-009 as well as the members of the Program Advisory Council.

Respectfully Submitted,

KRISTIN D. CHARIPAR

By: /s/ Kristin D. Charipar  
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Attorney for  
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1. Executive Summary

1.1 EV Charge Network Program Overview

PG&E’s EV Charge Network (EVCN) program was approved on December 15, 2016 through a unanimous vote of the California Public Utilities Commission (Commission). The purpose of the program is to increase access to charging for electric vehicles (EV) within PG&E’s service territory. The program forecasted to install up to 7,500 charging ports over a three-year period focusing on two key market segments: workplaces and multi-unit dwellings. The program includes deployment targets of 15% of ports in Disadvantaged Communities (DACs) as well as 20% in Multi-Unit Dwellings (MUDs). These targets aid in facilitating market entry for previously underserved communities and market segments. For participating site hosts, the program is organized into two ownership options: “EV Charge Owner” and “EV Charge Sponsor.”

**EV Charge Owner:** The majority of the electric vehicle service equipment (EVSE) will be owned by site hosts who are PG&E non-residential customers that have EV charging stations installed on their property. All site hosts may choose to participate under this program option. For these installations, PG&E will install and maintain the EV service connection (make-ready infrastructure) to support their use. The site host will be responsible for buying and installing the EV charging stations. At these locations, rebates will be offered to site hosts for the EV charging stations. The rebates will be paid after the charging stations are installed and operational.

**EV Charge Sponsor:** At the discretion of the individual site host, PG&E may be requested to install, own, and maintain up to 35% of the EV charging stations originally forecasted to be deployed. These EV charging stations will be installed in a turnkey operation to maximize site host convenience. EV Charge Sponsor site hosts must be MUDs or workplaces located in disadvantaged communities (DACs).

1.2 Summary for Quarter

The following section provides a brief summary of the milestones and actions performed throughout the quarter. This includes EV adoption in PG&E’s service territory, a summary of the Program Advisory Council (PAC) meeting, program milestones, and key barriers to implementation.

**EV Adoption in PG&E Service Territory**

The EV Charge Network program intends to support the adoption of EVs in PG&E territory by providing the infrastructure to support adequate charging and remove obstacles to adoption.

PG&E offers two residential EV rates for customers who own an EV. Both rates are time-of-use (TOU) rates and will vary based on time of day. The EV-2A rate combines the customer’s EV electricity use with the main household consumption on the same meter whereas the EV-B rate tracks EV electricity consumption separately from household use through a new meter dedicated to the charging equipment. At the end of Q1 2021, 71,171 PG&E customers were enrolled in the EV rates.3

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1. The Commission approved the EV Charge Network in D 16-12-065.
2. Disadvantaged Communities are defined as the top 25% most impacted census tracts within PG&E’s service territory per the CalEnviroScreen3.0, or the latest version.
3. The EV rate numbers include customers enrolled in EV-A, EV-B, and EV-2A rate. The EV-2A rate is replacing the EV-A rate with new TOU rates and off-peak charging times.
PG&E also offers two electric vehicle rate plans for business customers with on-site EV charging. These rates are specifically designed for customers with separately metered EV charging at locations such as workplaces, multi-unit dwellings, and retail as well as sites with fleets and fast charging stations. The rates are Business Low Use EV Rate (BEV1) for EV charging installations with a connected load up to and including 100 kilowatts (kW), which are best suited for smaller workplaces and multi-unit dwellings, and Business High Use EV Rate (BEV2) for EV charging installations with a connected load of 100 kilowatts (kW) and above.

**Program Participation Interest**

PG&E officially launched the EV Charge Network program in January 2018 (however, the program operated under a soft launch since late October 2017 when the online application was made available). PG&E experienced steady interest from customers applying for participation in the EVCN program.

PG&E stopped accepting new applications in Q2 2019 since the program was fully subscribed. However, customers are able to submit their interest in future EV infrastructure offerings through the [interest list form](#) on the website.

As of March 31, 2021, PG&E had received 816 applications. At the close of Q1 2021, 192 sites representing 4,827 ports had signed agreements with customers; this excludes applications that were waitlisted or cancelled. More details on submitted applications can be found in Section 2 and on approved/in-progress sites in Section 5 of this report.

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4. 198 sites were reported as viable in the Q4 2020 update. Since then, 6 sites were canceled.
2. Customer Interest, Outreach, and Education

2.1 EV Charge Network Applications

Since launching the EV Charge Network program website and online application in Q3 2017, PG&E received a total of 816 applications through Q2 2019 when the program stopped accepting new applications. Figure 2.1 shows the total number of applications received and the number of applications in each stage at the end of Q1 2021.5

FIGURE 2.1 SUMMARY OF APPLICATION STATUS THROUGH Q1 2021

Table 2.2 shows the breakdown of property type, disadvantaged community status, and program participation across all applications received through Q1 2021.

TABLE 2.2 APPLICANT PROFILE THROUGH Q1 2021

<table>
<thead>
<tr>
<th></th>
<th>NUMBER OF APPLICATIONS</th>
<th>PERCENT OF APPLICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROGRAM PARTICIPATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EV Charge Owner</td>
<td>629</td>
<td>77%</td>
</tr>
<tr>
<td>EV Charge Sponsor</td>
<td>187</td>
<td>23%</td>
</tr>
<tr>
<td>PROPERTY TYPE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MUD</td>
<td>220</td>
<td>27%</td>
</tr>
<tr>
<td>Workplace</td>
<td>596</td>
<td>73%</td>
</tr>
<tr>
<td>DISADVANTAGED COMMUNITY STATUS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disadvantaged Community (DAC)</td>
<td>209</td>
<td>26%</td>
</tr>
<tr>
<td>Other PG&amp;E Territory</td>
<td>607</td>
<td>74%</td>
</tr>
</tbody>
</table>

Applicants reported hearing about the EVCN program from various sources. In Q2 2019, PG&E’s Sales team wrapped up their outreach. Over the course of the program’s outreach, the PG&E Sales team represented the largest source of incoming lead generation, bringing in over 55% of program applications through Q2 2019. Figure 2.3 depicts how applicants reported hearing about the EVCN program on the online application.

FIGURE 2.3 EVCN PROGRAM APPLICANT SOURCE OF PROGRAM KNOWLEDGE THROUGH Q2 2019

5. While the program has stopped accepting new applications, the number of eligible projects may change if projects are canceled.
Figure 2.4 depicts the geographic areas of applicants who submitted applications to EVCN, halting in Q2 2019.

**FIGURE 2.4 EVCN PROGRAM APPLICANT PROFILE BY GEOGRAPHIC AREA THROUGH Q2 2019**

Note: “Other PG&E Territory” represents counties with fewer than 10 applications submitted. PG&E received applications from over 150 cities in total.

Approximately 76% of submitted applications were cancelled through the end of Q2 due to the program reaching full subscription. PG&E has shared additional resources with these sites to support their desire to install EV charging, such as the following:

**Other external rebates available:**

- **CEC CALeVIP** – The California EV Infrastructure Project.
- **BAAQMD Charge!** – Bay Area air district charging station rebate.
- **SJAPCD Charge Up!** – San Joaquin air district charging station rebate.
- CCA Rebates – Check with your local Community Choice Aggregator, such as MCE, for additional rebates.
- **Electrify America** – An alternate EV charging infrastructure program.

**Other PG&E EV resources:**

- **EV Savings Calculator** – Find the right EV for you with personalized incentives.
- **Clean Fuel Reward** – EV/PHEV purchasers can qualify for up to $1,500 through this program.
- **EV Charging Rates** – Make sure you are on the best electric rate for EV charging.
- **yourprojects.pge.com** – Request new electric service for EV chargers if not selected for the EVCN program.

**Q1 2021 Program Milestones**

- 4,504 ports substantially complete since program inception
- **Q1 Ports Substantially Complete:** January – 207 ports, February – 57 ports, March – 60 ports

**Q1 2021 Challenges and Lessons Learned**

In Q1 2021, we continued to be diligent about COVID-19 related safety protocols during construction related activities. Because the permitting process differs among local governments and jurisdictions, we have continued to run into new and novel requirements that we worked closely with property owners and the local AHJ to resolve, but the challenges delayed our construction timelines. Through this continued experience, we know that it’s critical we are connected with the correct stakeholders in advance to ensure we follow the appropriate local procedures and are able to complete our work in a safe, reliable, and timely manner.
2.2 Sales and Marketing

In Q2 2019, PG&E halted marketing and customer acquisition due to the large influx of applications. PG&E continues to work with our partners to communicate project status. Partners, especially on a local level, are key stakeholders that serve as advocates for the program. Sample partners include local non-profits/working groups, community choice aggregators, local governments, and trade associations. They can be very helpful in providing venues for PG&E to discuss EV charging opportunities with their constituents, offering additional funding sources that further bring down costs for customers, and, in some cases, become customers themselves.

2.3 Online Tools & Resources

As of the end of Q1 2021, the EV Charge Network program website has the following tools and resources to assist customers in their decision-making process.

- Through Q1 2021, the EV Savings Calculator has received 405,000 unique visitors and logged over 537,000 sessions, resulting in >19,000 hours of total platform engagement.
- Our Net Promoter Score\(^6\) in Q1 was 34, with 951 respondents, which we consider “great.”

The goal of the EV Savings Calculator is to reduce EV ownership cost research time by providing residential customers with a tool that is quick, easy to use, and provides an accurate cost breakdown of owning an EV. The tool captures total cost of ownership, available EV incentives, and a match score to help users find the right EV for them.

PG&E launched the tool at the end of 2018 and launched a new rate comparison tool in July 2019 to help customers find the best electric rate for their EV, home location, and charging behavior. In Q1 2020, PG&E added enhancements which enable users to compare two EVs side-by-side, and a variety of map enhancements such as a trip planner, vehicle range radius, and nearby EV dealers. The tool is available at ev.pge.com.

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Executive Summary

Browse available EVs:

- **Chevrolet Bolt EV**
  - Electric Range: 238 miles
  - MSRP: $36,420
  - After Incentives: $25,620
  - Match Score: 97

- **Nissan LEAF**
  - Electric Range: 158 miles
  - MSRP: $29,990
  - After Incentives: $16,190
  - Match Score: 97

- **Volkswagen e-Golf**
  - Electric Range: 125 miles
  - MSRP: $30,415
  - After Incentives: $19,695
  - Match Score: 95

- **Ford Focus Electric**
  - Electric Range: 115 miles
  - MSRP: $29,120
  - After Incentives: $18,320
  - Match Score: 94

- **Hyundai Ioniq Electric**
  - Electric Range: 124 miles
  - MSRP: $29,500
  - After Incentives: $18,700
  - Match Score: 94

- **Kia Soul EV**
  - Electric Range: 111 miles
  - MSRP: $33,950
  - After Incentives: $23,150
  - Match Score: 93

Discover the best electric rate:

You can save $1,140 per year by switching to PG&E's EV2-A rate with a Tesla Model 3 Long Range AWD.

Rate Comparison

- **Current Rate: E-1**
  - (Without an EV)
  - **Lowest Rate: EV2-A**
  - (With an EV)

- **Savings:** $1,140
Customer Outreach and Education

2.4 Customer Experience and Satisfaction

PG&E issues a customer satisfaction survey to program participants after project completion. PG&E has received survey responses from 35 customers through Q1 2021. Survey respondents rated PG&E well on “Likelihood to Recommend” and “Value to Organization,” and the “Overall Process” rating has steadily increased through program deployment.
3. Electric Vehicle Supply Equipment Procurement

3.1 Procurement Process

PG&E conducted a Request for Qualification (RFQ) and Request for Proposal (RFP) process to determine eligible EVSE packages that will be available to customers through the EV Charge Network program. The RFQ qualifies EV charging station vendors for the EV Charge Owner option and occurs on a quarterly basis. Per the last PAC meeting decision, the EV Charge Network program will no longer qualify vendors through quarterly RFQs. PG&E leveraged the RFP to qualify EV charging station vendors for the EV Charge Sponsor option, for which PG&E will own the charging equipment.

EVSE packages are inclusive of EVSE hardware, software, and network services. PG&E has halted the quarterly vendor RFQ process due to the program reaching full subscription.

3.2 RFQ – EV Charge Owner Options

PG&E halted the quarterly vendor RFQ process due to program reaching full subscription. The approved EVSE packages, including hardware, software, and network services are presented on PG&E’s website to inform customers of vendor options, along with vendor contact information for further inquiry. Appendix C details the criteria all approved EVSE approved packages must meet.

The following are currently approved program vendors:

- ABM
- Andromeda Power LLC
- BTC Power (Broadband Telcom Power, Inc.)
- ChargePoint
- Electric MotorWerks, Inc.
- EV Connect
- EVBox
- EV Charge Solutions
- EVoCharge LLC
- EVSE LLC
- Greenlots
- Kitu Systems
- Liberty Plug-ins
- National Car Charging
- Op Connect
- Open Access Technology International, Inc. (OATI)
- PowerCharge
- PowerFlex Systems
- SemaConnect, Inc.
- Siemens
- Shell New Energies
- Tellus Power Inc.
- Verdek
- Video Voice Communications
3.3 RFP – EV Charge Sponsor Options

Vendors approved through the first RFQ in 2017 were eligible for the RFP. The RFP was designed to select vendor(s) for the EV Charge Sponsor portion of the program. Under this option, program participants may request PG&E to install, own, and maintain up to 35% of the EV charging ports originally forecasted. The RFP process evaluated competitive price proposals for vendor EVSE packages to be offered under the EV Charge Sponsor option of the program. Vendors for the RFP had to meet PG&E’s minimum requirements for the RFQ process and were evaluated on criteria including, but not limited to, price, quality of bid, supplier diversity, environmental commitment, and financial stability. PG&E has selected two vendors, through the RFP, EVBox and ChargePoint. Eligible Charge Sponsor site hosts have been offered a choice of the two EVSE vendors.

3.4 Procurement Next Steps

PG&E has halted the quarterly vendor RFQ process due to the program reaching full subscription. PG&E has completed and closed the RFP process for Charge Sponsor vendor selection.
4. Charger Utilization and Load Management

4.1 Charger Utilization

At the end of Q1 2021, a total of 179 sites were activated for driver use. Table 4.1 shows the summary of all active sites through Q1 2021.

**TABLE 4.1 SUMMARY OF ACTIVATED SITES THROUGH Q1 2021**

<table>
<thead>
<tr>
<th>PROGRAM PARTICIPATION</th>
<th>NUMBER OF SITES</th>
<th>NUMBER OF PORTS</th>
<th>PERCENT OF PORTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>EV Charge Owner</td>
<td>117</td>
<td>2,531</td>
<td>58%</td>
</tr>
<tr>
<td>EV Charge Sponsor</td>
<td>62</td>
<td>1,832</td>
<td>42%</td>
</tr>
<tr>
<td>PROPERTY TYPE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MUD</td>
<td>64</td>
<td>1,721</td>
<td>39%</td>
</tr>
<tr>
<td>Workplace</td>
<td>115</td>
<td>2,642</td>
<td>61%</td>
</tr>
<tr>
<td>DISADVANTAGED COMMUNITY</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Status DAC</td>
<td>54</td>
<td>1,747</td>
<td>40%</td>
</tr>
<tr>
<td>Other PG&amp;E Territory</td>
<td>125</td>
<td>2,616</td>
<td>60%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CROSS-SECTION (Sites/Ports)</th>
<th>DAC (% of Grand Total)</th>
<th>NOT IN DAC (% of Grand Total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MUD</td>
<td>17/923 (21%)</td>
<td>47/798 (19%)</td>
</tr>
<tr>
<td>Workplace</td>
<td>37/824 (19%)</td>
<td>78/1,818 (42%)</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>54/1,747</td>
<td>125/2,616</td>
</tr>
</tbody>
</table>

PG&E continues to work with EV Service Providers (EVSPs) on collecting driver utilization data from activated sites. From the data collected thus far, PG&E can share the aggregate load profile for 159 activated sites. The aggregate load curve for these 159 sites is shown in Figure 4.2. These curves were developed based on cumulative PG&E meter data for all sites from January 1, 2021 through March 31, 2021. The data shown does not represent any particular day but rather cumulative hourly data for all sites in the entire quarter, which provides a shape that is representative of charging patterns on a daily basis.

7. The sites represented in these load data are those sites that have been activated and where the EVSP has registered the site with PG&E.
FIGURE 4.2 AGGREGATED LOAD CURVE FOR Q1 2021 CHARGER UTILIZATION

The average kWh utilization per port shown in Figure 4.3 is calculated as the total kWh delivered during a given month to all ports that were fully activated in that given month, divided by the number of fully activated ports for that given month. The below figure covers 2019 through Q1 2021. Overall, this shows the increasing utilization of sites prior to early 2020, followed by a reduction in utilization due to COVID-19 shutdown restrictions, resulting in less charging of vehicles.

FIGURE 4.3 AGGREGATED KWH DELIVERED PER PORT IN 2019 – Q1 2021

8. Prior to 2019 there were a limited number of activated sites and ports, and this time period is therefore not included in this display.
5. Program Operations

5.1 Summary of Approved Sites

Prior to full subscription, once an application was received, PG&E reviewed the site for eligibility and evaluated site feasibility based on criteria including available electrical capacity, number of chargers to be installed, environmental risks, and estimated project costs on a per-port basis. If a site passed this eligibility review and a conceptual design of charger layout was approved by the program participant, it was approved for EVCN participation and moved into design and pre-construction phases.

192 projects were approved as eligible for EVCN program participation at the end of Q1 2021. The program is targeting at least 20% of installed ports to be at multi-unit dwellings (MUD) and at least 15% in disadvantaged communities. Table 5.1 depicts the breakdown of property type, disadvantaged community status, and program participation for applications approved through Q1 2021.

| TABLE 5.1 PROGRAM PARTICIPANT PROFILE – APPROVED SITES THROUGH Q1 2021 |
|---------------------------------|-----------------|-----------------|
|                                 | NUMBER OF SITES | NUMBER OF PORTS |
| PROGRAM PARTICIPATION           |                 |                 |
| EV CHARGE OWNER                 | 125             | 2,847           |
| EV CHARGE SPONSOR               | 67              | 1,980           |
| PROPERTY TYPE                   |                 |                 |
| MUD                             | 68              | 1,819           |
| Workplace                       | 124             | 3,008           |
| DISADVANTAGED COMMUNITY STATUS  |                 |                 |
| Disadvantaged Community (DAC)   | 57              | 1,859           |
| Other PG&E Territory            | 135             | 2,968           |

<table>
<thead>
<tr>
<th>CROSS-SECTION (Sites/Ports)</th>
<th>DAC (% of Grand Total)</th>
<th>NOT IN DAC (% of Grand Total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MUD</td>
<td>17/923 (19%)</td>
<td>51/896 (19%)</td>
</tr>
<tr>
<td>Workplace</td>
<td>40/936 (19%)</td>
<td>84/2,072 (43%)</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>57/1,859</td>
<td>135/2,968</td>
</tr>
</tbody>
</table>

5.2 Construction

Once a project is approved for participation in the EV Charge Network program, PG&E assigns a Project Manager to connect with the customer and guide the site from design to activation. This includes coordinating with one of PG&E’s competitively selected Engineer, Procure and Construct (EPC) vendors to complete the design, permitting, and construction for EV charging sites. At the end of Q1 2021, PG&E had a pipeline of 192 approved sites which represents 4,827 ports and provides a pipeline of construction through the end of the program.
5.3 Operational Metrics

Through the end of Q1 2021, PG&E had completed installation of 184 sites for the EVCN program. The following metrics reflect construction and installation of approved sites through March 31, 2021. Table 5.3 summarizes the number of approved and installed ports at the end of Q1. Figure 5.3 depicts the total number of ports installed by each EVSE primary vendor.

**TABLE 5.3 SUMMARY OF NUMBER OF PORTS AND INSTALLATION**

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of total ports approved</td>
<td>4,827</td>
</tr>
<tr>
<td>Number of ports installed</td>
<td>4,504</td>
</tr>
<tr>
<td>Average number of ports approved per site</td>
<td>25</td>
</tr>
<tr>
<td>Average number of ports installed per site</td>
<td>24</td>
</tr>
<tr>
<td>Average Q4 total construction duration (in days)</td>
<td>60</td>
</tr>
<tr>
<td>Average Q4 total charger installation time* (in days)</td>
<td>3</td>
</tr>
</tbody>
</table>

*This is the duration of the installation of the chargers on top of the make-ready infrastructure.

5.4 Program Costs

In Q1 2021, PG&E spent roughly $5.2 million for a total program spend of roughly $110.8 million out of the $130 million authorized budget. Figure 5.4 details Q1 2021 program spend for each of the categories: Engineering, Procurement, and Construction; Administration and Program Implementation; Marketing, Education, and Outreach; and IT Projects. Table 5.4 provides a summary of program costs to date, and percent of allocated budget spent.

**TABLE 5.4 SUMMARY OF PROGRAM SPEND**

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Program Cost through Q1 2021</td>
<td>$110,800,957</td>
</tr>
<tr>
<td>Total Completed Construction Cost</td>
<td>$80,585,568</td>
</tr>
<tr>
<td>Average Cost per Port</td>
<td>$17,892</td>
</tr>
<tr>
<td>Charger Cost per Port</td>
<td>$2,211</td>
</tr>
<tr>
<td>Total Rebate Reserved</td>
<td>$1,906,125</td>
</tr>
</tbody>
</table>

9. Total Completed Construction Cost & Average Cost per Port metrics include Design/Permits, Materials, To-the-Meter construction, Behind-the-Meter construction, Charger where applicable (EV Charge Sponsor sites), and Rebates where applicable (EV Charge Owner sites). Since full vendor invoices for some ports Substantially Completed during the quarter do not become available until after quarter-end, the Total Completed Construction Cost is an approximation using the number of Substantially Completed ports x Average Cost per Port. As a result, the quarter-to-quarter increase in Total Completed Construction costs may exceed the quarter-to-quarter increase in actual Total Program Costs through for the quarter. Charger Cost per Port is the charger cost alone, for EV Charge Sponsor sites that have full cost information as of quarter-end. Total Rebate Reserved is for all Substantially Complete projects as of quarter-end.
6. Supplier Diversity

PG&E is committed to diversity in the workplace and with the companies with which we do business. Our Supplier Diversity program provides vital opportunities for businesses owned by women, minorities, service-disabled veterans and lesbian, gay, bisexual, and transgender (LGBT) individuals. Supplier diversity will be scored as part of the RFQ and RFP process for the EV Charge Program and will be incorporated in any contracts for services as part of this program.
7. Program Advisory Council Feedback

The first PAC meeting of 2021 was held on April 28, 2021 and included a diverse group of stakeholders. Over 40 organizations attended, including representatives from the EV charging station industry, non-profits, government entities and community choice aggregators. PG&E captured stakeholder comments during the meeting and collected feedback by email submission after the meeting. PG&E has provided responses to the questions and comments in Appendix A.
8. Conclusion

At the end of Q1 2021 PG&E had completed construction of 184 sites representing a total of 4,504 ports installed. The program had a total of 192 approved applications, securing 4,827 ports that are supporting a construction pipeline through program end. The composition of the program’s applicant and approved site pool represents a healthy pipeline in supporting the Commission’s targets for Disadvantaged Communities, Multi-Unit Dwellings, and program ownership options. PG&E will continue to identify opportunities for process improvement while ensuring a positive customer experience.

PG&E values the feedback and input stakeholders have provided through the Program Advisory Council meetings and looks forward to continued collaboration with participants.
9. Appendix A

9.1 Summary of Program Advisory Council Comments and PG&E Response

The following PAC members provided comments during the meeting regarding the EV Charge Network program:

<table>
<thead>
<tr>
<th>PAC MEMBER NAME</th>
<th>PAC MEMBER ORGANIZATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Audrey Neuman</td>
<td>CPUC Energy Division</td>
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<tr>
<td>Jason Greenblatt</td>
<td>Gladstein, Neandross &amp; Associates</td>
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<tr>
<td>Kevin Hamilton</td>
<td>Central CA Asthma Collaborative</td>
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<tr>
<td>Steve McClary</td>
<td>Wolf Creek Lodge</td>
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<tr>
<td>David Almeida</td>
<td>Opinion Dynamics</td>
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<tr>
<td>Enid Joffe</td>
<td>Clean Fuel Connections Inc.</td>
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<tr>
<td>Fidel Leon Diaz</td>
<td>Public Advocates</td>
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<tr>
<td>Newonda Nichols</td>
<td>ChargePoint</td>
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<tr>
<td>Maureen Guerrero</td>
<td>Urban Services YMCA</td>
</tr>
<tr>
<td>Ram Ambatipudi</td>
<td>EV Connect</td>
</tr>
<tr>
<td>Damon Kim</td>
<td>Eneridge</td>
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<thead>
<tr>
<th>QUESTION</th>
<th>PG&amp;E RESPONSE</th>
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<tbody>
<tr>
<td>Can you give an update on how much of</td>
<td>Fleet:</td>
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<tr>
<td>the funds were spent and how much we</td>
<td>Spend to-Date (Q1 2021): $18.5M  Remaining: $217.8M</td>
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<td>have left for the Fleet and Fast Charge</td>
<td>Fast Charge:</td>
</tr>
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<td>programs?</td>
<td>Spend to-Date (Q1 2021): $2.4M  Remaining: $20.0M</td>
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<td>What were the main issues screening out</td>
<td>We have a very comprehensive design requirements for our program. Two</td>
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<td>DCFC sites?</td>
<td>primary issues with make-ready infrastructure to exceed our threshold:</td>
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<td></td>
<td>trenching to transformer over 200ft and the other is the ADA buildout.</td>
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<td>You mentioned minimal trenching and no</td>
<td>For older buildings and infrastructure, we agree that this is a challenge,</td>
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<td>transformer upgrades. Schools in DACs</td>
<td>however we know there are schools in DACs that have the infrastructure</td>
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<tr>
<td>are very old and have infrastructure</td>
<td>ready and are working with those schools. Furthermore, the financial</td>
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<td>that requires upgrades and are the ones</td>
<td>viability is crucial to get the infrastructure into as many sites as possible.</td>
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<td>that really need this infrastructure.</td>
<td></td>
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<tr>
<td>What’s the plan for serving schools</td>
<td></td>
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<td>with older infrastructure?</td>
<td></td>
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<tr>
<td>QUESTION</td>
<td>PG&amp;E RESPONSE</td>
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<tr>
<td>Can you please speak more about what you are going to test in the VGI pilots? How will these pilots test something different and what in particular are the research questions?</td>
<td>Our goal is not to develop new technology but rather to see how existing technologies can work together. For example, there’s a high interest in using the vehicle for back-up power. We know this technology exists, but there’s still a lot of questions surrounding this technology. Cost is another major factor in this research, and we will be analyzing these pilots to see what cost-effective solutions look like.</td>
</tr>
<tr>
<td>Can you share the survey and info with the PAC list?</td>
<td>Yes, when we have everything ready, we will share the information.</td>
</tr>
<tr>
<td>Are you all tracking how the EV Fleet Savings Calculator impacts the installation for fleets participating in EV Fleet?</td>
<td>We do track when folks use the tool and submit interest in the program. We do expect this tool to be tailored for specific audiences. We do use Google Analytics to track the website on the back end.</td>
</tr>
<tr>
<td>Any plans to add load sharing with this tool?</td>
<td>We are currently assuming each vehicle has its own charger, but we are open to looking further into that.</td>
</tr>
<tr>
<td>How do you define DAC?</td>
<td>DACs are defined as the top quartile of census tracts located in our service territory from the CalEnviroScreen Version 2.0 <a href="https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-version-20">https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-version-20</a></td>
</tr>
<tr>
<td>Do you have a more specific date for the next solicitation round for the EV Fast Charge program?</td>
<td>We do not have a date for the next site application solicitation yet, but we will share with all approved vendors as soon as we do. It would most likely be in Q3.</td>
</tr>
<tr>
<td>Are you accepting new vendors for your Fast Charge program?</td>
<td>Yes, we are launching a vendor RFQ to approve new vendors, please express your interest by emailing: <a href="mailto:EVFastCharge@pge.com">EVFastCharge@pge.com</a> and we can add you to the invite list.</td>
</tr>
</tbody>
</table>
10. Appendix B

PG&E has established a six step process that guides customers through the EV Charge Network program.

1. **Info & Application**: Potential program participants apply online at [www.pge.com/evcharge](http://www.pge.com/evcharge).

2. **Eligibility Assessment**: PG&E reviews eligibility and site information, assessing costs and technical feasibility.

3. **Design**: If the site is approved, the program participant selects their chargers, and PG&E sends the site design layout and easement for signature. If the program participant is an EV Charge Owner, they submit their proof of purchase for the chargers; if an EV Charge Sponsor, they submit their participation payment.

4. **Construction**: PG&E builds the “make-ready” infrastructure to the parking spaces.

5. **Activation**: Once construction is complete, chargers are installed, activated and inspected, and PG&E conducts data integration. If the program participant is an EV Charge Owner, PG&E issues the rebate.

6. **Utilization**: The chargers are maintained for the life of the program (10 years) — by the program participant, in the case of EV Charge Owner; by PG&E, in the case of EV Charge Sponsor.
11. Appendix C

PG&E conducts a thorough review of all vendor applicants based on pre-determined criteria. All EVSE packages approved through the RFQ meet the following minimum requirements:

**Hardware Requirements:**
- Include a commercial-grade Level 2 EVSE.
- Must be able to supply an output current of at least 30 amps per port minimum at 208/240 volts.
- Include a charge connector compliant in SAE J1772.
- Compliant with NEC article 625.
- Rated for outdoor usage, NEMA 3R or better and an operating temperature range of: -22°F to 122°F.
- Shall be network ready — able to communicate with an EVSE management service and use Open Charge Point Protocol (OCPP 1.5 or later).
- ADA Compliant.

**Software & Network Requirements:**
- Software to control, operate, communicate, diagnose, and capture data.
- The vendor shall provide network services capable of tracking usage, collecting data, billing customers and managing electrical loads.
- The EVSE software shall be certified to receive an OpenADR 2.0b signal.

**Vendor Requirements:**
- The EVSE Package(s) must be inclusive of all hardware, software, and network services.
- Vendor is an authorized distributor or reseller of specified EVSE hardware and software and authorized to provide the required services.
- Vendor is regularly and continuously engaged in the business and have EVSE installed and operational in the United States for at least three years immediately preceding the bid due date.
- Vendor shall be able to service the entire PG&E Service Territory.